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**MASTER PLAN**  
**Tyrone Township**  
**Livingston County, Michigan**

July 2002

Prepared with the assistance of:

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**Master Plan  
Tyrone Township  
Livingston County, Michigan**

**July 2002**

# **Introduction**

The land use decisions that Tyrone Township makes over the next several years will have a fundamental impact on the character and quality of life in the Township. The Township is located at the edge of development in southeast Michigan. Development pressures will increase as more people are attracted to Tyrone's rolling hills, attractive vistas and rural character.

Residents of the Township have long been concerned about maintaining the rural character of Tyrone. This plan is intended to protect and preserve those qualities on which residents place such great value, while recognizing that growth will create needs that must be addressed.

## LEGAL BASIS FOR THE MASTER PLAN

The Municipal Planning Act of the State of Michigan (P. A. 285 of 1931) expressly authorizes cities, villages, and townships to engage in planning and zoning. The Act states that the Planning Commission's efforts at planning shall take place via formulation of a master plan, which is

*“. . . made with the general purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of the municipality and its environs which will, in accordance with present and future needs, best promote health, safety, morals, order, welfare, as well as efficiency and economy in the process of development; including, among other things, adequate provision for traffic, the promotion of safety from fire and other dangers, adequate provision for light and air, the promotion of the healthful and convenient distribution of population, the promotion of good civic design and arrangement, wise and efficient expenditure of public funds, and the adequate provision of public utilities and other public requirements.” (M.C.L. 125.37)*

The Act is very specific about what the plan must include:

*“Maps, plats, charts, and descriptive matter shall show the commission's recommendations for the development of the territory, including, among other things, the general location, character, and extent of streets, viaducts, subways, bridges, waterways, floodplains, water fronts, boulevards, parkways, playgrounds and open spaces, the general location of public buildings and other public property, and the general location and extent of public utilities and terminals, whether publicly or privately owned or operated, for water, light, sanitation, transportation, communication, power, and other purposes; also the removal, relocation, widening, narrowing, vacating, abandonment, change of use or extension of any of the foregoing ways, grounds, open spaces, buildings, property, utilities or terminals; the general location, character, and layout and extent of community centers and neighborhood units; and the general character, extent and layout of the replanning and redevelopment of blighted districts and slum areas.” (M.C.L. 125.36)*

The Act also requires the Planning Commission to “make careful and comprehensive surveys and studies of present conditions and future growth of the municipality.”

## **Community Character**

Tyrone Township consists of approximately 36 square miles of land in the northeast corner of Livingston County. The Township borders Genesee County and the City of Fenton to the north, Rose Township of Oakland County to the east, Hartland Township to the south, and Deerfield Township to the west. Tyrone is located about 25 miles north of Ann Arbor and the University of Michigan and about 15 miles south of the City of Flint. Kettering University and a campus of the University of Michigan are located in Flint. Lansing and Michigan State University are about 45 miles to the west and Detroit is southeast about 55 miles.

Tyrone is defined by its unique blending of rural character and an agrarian past with a relatively modern transportation network and close proximity to major urbanized areas. U.S. 23 — a divided, limited access highway — runs north to south through the western half of the Township, linking the cities of Flint and Ann Arbor. The highway is the primary linkage for the community. Interstate 96, which runs east to west between Detroit and Lansing, is located about 12 miles south of the Township. Approximately 10 miles north of the Township, Interstate 75 merges with U.S. 23, which links Flint with Detroit.



Tyrone's attractive rural features and easy accessibility have made the Township an increasingly popular "bedroom community" for residents who are willing to exchange extra time on their daily commutes for the attractive rural amenities that come with living in Tyrone. The landscape of the community consists of rolling hills, country roads, farms, woodlands, wetlands, creeks and lakes, much of which remains in an unaltered state. Low density single family residences are found throughout Tyrone, with more intensive development located in the northeast portion of the Township, near Fenton.

Because of Tyrone's rural character and easy accessibility, development pressures have become a major issue with the residents of Tyrone. While the 2000 Census Data shows that Tyrone has a relatively modest population of 8,459, this number represents an increase of 23% from 1990. The Southeast Michigan Council of Governments (SEMCOG) estimates that the year 2020 population will be 16,985. This would be an increase of 53 percent. It is noted that this projection is based on a 2000 estimate of 9,097, which is higher than the actual 2000 census data, meaning that SEMCOG's adjusted 2020 projection should come down proportionally.

The implications for future land use are that more of Tyrone's land area will be consumed by residents and ultimately businesses and industry. The community adopted a Parks and Recreation Plan in 1999 that included, among other things, provisions for the creation of a greenways plan that will designate areas as open space.

**Insert Map 1 - regional location**

## **HISTORY**

The history of Tyrone is rooted in agriculture. The Township was first settled in 1834 when three men – George Dibble, George Cornell and William Dawson – acquired land in the area. They were followed over the next two years by nearly 150 settlers, who purchased most of Tyrone’s available land.

The first school was opened by 1838, and the first church in the Township was erected in 1844. Postal services were in operation by 1852.

As with most of Livingston County in the 1800s, agriculture, and industry associated with agriculture, dominated the economy. The Township’s major agricultural products included hay, grains, sheep, dairy cattle, horses and apples.

Due to the agricultural focus Tyrone Township developed with large, dispersed lots, and has had few concentrated settlement areas. Haller’s Corners, Parshallville, Hill Top Orchards and the original Town Hall site (Tyrone Center) are areas that once showed signs of developing as community centers. None of those centers ever matured as an urban place with a local government. To the present day, development in Tyrone Township continues to be dispersed, and the community has no “downtown” or central area.

Many of the Township’s early residents originated from upstate New York. In fact, various town names found in the State of New York were considered as the Township’s name when the name of Tyrone was selected. According to Township historic records, the name was suggested by Jonathan L. Wolverton. Several early settlers in the area originated from County Tyrone in Ireland.

Over the past 40 years, residential development mostly has taken place in the northern third of the Township around lakes such as Runyan, Marl, Sullivan and Stearns Lakes, and along the major arterial roads. As a result, the character of this portion of the Township has changed from rural to large-lot suburban.

Although still mostly rural in its character, the emphasis on agriculture has dwindled for Tyrone Township. Today, the Township has become a rural, residential home for many commuters who work in the more urbanized areas.

## **OPEN SPACE/ RURAL CHARACTER**

The most distinguishing characteristics of Tyrone are its uniquely attractive open space and rural character. The topography consists of rolling hills and open meadows along quiet country roads that create a picturesque quality. Much of Tyrone’s residential development consists of 5 and 10 acre lots with housing in the front, and natural woodlands comprising much of the rear of the properties. The open meadows, woodlands, and wetlands give Tyrone a simple, natural beauty.

Residents realize the importance of preserving Tyrone’s finest attribute, and indeed many, if not most, located in the Township for this very reason. Of the six community-defined goals that Tyrone developed during the formulation of its Parks and Recreation Plan in 1999, one was to

develop an open space plan and another was to create greenway linkages. In fact, the most desired uses for parks as defined by community leaders were passive recreation opportunities such as hiking and canoeing. These results show a clear bias by the community toward the preservation of open space over other land uses such as commercial and residential uses. The overwhelming consensus of Tyrone residents is the desire to maintain its rural character.

One manner in which Tyrone has implemented open space preservation principles is through its zoning ordinance. It states that for every 2 acres of lot area created in the Farming Residential and Rural Estate Residential districts, 1 acre of open space must be set aside. In R-1 and R-2 Single Family Residential districts, 1 acre of open space must be created for every 4 acres of lot area created. The newly designated areas are prohibited for development for any use other than open space. The Ordinance defines open space as “Historic building sites or historic sites, parks and parkway areas, ornamental parks such as botanical gardens, extensive areas with tree cover, wetlands, lowlands along streams, and other natural features worthy of scenic preservation.” Open space may also include private recreational facilities such as a golf course, buffer areas adjacent to public streets, and storm water detention areas that are usually dry except during and immediately following storm events.



In addition to creating greenway networks and passive recreational opportunities as means of open space preservation, the community also wishes to limit the type of development that occurs in Tyrone. The Parks and Greenways Plan showed that the majority of community leaders favored low density single-family residential lots and half favored cluster developments which maintain overall gross densities in a development, but permanently set aside areas for open space by utilizing smaller lot sizes within the development boundaries.

### **U.S. 23 CORRIDOR**

The U.S. 23 corridor is a critical transportation link in the State of Michigan and in the Great Lakes Region, moving goods between Michigan and Ohio. In Southeastern Michigan, U.S. 23 serves to connect the urban areas of Ann Arbor and Flint. As the urbanized area of Southeastern Michigan has grown, U.S. 23 has taken on the function of an external loop around the western side of the most heavily developed part of the region.

U.S. 23 is the most important roadway in Tyrone Township, providing the community with connections for the journey to work, consumer resources, and entertainment. According to 2000 traffic counts from the Michigan Department of Transportation (MDOT), the highway carries approximately 50,000 vehicles through Tyrone on an average day. This is up from 10,000 vehicles from SEMCOG’s 1995 estimates. Of course, on heavily traveled holidays and other high-volume days, the traffic counts could be substantially higher.

Tyrone Township recognizes the importance of U.S. 23 in the daily lives of Tyrone’s residents. The freeway gives the Township important external connections. However, the freeway also brings noise, air pollutants, visual intrusions and traffic safety concerns into the community. Indeed, as with many important resources, the Tyrone Planning Commission recognizes the need to carefully plan for the best utilization of the U.S. 23 corridor so that the freeway will continue to serve the needs of the Township’s residents and businesses.



### **CITY OF FENTON INFLUENCE**

The City of Fenton consists of approximately 10,000 people, and is located in the southern-most portion of Genesee County, ending right at the border of Tyrone. Serving as somewhat of a bedroom community to the City of Flint and Oakland County, Fenton is characterized by slow and steady growth, a good school system, a main street district, and intense economic development surrounding the U.S. 23 Corridor.

While Fenton is not located in the Township, it has had a profound effect on its development pattern. Existing land use maps indicate that the majority of intense housing development has occurred in the northern one-third of Tyrone, primarily in the direct vicinity of Fenton. Reasons for this pull toward the city include the Fenton school system, the provision of services and utilities such as fire and water, and the proximity to Fenton shopping and retail opportunities. Several “Big Box” retailers such as KMart, Home Depot, and a new Walmart along U.S. 23 in Fenton have become major draws for Tyrone residents.



### **PARSHALLVILLE SETTLEMENT**

Located in the southwest part of Tyrone and the northwest portion of Hartland Township, the Parshallville community began to develop in the mid-1800's. By 1880, this rural community had a post office, general store, and other shops and businesses. In the 1900's and extending until today, Parshallville’s strength has been its ability to maintain its rural and pastoral look and feel through historic preservation and a resistance to modern development pressures.

The community has been able to capitalize on its New England-style small town charm and turn it into an economic development opportunity by drawing in weekend tourists. Until very recently, visitors to the area were treated to horse-drawn carriage tours of Parshallville's historic houses and scenic countryside. Highlights include a cider mill and scenic views of the pond. Currently, there is interest among Parshallville residents to preserve the history of the Settlement. The community's charm and proximity to Lake Shannon, which is located in the southwest portion of Tyrone, have attracted residents to the Township. Land use maps show that Lake Shannon is completely surrounded by residential development. This development has created a second small population center in the otherwise dispersed Tyrone Township.

## **Social Characteristics and Housing Analyses**

## POPULATION

The U.S. Census 2000 has reported Tyrone to have 8,459 residents. This is an increase of 23% from 1990. Table 1 is a comparison of historic population data between Tyrone and Livingston County that dates from 1950. The data shows that during the last decade, the county exceeded Tyrone's growth rate, experiencing a 36% increase in population.

**Table 1: Populations Trends, Tyrone and Livingston County, 1950 to 2000**

Year	Tyrone				Livingston County			
	Total	Numeric Change	Percent Change	Persons per sq. mile	Total	Numeric Change	Percent Change	Persons per sq. mile
1950	1,039			28.9	26,725			46.4
1960	1,523	484	46.6%	42.3	38,223	11,498	43.0%	66.4
1970	3,437	1,914	125.7%	95.5	58,967	20,744	54.3%	102.4
1980	6,077	2,640	76.8%	168.8	100,289	41,322	70.1%	174.1
1990	6,854	777	12.8%	190.4	115,645	15,356	15.3%	200.8
2000	8,459	1,605	23.4%	235.0	156,951	41,306	35.7%	272.5

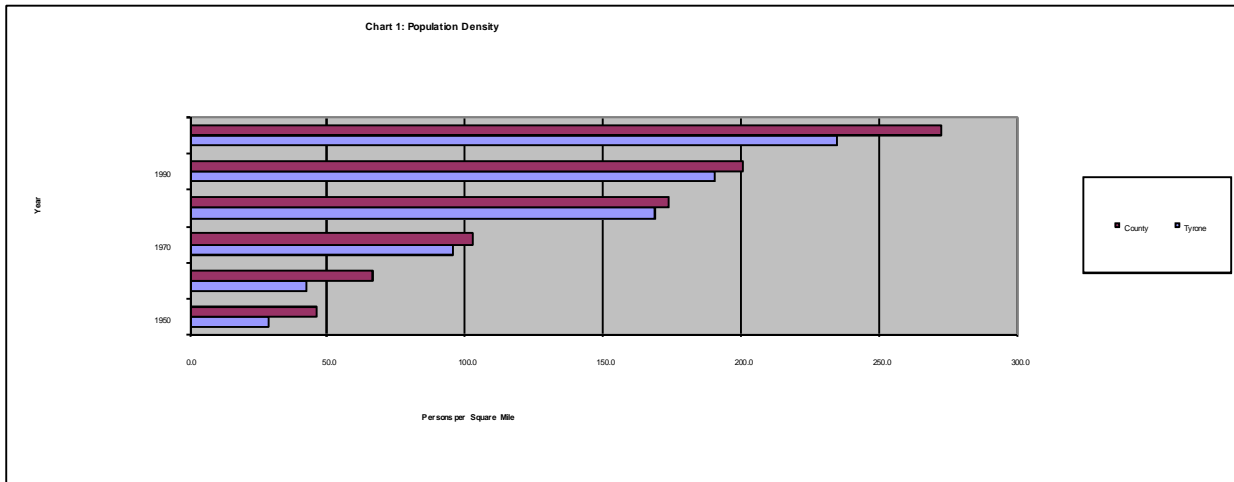
Source: U.S. Census

Tyrone witnessed its largest percentage increase between 1960 and 1970, when the Township more than doubled in population from 1,523 to 3,437. The largest numeric increase occurred in the following decade between 1970 and 1980, growing by 2,640 people to 6,077 residents. During the 1970s, the county also experienced high growth, recording its largest percent increase as well as its largest numeric increase.

The decade between 1980 and 1990 was a slow period of growth for Tyrone. It increased by 13%, the slowest rate for the 50-year period. This was also true for the county, which experienced a 15% increase in population during the decade. The population density of Tyrone has increased over the last 50 years at a slightly lower rate than the county. Chart 1 shows the Township's average persons per square mile has increased from 190.4 to 235.0 in the last decade. This is less than the county increase during the same time period to a density of 272.5 at the time of the 2000 census.

A comparison with nearby communities shows that Tyrone's growth in the last decade was at a slightly lower rate. The City of Fenton increased 31% from 8,084 to 10,582. Deerfield Township mirrored the county by growing 36% from 3,000 to 4,087. Hartland Township grew by 60% from 6,860 to 10,996. Rose Township of Oakland County grew 26% from 4,926 to 6,210.

The most recent projections from the Southeast Michigan Council of Governments (SEMCOG) indicate an increase in population to 16,985 in Tyrone by 2020. This represents roughly a 100% increase in population from the 2000 Census reports.



### Resident Age and Sex

Table 2 displays the age distribution in Tyrone by percentage in comparison to the County and State populations. From this data, service demands can be estimated. The population age ranges are grouped together so that we may estimate the types of services that are most obvious for each group. For example, where a substantially larger share of the local population is found in a particular group as compared to State and County population data, the Planning Commission and Township Board can estimate certain special services that might be necessary for that group.

The Township tends to have fewer people in the family forming years as compared to the state and county populations. Additionally, the Township has a significantly larger part of the resident population base in mature families. Slightly less than one-third of the Township’s residents are less than 20 years old, almost exactly consistent with the countywide data in this dimension. However, a higher concentration of mature families suggests that there will be a lower birth rate in the Township as compared to other communities.

**Table 2: Age Distribution Comparison, Selected Jurisdictions**

<b>Age Group</b>	<b>Tyrone Township</b>	<b>% of Tyrone</b>	<b>Livingston County</b>	<b>% of County</b>	<b>State of Michigan</b>	<b>% of State</b>
Under 5 years <i>Pre-School</i>	533	6.3%	11,305	7.2%	672,005	6.8%
5 to 19 <i>Public School</i>	2,104	24.9%	37,571	23.9%	2,212,060	22.3%
20 to 44 <i>Family Forming</i>	2,688	31.8%	56,399	35.9%	3,604,383	36.3%
45 to 64 <i>Mature Families</i>	2,476	29.3%	38,639	24.6%	2,230,978	22.4%
65 and over <i>Retirement</i>	658	7.8%	13,037	8.3%	1,219,018	12.3%
Total	8,459	100.0%	156,951	100.0%	9,938,444	100.0%
Median age	38.8	—	36.2	—	35.5	—

Source: US Census Bureau, Census 2000

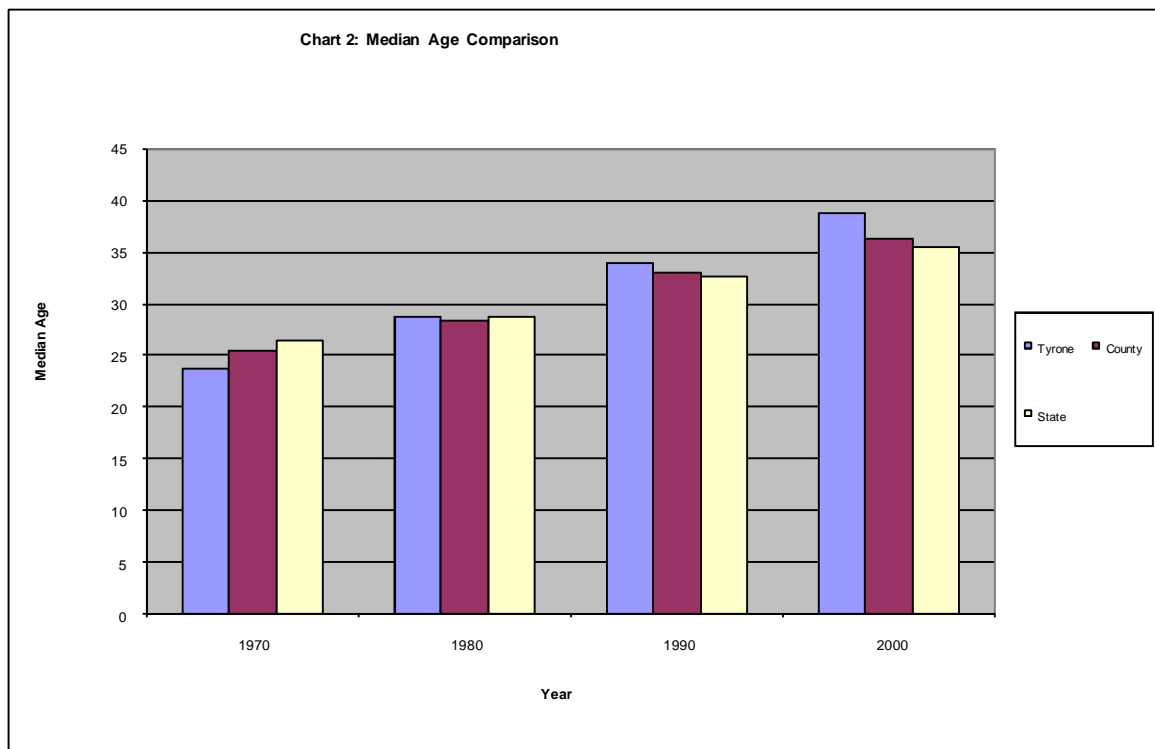
All other cohorts increased in total population and in their share of the population during the last 10 years. The most significant increase was in the 45 to 54 group, which increased by 4.7% from 958 to 1,583. This group is followed by the 55 to 64 cohort, which rose 2.4% from 561 people to 893. The 35 to 44 cohort, already the largest in Tyrone, increased 0.8% from 1,313 to 1,694.

The Township's median age has increased by almost four years from 1990 to 2000. The median age of Tyrone has increased steadily and significantly since 1970. While county and state trends have also shown increased growth, Tyrone's has been more pronounced. In 1970, Tyrone's median age was nearly 2 years below the county's and roughly 3 years below the state's. In 1980, all three geographic regions had very similar median ages. By 2000, however, Tyrone's median age was over two years greater than the county median, and over 3 years greater than the state's.

**Table 3: Median Age Comparison in Years, Selected Jurisdictions**

Year	Tyrone Township	Livingston County	State of Michigan
1970	23.8	25.5	26.5
1980	28.7	28.3	28.8
1990	33.9	32.9	32.6
2000	38.8	36.2	35.5

Source: US Census Bureau



The Census 2000 age data for Tyrone was compared with the county, state, and nearby municipalities including Hartland, Fenton, Deerfield, and Rose Townships, and the City of Fenton. The results reveal that Tyrone is relatively similar to the surrounding townships and the county, and relatively dissimilar to the state.

Tyrone has the highest median age of those jurisdictions at 38.8. It is followed closely by Fenton and Rose Townships, at 38.4 and 38.3, respectively. The state of Michigan has the lowest median value at 35.5, and Hartland is close behind at 35.8. Tyrone has the lowest value for the

20 to 24 year age bracket, at 3.1%. The townships and the county all have significantly lower values in this bracket when compared to the state. Only the City of Fenton approaches the state average of 6.5%, with a value of 6.4%. 20% of Tyrone’s population is between the ages of 35 and 44 years, which is significantly higher than the state average, but fairly reflective of the age distribution of the county and the surrounding townships.

This age data suggests:

- ✧ The Township population will likely not have as large a demand for new schools, day-care centers, playgrounds and similar children-oriented facilities as compared to other communities.
- ✧ There may be a higher demand for adult “creature comfort” facilities such as standard restaurants, full-service gas stations, golf courses and other adult oriented facilities.

Livingston County and the Township are very similar with regard to the proportional split in males and females within the respective jurisdictions. Slightly more men live in Tyrone and in the county overall. Conversely, slightly more women reside in the entire state. However, the difference is so small that it is statistically insignificant.

**Table 4: Sex Distribution in Selected Jurisdictions**

<b>Jurisdiction</b>	<b>Male</b>	<b>% Male</b>	<b>Female</b>	<b>% Female</b>
Tyrone Township	4,267	50.4%	4,192	49.6%
Livingston County	79,288	50.5%	77,663	49.5%
State of Michigan	4,873,095	49.0%	5,065,349	51.0%

Source: US Census Bureau, Census 2000

Table 5 shows the breakdown of race for Tyrone, Livingston County, and the state of Michigan. Tyrone and the county are similar in their homogeneity. Tyrone is 98.7% White, while Livingston County is 98.1% White. Michigan overall is more diverse, with 81.8% of the population being White, and 14.8% African American. The state also has a higher percentage of American Indians, Asians, Native Hawaiians and Pacific Islanders, and Hispanics or Latinos.

**Table 5: Race Distribution by Percent of Total Population in Selected Jurisdictions**

<b>Race</b>	<b>Tyrone</b>	<b>Livingston</b>	<b>Michigan</b>
White	98.7	98.1	81.8
Black or African American	0.1	0.6	14.8
American Indian and Alaska Native	0.9	1.1	1.3
Asian	0.8	0.8	2.1
Native Hawaiian and Other Pacific Islander	0	0.1	0.1
Some other race	0.4	0.5	2

Source: US Census Bureau, Census 2000

Hispanics or Latinos are not included in the Table 5 because the U.S. Census records this data separately. The percentages of Hispanics or Latinos in the state, county, and Tyrone are 3.3%, 1.2%, and 1.0%, respectively. The racial compositions of the communities surrounding Tyrone are highly reflective of the Township and Livingston County. The City of Fenton and Fenton Township are 96% and 97% White, respectively. Hartland, Deerfield, and Rose are 98%, 98%, and 97% White, respectively.

**HOUSING**

Table 6 shows the number of households in Tyrone at the time of each census since 1960. The number of households has increased in each decade displayed. This is not surprising, given the population growth that the Township has witnessed over the past 50 years. The highest percentage growth in households was from 1960 to 1970, while the greatest cumulative growth in housing was in the following decade. This mirrors the population growth trends of this time period.

**Table 6: Households in Tyrone Township 1960 to 2000**

<b>Year</b>	<b>Households</b>	<b>% Change</b>
1960	407	
1970	897	120.4%
1980	1,756	95.8%
1990	2,211	25.9%
2000	2,882	30.3%

Source: US Census Bureau

Decreasing household size has been a national trend for several decades. Table 7 shows a comparison between Tyrone, Livingston County, and the state of Michigan.

**Table 7: Average Household Size 1970 to 2000**

<b>Year</b>	<b>Tyrone</b>		<b>State</b>		<b>County</b>	
	<b>Avg.</b>	<b>% Change</b>	<b>Avg.</b>	<b>% Change</b>	<b>Avg.</b>	<b>% Change</b>
1970	3.83		3.21		3.27	
1980	3.46	-9.7%	3.39	5.6%	2.84	-13.1%
1990	3.10	-10.4%	2.94	-13.3%	2.84	0.0%
2000	2.93	-5.5%	2.56	-12.9%	2.80	-1.4%

Source: US Census Bureau

Tyrone’s average household size was significantly larger than the state and county’s in 1970. By 2000 the gap between the township and the county has closed significantly, but is still significantly greater than the state average. The percent change in Tyrone was roughly the same from 1970 to 1980 and 1980 to 1990. Both decades experienced a negative growth factor of

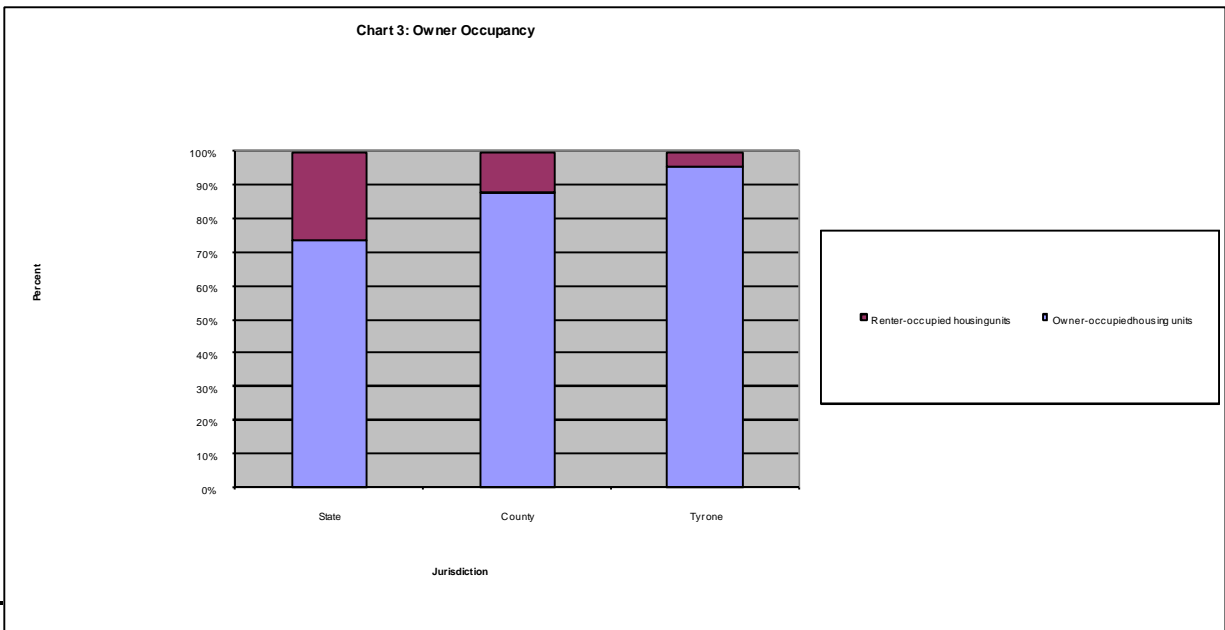
approximately 10%. The most recent decade has slowed down to 5.5%.

**Table 8: Housing Occupancy by Percent for Selected Jurisdictions**

	State	County	Tyrone	Fenton City	Fenton Township	Hartland	Deerfield	Rose
Occupied housing units	89.4	94	95.4	94.9	93.1	94.6	92.7	94.2
Vacant housing units	10.6	6	4.6	5.1	6.9	5.4	7.3	5.8
For seasonal, recreational, or occasional use	5.5	2.6	2.4	0.6	3.3	2.1	4.6	4
Homeowner vacancy	1.6	1.5	0.7	1.8	1.7	2.1	0.8	1
Rental vacancy	6.8	5.4	7.1	6.1	8.6	7.7	5.8	5.5

Source: U.S. Census 2000

Tyrone has a total of 3,020 housing units, with 2,882 occupied and 138 vacant. Table 8 shows housing occupancy data for Tyrone, the state of Michigan, Livingston County, the City of Fenton, and Fenton, Hartland, Deerfield, and Rose Townships. At 95.4%, Tyrone has the highest rate of occupied housing units and subsequently the lowest vacancy rate. The county, City of Fenton, and other Township occupancy rates are all higher than the state average. Only Deerfield is under 93%.



The state of Michigan has a higher percentage of housing that is seasonal than any community in the table. Tyrone’s percentage of seasonal housing is slightly less than half the state average. Deerfield has the highest percentage of any township at 4.6%. Tyrone has the lowest rate of homeowner vacancy at 0.7%, with the state average being 1.6%. Tyrone’s rental vacancy rate of 7.1% is only slightly above the state average of 6.8%. The value for Tyrone could be subject to intense fluctuation from year to year due to the extremely low amount of total rental units in the township.

Tyrone has 2,882 occupied units, of which 2,751 are owner-occupied and 131 are renter occupied units. Table 9 displays owner-occupancy percentages and household size data. Tyrone has the highest rate of owner-occupancy of any in the group at 95.5%. Fenton Township, Hartland, Deerfield, and Rose are all very close behind in owner occupancy. All four have a minimum of 94% owner-occupancy. The state value is 73.8%. Only the City of Fenton has a lower value, at 66.3%.

**Table 9: Owner Occupancy and Household Size by Percent for Selected Jurisdictions**

	State	County	Tyrone	Fenton City	Fenton Twp.	Hartland	Deerfield	Rose
Owner-occupied housing units	73.8	88.0	95.5	66.3	94.6	94.8	94.2	94.4
Renter-occupied housing units	26.2	12.0	4.5	33.7	5.4	5.2	5.8	5.6
Average household size of owner-occupied unit	2.7	2.9	3.0	2.6	2.7	3.0	3.0	2.9
Average household size of renter-occupied unit	2.2	2.2	2.5	2.0	2.3	2.4	2.7	2.4

Source: U.S. Census 2000

The average household size for an owner-occupied unit in Tyrone is 2.95. This is fairly reflective of Livingston County’s overall value of 2.89. Hartland, Deerfield and Rose all have

similar values that fall between 2.91 and 2.99. The City of Fenton and Fenton Township have values that are more representative of the state's value of 2.67.

The average household size for renter-occupied units is traditionally a lesser value than for owner-occupied units. In Tyrone, there is an average of 2.47 people in every renter-occupied unit in the Township. This is significantly higher than the county average of 2.16, which is actually below the state average of 2.24. Hartland and Rose have similar averages to Tyrone, while Deerfield is higher, with an average of 2.72. The City of Fenton has the lowest value at 1.97, or less than two people on average per renter-occupied dwelling unit.

# **Economic Analysis**

## INTRODUCTION

One purpose of the Master Plan is to review opportunities for employment, shopping, and income-producing ventures for residents. A secondary purpose of the Master Plan is to accommodate desired economic growth that will serve the needs of the residents of the community in appropriate locations. To achieve these purposes, it is first necessary to become knowledgeable about the income levels and employment characteristics of residents, and to achieve a thorough understanding of business and industrial development patterns that exist in and around the community.

This component of the Master Plan is intended to provide information relative to the Tyrone Township economic base. Income and employment characteristics of the Township and the composition of the labor force are examined first, and conclusions are drawn concerning future opportunities for residents within the Township and in the immediate area.

The second portion of this component examines business and industrial growth patterns. Implications are discussed concerning the magnitude, location, and future direction of growth in the commercial, office, industrial, and similar sectors of the local economy. The third major element deals with the fiscal impact of various types of expected growth.

## INCOME

The level of income in a community relative to its surroundings is a measure of economic health and vitality. From a public sector perspective, an affluent community will have a strong tax base and be able to provide quality services for its residents. From a market perspective, retail and service firms make location decisions based on growth and expendable income. On the reverse end, a predominantly low income community will have to make difficult decisions with respect to cutbacks on city services, and will often find it hard to attract retail businesses. Table 10 shows Tyrone's income relative to the state and county's.

**Table 10: Income, 1990**

	<b>Median Household Income (\$)</b>	<b>Per Capita Income (\$)</b>
Tyrone	52,133	17,792
Livingston	49,910	17,327
Michigan	31,020	14,154

Sources: Livingston County, U.S. Census

With a median Household income of over \$52,000 in 1990, Tyrone was slightly higher than the county and significantly higher than the state, and is therefore a relatively affluent community. The surrounding jurisdictions of Hartland, Deerfield, and the City of Fenton had 1990 median income values of \$50,627, \$42,805, and \$33,998, respectively.

The 1997 Michigan Economic Census indicated that the median household income for the state was \$38, 883, and the county's was \$61,915. Given Tyrone's income relative to the county and state, as well as inflation and a national period of prosperity between 1997 and 2000, it seems likely that Tyrone's median household income had surpassed \$60,000 in the year 2000, and was perhaps closer to \$70,000. This means that Tyrone and Livingston County residents have considerably more wealth than the state at large. This data, when coupled with the anticipated population growth in Tyrone, indicates residents can expect increasing amounts of development pressure from the retail and service sectors.

## **LABOR FORCE**

Resident occupation gives a clear indication of the types of jobs in which people in the community currently are engaged. The 1990 Census is the nearest benchmark for reporting these characteristics. Table 11 includes information for Tyrone, Livingston County and the state of Michigan. In 1990, Tyrone reported 3,612 residents in the labor force, and Livingston County reported 61,601. The Livingston County Planning Department has reported the 2000 figures have climbed to 4,925 and 83,625, respectively. This represents roughly 35% growth in labor force over the ten year period for both jurisdictions.

White collar jobs represented roughly 70% of the labor force in all three jurisdictions, leaving approximately 30% in blue collar professions for the three. However, the composition within these two well-known classifications varied among the three jurisdictions in several fields. Tyrone has a significantly higher proportion of its labor force working in the professional specialty category than either the state or county. Jobs in this category tend to be in higher income brackets than most other categories, and include architects, engineers, physicians, and teachers. Tyrone also has a significantly higher percentage of workers in the technical and related support category. Jobs in this category often pay moderate to high wages, and include jobs ranging from computer programmers to nurses and dental hygienists. Tyrone has a lower percentage of workers in the relatively low paying white collar fields of administrative support and service occupations. Administrative jobs often involve clerical work, and service oriented jobs include waiters, cooks and barbers.

Blue collar jobs are also distributed differently. Tyrone has a higher percentage of residents employed in precision production, craft, and repair occupations, and fewer machine operators, assemblers, and inspectors. Jobs in the former category include auto mechanics and construction workers, and jobs in the latter category include assembly line workers and freight handlers.

Occupational data has shown a shift in the national economy from an industrial economy to a service and information economy. The trend has been labeled "The New Economy". As this trend continues, white collar jobs are expected to increase, while blue collar jobs are expected to decrease. The Michigan Department of Career Development (MDCD) projects that by 2008, 75% of Livingston and Washtenaw County residents will be engaged in white collar activities.

The state of Michigan's share of white collar jobs is expected to increase to 76%.

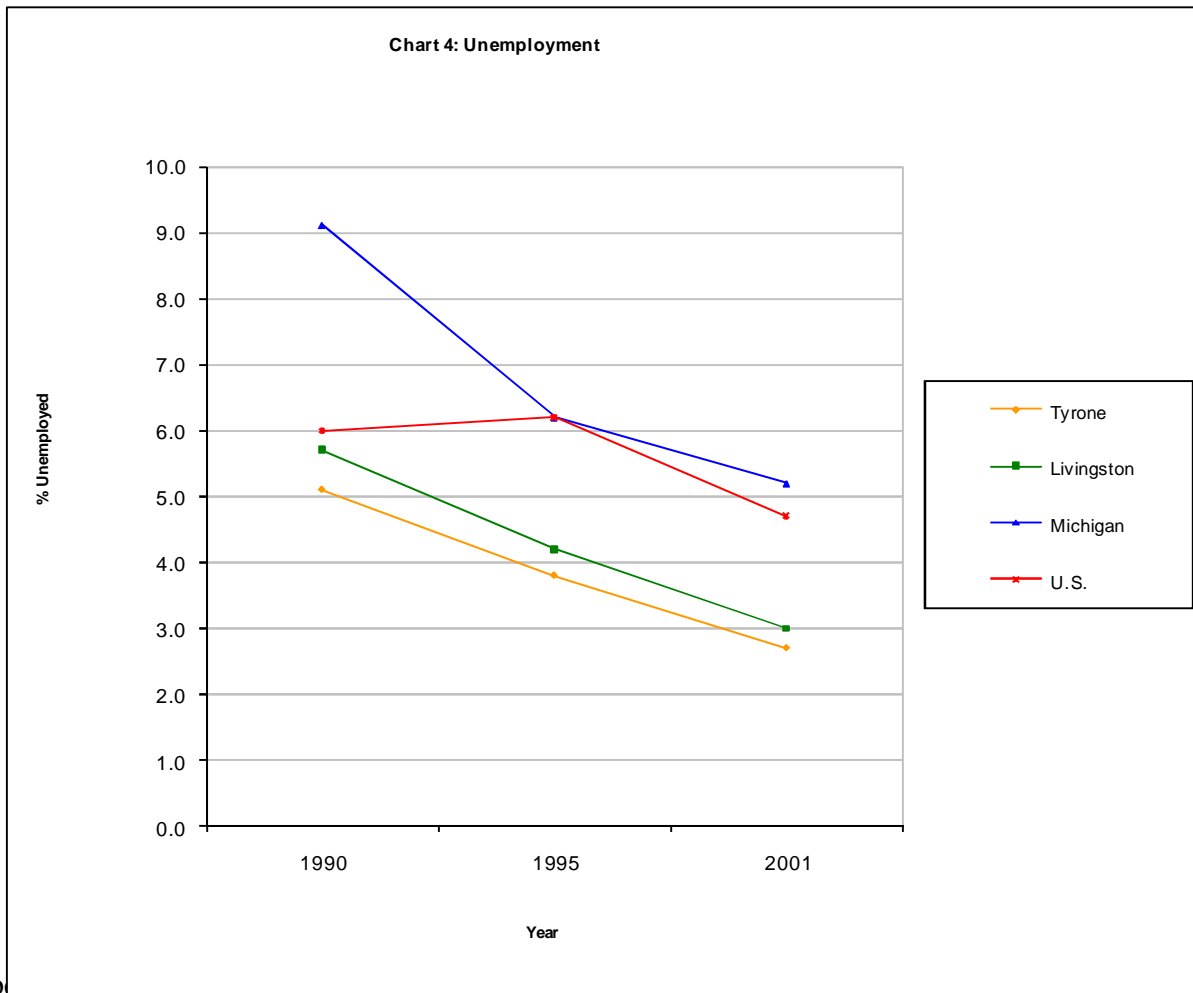
Tyrone's labor force is poised to meet the demands of the New Economy, with a large percentage of its work force already well-trained and well-educated. The MDCD shows that the region's share of the labor force in management, professional, and skilled technical fields will continue to outgrow the state averages.

**Table 11: Composition of Labor Force, 1990**

	Tyrone	Livingston	Michigan
Executive, administrative, and managerial occupations	11.2%	12.5%	11.1%
Professional specialty occupations	20.8%	14.3%	13.6%
Technicians and related support occupations	6.2%	3.9%	3.6%
Sales occupations	13.3%	12.3%	11.4%
Administrative support occupations, including clerical	11.9%	14.8%	15.8%
Private household occupations	0.3%	0.3%	0.3%
Protective service occupations	0.0%	1.0%	1.6%
Service occupations, except protective and household	7.2%	9.8%	11.8%
Farming, forestry, and fishing occupations	0.6%	1.5%	1.6%
Precision production, craft, and repair occupations	15.7%	14.8%	12.0%
Machine operators, assemblers, and inspectors	6.1%	7.5%	9.4%
Transportation and material moving occupations	3.7%	3.6%	3.9%
Handlers, equipment cleaners, helpers, and laborers	2.9%	3.2%	3.9%

### UNEMPLOYMENT

Residents of Tyrone have witnessed unemployment rates that have been consistently below county, state, and national averages. **Chart 4** shows unemployment patterns for the last decade for these three jurisdictions and the nation at large. The state of Michigan's economy was hit particularly hard by the recession in the early 1990's, yet Tyrone and Livingston County remained below national averages during that time. By 1995, the state's unemployment had lowered to a level consistent with the nation, while Tyrone and the county stayed well below the averages for both. By January of 2001, Tyrone's unadjusted unemployment rate was just 2.7, and the national, state, and county rates were also relatively low. This is reflective of a national



## PROJECTED EMPLOYMENT

Employment data indicates the type of jobs offered within a given jurisdiction. Trends can be assessed by comparing current data with past data, and by comparing current data with projections. There are some difficulties in using Census data as a benchmark, because the Bureau of Labor Statistics (BLS) will group high-skilled, high-wage earners with relatively low-skilled, low-wage earners under many of their categories. The Service Sector, for example, includes workers in the health care and legal professions with those in hotels, repair services, and amusement and recreation services. Also, workers in highly technical fields employed by a manufacturing company are usually classified by the BLS in the Manufacturing Sector. While recognizing the shortcomings of the data, the figures do give a rough measure of employment transitions.

SEMCOG has provided employment projections based on 1990 data for the years 2000 and 2020. As a result, the numbers are not as accurate as an actual survey, but do reflect general trends that are expected to occur in Tyrone and Livingston County.

**Table 12: Employment Projections**

Industrial Class	2000		2020		% Change	
	Tyrone	County	Tyrone	County	Tyrone	County
Agriculture and Natural Resources	183	1,989	186	2,062	1.6%	3.7%
Manufacturing	48	9,099	173	9,232	260.4%	1.5%
Transportation, Communications and Utilities	17	1,689	50	2,752	194.1%	62.9%
Wholesale Trade	42	2,614	88	3,111	109.5%	19.0%
Retail Trade	52	13,092	131	17,884	151.9%	36.6%
Finance, Insurance and Real Estate	21	4,468	59	5,788	181.0%	29.5%
Services	204	20,641	505	28,821	147.5%	39.6%
Public Administration	1	1,547	11	2,275	1000.0%	47.1%
<b>Total Jobs</b>	<b>568</b>	<b>55,139</b>	<b>1,203</b>	<b>71,925</b>	<b>111.8%</b>	<b>30.4%</b>

Source: Southeast Michigan Council of Governments (SEMCOG)

Table 12 reveals several important phenomena that are noteworthy for Tyrone and Livingston County. First, it is significant that Tyrone's total employment number of 568 is roughly 12% that of its labor force, meaning that a large majority of Tyrone residents commute elsewhere for their jobs, and few outside residents come to Tyrone for employment. This characterizes Tyrone

as a “Bedroom Community”, one that is residentially-based and has little economic activity occurring within it. By contrast, the county’s employment number is roughly 85% that of its labor force, meaning that there are significant employment opportunities within Livingston County.

There are several important trends to note with respect to the future of Tyrone’s economy. Though agriculture is a major employer in Tyrone, it is not expected to generate new jobs in the next 20 years. All other industries are expected to grow significantly by 2020. Policy makers and stakeholders in Tyrone should be aware that there will be manufacturing opportunities in their community over this time period, and it is important to determine the type and amount (if any) of this industry that would be beneficial to the community.

The Transportation, Communications, and Utilities Sector is expected to follow county, state, and national growth trends as a result of the widely expanding communications industry that has become part of the New Economy. The Retail and Service sectors are also expected to grow significantly as part of this trend, as well as the growing affluence of Tyrone. Growth in Wholesale Trade and Finance, Insurance, and Real Estate, can be attributed to regional population increases, affluence, and New Economy trends. Public Administration growth will be solely attributed to population growth.

The most significant information that residents, policy makers, and stakeholders in Tyrone should take from this employment analysis is that the Township will be faced with increased development and growth pressures in the next 20 years. SEMCOG projections have shown that Livingston County will experience the greatest amount of employment growth of any county in the Southeast region between 1990 and 2020. It is important for Tyrone to determine the appropriate mix, type, and location of incoming businesses to insure that quality, orderly development takes place which does not disrupt the existing character of the community.

**TAX BASE ANALYSIS**

A discussion of property values will provide an indication of economic growth. As shown in the following table, Tyrone has experienced substantial growth in total state equalized value of property in the last six years. Total State Equalized Value (SEV) increased by 95 percent over the last six years.

**Table 13: State Equalized Value**

	<b>Tyrone</b>	<b>% Change</b>	<b>Livingston</b>	<b>% Change</b>
1995	192,308,746		3,383,864,200	
1996	223,809,955	16.4%	3,753,364,100	10.9%
1997	250,029,242	11.7%	4,190,171,800	11.6%
1998	251,601,780	0.6%	4,739,245,600	13.1%
1999	270,005,009	7.3%	5,361,434,300	13.1%
2000	337,373,310	25.0%	6,011,674,900	12.1%
2001	375,399,800	11.3%	6,814,972,400	13.4%
<b>Total Change</b>	<b>%</b> -----	<b>95%</b>	-----	<b>101%</b>

Sources: Tyrone Township Assessor, Livingston County Equalization Department

Tyrone’s significant increase in property values has mirrored the county’s prosperity over the same time period. The values in the table do not include properties eligible for the Industrial Facilities Tax, which accounted for an additional \$22 million in SEV. Residential, commercial and industrial, and agricultural uses, as well as personal property, have impacted the property tax base of Tyrone as indicated in Table 14.

**Table 14: 2001 SEV by Use**

	<b>SEV</b>	<b>% of Total</b>
Real Property		
Residential	349,987,222	93.2%
Commercial & Industrial	5,936,975	1.6%
Agricultural	8,030,807	2.1%
Personal Property	11,444,767	3.0%
<b>Total</b>	<b>375,399,771</b>	<b>100.0%</b>

Source: Tyrone Township Assessor

The SEV values are highly reflective of a rural bedroom community. Ninety-three percent of Tyrone’s total property value is derived from residential land use. Compared to the total land area zoned for residential uses in Tyrone, residents share a disproportionately high percentage of the total tax burden. This a result of several factors. The first is the lack of commercial and

industrial businesses in Tyrone. Such uses (particularly commercial) often receive a high valuation relative to the amount of land used, and contribute greatly to a jurisdiction’s tax base. The lack of business enterprise also results in a low sum of personal property. Second, agricultural uses are appraised at a much lower value than the other three primary land uses. As a result, residential property comprises the lion’s share of appraised land value in Tyrone.

A 1997 study which was jointly conducted by the Livingston County Equalization Department and the Livingston County Economic Development Council revealed that a heavy tax burden is imposed on residents in communities with little non-residential development. The study showed that for every dollar of taxes that a residential property generates, it costs the community \$1.50 to provide police, fire, school, and road services. Commercial properties require 58 cents in services for every dollar of taxes generated and industrial properties require just 43 cents. Agricultural properties place even less burden on the tax base, requiring roughly 20 cents for every tax dollar it generates. The net result is that residential properties create a burden on a community’s budget. On the other hand, commercial, and industrial properties add value to a community’s tax base, and thus provide additional income to provide better services and implement capital improvement programs.

The annual Township budget is formulated to respond to needs for public services with the available revenue generated by personal and real property tax as the controlling factor. There is a strong relationship between the amount of State Equalized Valuation and available financial resources generated by such SEV. The actual amount of revenue generated by SEV is dependent upon the amount of millage the voters have approved or authorized by the State. Table 15 displays the growth in tax revenues for Tyrone from 1995 to 2000.

**Table 15: Township Tax Revenues**

<b>Year</b>	<b>Taxes</b>	<b>Increase</b>	<b>Ratio to SEV</b>
1995	\$ 191,770.93		0.100%
1996	\$ 216,526.69	12.9%	0.097%
1997	\$ 237,757.00	9.8%	0.095%
1998	\$ 250,192.88	5.2%	0.099%
1999	\$ 264,841.20	5.9%	0.098%
2000	\$ 270,057.26	2.0%	0.080%
<b>Total Increase</b>	<b>\$ 78,286.33</b>	<b>40.8%</b>	

Source: Tyrone Township Assessor

Over the time period indicated in the table, Tyrone’s SEV increased by nearly 80%. The tax revenue declined dramatically in the year 2000 as a proportion of the total SEV. Still, Tyrone’s tax revenue increase has been strong over the time period. The increase in value of residential, commercial and industrial properties has given the Township the opportunity to provide residents with improved public services. In order to maintain this level of services over the long term, it is assumed that increases in the value of property in the Township will most likely occur during the next two decades.

## **U.S. 23 CORRIDOR**

It is anticipated that the U.S. 23 Corridor will witness increased development pressures from the commercial and industrial sectors over the next several decades. This is a result of highly marketable locational attributes, a growing population, and Tyrone's status as a relatively affluent community. It is important to the residents of Tyrone to manage growth in a manner that is orderly and does not compromise the character of the Township. As a result, the U.S. 23 Corridor Plan was developed as a supplement to the Master Plan. In it, development patterns for future land uses are clearly demarcated along the corridor. Designations are made for Planned Services, Planned Office, Planned Commercial Services, Technology, Research, and Office, and Industrial uses. If carried out as conceived, the plan could generate a significant tax base for Tyrone that could be utilized to implement highly beneficial capital improvement programs for the Township.

## **RETAIL AND OFFICE ANALYSIS**

### **Introduction**

Retail and office development in Tyrone has been affected by three key parameters:

- **The Market.** Commercial development is directly related to population, household growth, average household income, and competition. This differs from industrial development, which is closely related to growth of industry in the region, and the ability of a given jurisdiction to accommodate that growth.
- **Land Use Policies.** Tyrone's U.S. Corridor Study, which is a supplement to the Master Plan sets forth a relatively straightforward pattern for non-residential development. It is directed to the vicinity of the White Lake and Center Road interchanges along U.S. 23. However, the Township's zoning map designates much of this land for Residential, Rural Estate, or Farming Residential.
- **Residents' Preferences.** Residents' preferences continue to shape land use policies. Visioning workshops from the Tyrone Township Parks and Recreation plan revealed that residents place a higher value on preservation of rural open space rather than widespread development.

The adoption of the Tyrone Corridor Study lends insight on commercial and industrial development from the perspective of the community. The Future Land Use Map reveals that the community does not want Tyrone to become a regional commercial center. The conclusion can be drawn that commercial development in the Township should serve primarily only the residents of the community, rather than a regional market. This view is consistent with residents' overriding goal to preserve the rural open space character of the community.

The U.S. 23 Corridor Study indicates an acceptance by community leaders that development pressures over the next 20 years are inevitable, and is intended as a land use control mechanism that will promote managed, orderly growth based on resident preferences. For instance, while residents do not wish to have a regional shopping center, they may be agreeable to small, neighborhood-type businesses such as a grocery store, restaurant, drug store, and fast-food or carry-out establishments.

Efficient use of commercial land will be mandatory to achieve residents' desire to limit development yet satisfy the need for a variety of goods and services. Residents' opinions and needs, along with the market analysis that follows, provide the basis for a solid plan for the commercial sector in Tyrone Township.

### **Existing Commercial Facilities**

Just a handful of commercial facilities exist in Tyrone. These sell convenience goods, such as gasoline and items commonly associated with convenience stores.

Convenience goods are those that are consumed or used on a daily basis, such as groceries and drugs. Small grocery stores, convenience markets, auto parts and repair establishments, and restaurants are examples of convenience goods businesses.

There are no businesses in the Township which market comparison or "shopping" goods, such as clothing, appliances, sporting goods, furniture and similar items. Comparison goods are purchased less frequently and only after people have compared prices and quality of competing stores.

### **Determining Commercial Development Potential**

Projection of commercial development potential in Tyrone Township is a five-step process:

1. Delineate the potential trade area. The potential trade area is the geographic area from which the sustaining patronage for shopping facilities is obtained. The boundaries are determined by several factors, including the nature of the commercial facilities, accessibility, physical barriers, location of competing shopping centers, and limitations of driving time and distance.
2. Determine the trade area sales potential.
3. Determine local allocation of total sales. The purpose of this step is to determine what portion of the trade area sales potential can be captured by Tyrone businesses.
4. Convert sales potential estimates into floor area requirements.
5. Convert floor area requirements into land area requirements.

**Delineation of Trade Area.** Normally, the first step in projecting the potential for future

commercial development involves delineation of the potential trade area from which customers are most likely to be drawn. Distance and competition are the most important determinants of trade area because people will generally travel to the nearest businesses that serve their needs. Other factors that affect trade area include travel times, quality, service, variety of merchandise, and accessibility.

For ease of analysis, the Tyrone trade area will be the Township boundaries, and the Center Road interchange will be the targeted area for development.

**Trade Area Sales Potential.** Trade area sales potential is calculated using household income and expenditure data. The 2000 U.S. Census revealed that Tyrone contained 2,882 households. According to SEMCOG forecasts for 2020, the number of households in Tyrone could increase to 4,777. The average household income for Livingston County in 1997 was \$61,915. For purposes of simplification, it will be assumed that this is the 2000 median income value for Tyrone. This figure is conservative, considering inflation and data that suggests Tyrone's median income is greater than that of the county.

Thus, the total gross income generated in the trade area is estimated as follows:

2000 <u>Estimate</u>	2020 <u>Projection</u>
\$178,439,030	\$295,767,955

Data collected by the U.S. Department of Labor indicate that households spend approximately 25 to 30 percent of their gross income on retail goods. In other words, businesses in Tyrone have the potential to generate annual sales equal to 25 to 30 percent of the above gross income figures.

**Local Allocation of Retail Sales.** Residents in the market area make only a portion of their purchases within the Township. Residents take their business outside of the trade area for a number of reasons, including convenience, accessibility, price, quality, or variety of selection. The "capture rate" indicates the portion of total trade area sales actually captured by businesses in the trade area.

The capture rate for convenience goods businesses is usually about 85 percent in neighborhoods near the businesses, but the rate declines sharply at a driving distance of only 10 to 15 minutes from the businesses. Fifteen percent of the total sales will normally be generated by the transient population passing through or the occasional bargain hunter. For ease of analysis, it will be assumed that transient consumers and those traveling elsewhere for goods will negate one another.

Under ideal conditions, a strong comparison goods shopping center or district will draw 85 percent of its business from the surrounding trade area extending 3 to 5 miles from the district. Businesses in Tyrone do not provide enough variety to permit comparison on major purchases. Consequently, a large share of the comparison goods market is currently captured by shopping districts or centers in Fenton, Brighton, Flint, and Ann Arbor. Other shopping districts are also developing in high-growth Livingston County centers like Hartland, Howell and Genoa

Township. These markets are able to support community shopping centers which require a minimum support population of 40,000 to 150,000 people. Tyrone's market would be better served by neighborhood shopping centers, which require a minimum support population of 2,500 to 40,000 people.

To summarize, the potential retail sales volume is derived by taking 25% of a trade area's gross household income. Tyrone's potential retail sales volume is as follows:

<u>2000</u>	<u>2020</u>
\$44,609,758	\$73,941,989

**Retail Floor Area Requirements.** Retail floor area requirements can be determined by dividing the sales volume estimates calculated above by sales per square foot. Sales per square foot data is published by the Urban Land Institute in an annual publication Dollars and Cents of Small Town/ Nonmetropolitan Shopping Centers. Annual sales in small town, neighborhood shopping centers in the U.S. average about \$215.00 per square foot, according to 1997 data. Based on this average, the total retail floor area needed to serve the Tyrone trade area is as follows:

<u>2000</u>	<u>2020</u>
207,487 sq.ft.	343,916 sq.ft.

Tyrone is able to meet the size requirement for the construction of a community shopping center, with over 130,000 square feet of additional retail floor space required by 2020. However, Tyrone lacks the support population necessary for a community shopping center to succeed. Therefore, neighborhood shopping centers will be more feasible in Tyrone.

**Land Area Requirements for Retail Development.** A general standard for shopping centers is that the total site area should be about four times the gross building area. This floor-area ratio would provide ample room for parking, landscaping, stormwater management, and pedestrian and traffic circulation.

Based on this floor area ratio, the total land area needs for retail uses is estimated as follows:

<u>2000</u>	<u>2020</u>
19 acres	32 acres

**Land Area Requirements for Office Development.** Most of Tyrone's office market growth will consist of office uses that serve the personal needs of those who live in the trade area. Nearby communities such as Fenton have established a significant position in the market as the preferred locations for office developments. Planned general office complexes are targeted at

much larger markets such as Ann Arbor or Flint. Future office uses in Tyrone will generally be small (1,000 to 2,000 square feet) and will be designed to accommodate medical and dental professionals, insurance agencies, real estate offices, travel agencies, legal services, and similar personal services.

**Comparison of Requirements with Current Use.** Currently, about 145 acres of land are used for commercial purposes in Tyrone. The large parcels occupied by these uses skew the analysis and do not provide an accurate picture of commercial use. The horse auction site, located in the southern portion of Tyrone, will soon be converted into a residential use, reducing the total existing commercial acreage of Tyrone by roughly one-half. The 145-acre figure also includes vacant portions of large commercially-used parcels. There will be a need for approximately 10 to 15 acres of additional commercial development to satisfy the total need of 32 acres, which is forecast for the year 2020.

The future land use plan of the U.S. 23 Corridor Study adequately addresses this need. However, an appropriate amount of land is not designated for commercial use on the Zoning Ordinance Map.

In summary, the figures and analysis presented above indicate that existing commercially-zoned land provides inadequate area for the commercial development needs in the Tyrone trade area for the next twenty years.

**Types of Commercial Facilities.** Review of the development criteria for various types of commercial facilities provides another perspective on commercial needs in Tyrone. Commercial development generally occurs in the form of a “strip commercial district” or in the form of a shopping center. A shopping center is a “group of architecturally unified commercial establishments built on a site that is planned, developed, owned and managed as an operating unit related in its location, size, and type of shops to the trade area that it serves.” There are three basic types of shopping centers:

- **Neighborhood Shopping Center.** Neighborhood shopping centers are intended to satisfy the convenience shopping needs of residents in the immediate trade area. A supermarket is typically the anchor tenant in a neighborhood center. Neighborhood centers range in size from 30,000 to 100,000 square feet, with a site area of 3 to 10 acres. The minimum support population for a neighborhood center is 2,500 to 40,000 people.
- **Community Shopping Center.** Community shopping centers offer a greater depth and range of merchandise than the neighborhood center. Typical anchor tenants may include a discount or off-price department store, a hardware/home improvement store, or a junior department store, along with a supermarket. Community centers range in size from 100,000 square feet to 300,000 square feet, with a site area of 10 to 30 acres. The minimum support population for a community center is 40,000 to 150,000 people.
- **Regional Shopping Center.** Regional shopping centers provide a variety of shopping goods, general merchandise, apparel, furniture, and home furnishings. Regional centers are typically anchored by one or more full-line department stores. Regional centers range

in size from 300,000 to 1 million square feet, with a site area of 30 acres or more. The minimum support population for a regional shopping center is 150,000 people.

In addition to the three basic shopping centers described above, there are various specialized centers. One common type of specialized center is the **convenience center**. The convenience center typically contains a quick-stop convenience store, plus one or two other convenience uses, such as a coin-operated laundry, beauty or barber shop, or video store.

Tyrone is adequately served by existing regional commercial facilities. Regional and community shopping center needs are met in Fenton, Flint, and Ann Arbor. The analysis presented herein indicates that neighborhood shopping facilities or convenience center facilities are the most appropriate type of development for the Tyrone area.

## **INDUSTRIAL DEVELOPMENT ANALYSIS**

### **Industrial Development**

The U.S. 23 Corridor is the area in Tyrone where industrial and commercial growth are expected in the future. Industrial and commercial trends favor the corridor over other locations in Tyrone due to its proximity to a limited access highway. Community members favor the corridor as a preferred location for non-residential development as a means to limit these types of land uses to an area that will not conflict with the rural and residential character of the remainder of the Township.

As indicated in the existing land use survey, the corridor currently has sparse, somewhat incongruent uses lining portions of U.S. 23. The TRW plant at the Center Road interchange is the lone major industrial or commercial facility in the corridor. A recent Livingston County survey reported that the plant employs over 400 full and part-time employees, making it one of the largest employers in the county.

### **Industrial Development Trends**

According to the Southeast Michigan Council of Governments (SEMCOG) projections, between 1990 and 2010, 398,000 jobs will be added to the region's total employment. This is an 18.3 percent increase over the 1990 employment estimate of 2,178,000. Much of this growth, however, will not come from the manufacturing sector. Some 115,000 manufacturing jobs have been lost since 1970 and SEMCOG expects this trend to continue into the next century.

In 1965, the manufacturing sector's share of the region's total employment was 40 percent. The manufacturing sector's share is expected to drop to just 17 percent by 2010. The projections reveal that industry will be the weakest segment of the regional economy.

Notwithstanding this somewhat negative outlook for industry, there are some positive considerations:

- Although industrial growth is expected to be sparse in the region, Livingston, Oakland, Macomb, and Washtenaw counties are expected to experience an increase in production jobs over the next twenty years.
- The transition from an industrially-based to a service-based economy provides an opportunity to develop districts with a broad mix of services that may include industry, service, and office uses instead of just general industry districts. The service and retail segments of the regional economy will experience the greatest level of growth in the next 20 years. The service sector's share of the region's total employment was 18 percent in 1975, grew to 35 percent in 1990, and is expected to increase further to 43 percent of total employment by 2010.

- By broadening the definition of “industry,” the opportunity exists to tap into the growth of the service-oriented and knowledge-intensive economy. Communities that have already focused attention on this part of the economy have generated high paying professional/technical jobs in occupations that require a college education or specialized post-secondary technical training. The benefits of these jobs in the local economy is felt in residential neighborhoods and schools.

### Industrial Development Potential

Broad shifts in the economy will affect industrial development in Tyrone. The outlook for industrial growth is affected by market demand for industrial sites, residents’ opinions regarding industrial growth, zoning patterns, vacant land availability, adequacy of the public infrastructure, etc. An examination of these considerations follows:

- **Location.** Though Tyrone does not currently have an office or industrial park located within the Township boundaries, its U.S. 23 Corridor links it with several uses that are within a few-hours truck drive. Therefore, Tyrone’s geographic location could be an asset if industrial development is desired.
- **Support Services.** Tyrone does not have commercial and support services in the corridor. If industrial property in the Township gets developed, it is likely that new services in the Township will be developed. In the short term, the lack of support services may detract from the appeal of Tyrone’s U.S. 23 Corridor as an industrial district.
- **Transportation.** A primary industrial location determinant is convenient access to freeway transportation. Tyrone is located in a good strategic location, with easy access to U.S. 23. The Township is midway between the I-75/U.S. 23 and I-96/U.S. 23 interchanges, providing excellent access to Ann Arbor, Lansing, Flint, and Detroit.

The lack of air cargo services, rail, or water transportation along U.S. 23 is not considered an impediment since these industrial necessities are within a reasonable driving radius. In the long term, the inadequacies of the local road network, which was designed to serve a rural population, will impede continued development.

Traffic impact is one drawback to service-oriented businesses or mixed-use office park developments, when compared with manufacturing, which is labor intensive. Light industry generates about 52.4 vehicle trips per acre per day; in contrast, industrial, office, and service environment may generate up to 276 trips per acre per day.

- **Land Use Relationships.** Industries generally prefer locations where land uses are segregated. There is concern when residential development is nearby because residents may object to noise, trucks and other industrial impacts. Corporations hesitate to locate

on sites where longevity on the site or opportunities for growth are limited. This could be a concern in certain locations along U.S. 23 where single family residential and other non-industrial uses exist.

- The future land use map incorporates “transitional land use planning” in the corridor. This concept provides for intermediate-intensive land uses as a buffer between industrial districts and residential districts. In the U.S. 23 Corridor, this could be accomplished by separating the industry from nearby residential districts by office, research, or light industrial uses.
- **Utilities.** Public water and sanitary sewer utilities are likely to be the key to quality industrial development in Tyrone. One of the most significant impediments to development is the inability to find land that can support a septic system. Clay soils and a high water table are also traditional obstacles to development. The lack of sanitary sewers is probably the greatest impediment to industrial development in Tyrone.

Inadequate stormwater drainage is another utility concern that could impede development. A stormwater management plan is needed to address the problem from a basin-wide perspective. Drain clean-outs and regional stormwater detention may be needed to facilitate the increased run-off that is brought on by increased development.

- **Labor.** There are several labor issues that must be considered when locating an industrial facility, including unions, availability of skilled labor, and unemployment levels. Despite the fact that Michigan is the most heavily unionized state in the nation, industrial employment is anticipated to grow in Livingston County. The labor force analysis of this plan indicates that Tyrone has an abundance of highly skilled labor. However, the Township’s low unemployment rate could be detrimental because a potential firm would have to look outside Tyrone for an available workforce.
- **Public Policies.** There is a strong relationship between public policies and the ability to successfully locate a business or industry. Public policies with the greatest impact on industry are reflected in adopted planning and zoning standards, as well as the amount of financial incentives offered. In general, Tyrone’s Zoning Ordinance does not support industrial development.

In conclusion, industrial site selection differs greatly from retail site selection. An area’s amount of expendable income and the amount of local competition are no longer considerations. Instead, industrial site selection emphasizes infrastructure, a proximity to similar uses, and the willingness of a community to accommodate industrial development. Projected industrial trends in Livingston County are favorable for development in Tyrone. Therefore the primary two potential obstacles to industrial growth in Tyrone are community opposition and a lack of utilities and infrastructure. If such time occurs when industrial development gains community favor, Tyrone could successfully capture some of the projected industrial development of the region by developing an economic development strategy that includes water, sewer, and road improvements.

## **Existing Land Use Analysis**

## GENERAL OVERVIEW

As was mentioned previously, Tyrone Township has a tradition that is rich in agriculture and vast open spaces consisting of meadows, woodlands, and wetlands. In the past, it had been just far enough from the major population centers of Detroit and Flint to avoid the intense regional development that pervades these areas. As of the year 2000, Tyrone still had a minimal amount of commercial and industrial development, and a small population that is spread across approximately 36 square miles, or roughly 23,483 acres. With a population of 8,459, Tyrone has 235 people per square mile, or one person per 2.5 acres of land.

## LAND USE SURVEY

In 1995, SEMCOG released land use data that is based on data produced by the Michigan Department of Natural Resources (MDNR) and was printed in the previous Tyrone Master Plan. Its intent was to provide a percentage of land cover in the Township. It differs from a land use survey in that it does not consider property delineations. Therefore, it is not an effective tool for determining ownership of a property, or its actual use. However, the information does provide some useful ground cover information, and is printed in the following table:

**Table 16: 1995 SEMCOG Land Cover Survey in Tyrone Township**

Land Use	1995	
	Acres	%
Agricultural	4,924.50	21.60%
Commercial	5.10	0.02%
Industrial	157.50	0.70%
Quasi-Public	20.50	0.10%
Residential	3,569.60	15.70%
Vacant	13,641.90	59.80%
Water	165.00	0.10%
Right of Way	281.10	1.20%
<b>Total</b>	<b>22,765.20</b>	<b>99.20%</b>

Source: SEMCOG 1995

Insert Township Map 2 - Natural Features Map

The results from the land use survey are significantly different. For example, a five acre residential property with 4 acres of woodland and 1 acre of housing would be calculated as 80% woodland in the SEMCOG/MDNR survey. The current survey, which was completed by McKenna Associates on August 2, 2001, would classify the entire property as a residential use. The McKenna methodology anticipates that each residential lot will include some amount of natural vegetation as part of the residential use.

The land use survey conducted for the Master Plan by McKenna Associates has been performed with respect to parcel by parcel land use. The survey augmented current aerial photo information with property maps, field surveys, and Geographic Information Systems (GIS) mapping technology. The following table displays the results of the 2001 McKenna survey:

**Table 17: 2001 McKenna Land Use Survey**

Land Use	2001	
	Acres	%
Agriculture	4,854	20.7%
Residential Open Space	426	1.8%
Single Family Residential	9,169	39.0%
High Density Residential	173	0.7%
Commercial	45	0.6%
Extractive	38	0.2%
Industrial	43	0.2%
Public/Semi-Public	533	2.3%
Recreational	191	0.8%
Vacant	6,940	29.6%
Water	653	2.8%
Right of Way	318	1.4%
<b>Total</b>	<b>23,483</b>	<b>100.0%</b>

Source: McKenna Associates, 2001

The SEMCOG results show that approximately 80% of Tyrone’s lands are either cultivated, crop-bearing uses, or vacant uses such as woodlands and wetlands. It also shows roughly 16% of Tyrone’s land to be residential. The more intensive land use analysis prepared by McKenna Associates shows significantly different results in three major land use categories. It reveals that the sum of vacant and agricultural uses amounts to a value of 51.0% of the total land in Tyrone. Residential uses comprise another 40% of the total land area. Both surveys show all other land use categories appear to take up approximately 5% to 10% of the total land in Tyrone.

## **LAND USE CATEGORIES**

Definitions for the twelve land use categories follow:

**Agricultural.** Consist of cultivated, crop-producing lands, livestock and poultry raising, dairying, and also may include such uses as a farmer's market and horse stables. This does not include uncultivated open space uses.

**Commercial and Office.** Designated for sale of convenience and consumer goods, service-oriented businesses, and uses associated with offices. Examples in Tyrone include a gas station and a convenience store.

**Industrial.** Includes intensive production and assembly of goods produced for export, as well as lighter uses such as warehousing and distribution facilities. Extractive uses produce raw materials and are commonly associated with mines, quarries, and oil drilling.

**Public and semi-public.** Includes areas that are shared by the community such as a town hall or library, areas that serve the community but are inaccessible, such as an electric substation, and semi-public uses such as a church.

**Recreation.** Public or private lands set aside for personal enjoyment and may include parks, preserved woodlands, and golf courses.

**Single Family Residential.** Consist of single family detached homes.

**High Density Residential.** Includes attached dwellings such as apartment complexes, and also includes manufactured home developments.

**Vacant.** Open, uncultivated, undeveloped, uninhabited, and unused space such as wetlands, woodlands, shrub and open meadows.

**Rights-of-Way.** Areas occupied by roads, public infrastructure, and other transportation routes such as a rail line.

## **LAND USE ANALYSIS**

For purposes of ease of interpretation, the following land use analysis will divide Tyrone into four areas, each consisting of 9 one-square mile sections. Area 1, the Fenton Influence Area, is bound by the City of Fenton to the north, the extension of Hartland Road to the west, Center Road to the south, and the county line to the east. Area 2, the North U.S. Corridor Area, borders the county line to the north, Deerfield Township to the west, Center Road to the south, and the extension of Hartland Road to the east. Area 3, the South U.S. 23 Area, is bound by Center Road to the north, Deerfield Township to the west, Hartland Township to the south, and Hartland Road to the east. Area 4, the Pastoral and Agriculture Area, borders Center Road to the north, Hartland Road to the east, Hartland Township to the south, and the county border to the east.

### **Northeast Area, Fenton Influence Area**

The Northeast Area (NEA) has traditionally experienced the most intensive residential development due to the “spillover” effect created by the city of Fenton. Based on 1992 and 2000 aerial photo interpretation, NEA has greatly increased its residential acreage through the platting of several new subdivisions, which creates a relatively dense land use for Tyrone. Residential lands appear to comprise 70% of Area 1, with more development likely to follow. This includes the Peabody Orchard development, which has already extended road improvements south of Foley Road.

The largest tract of land devoted to industrial use is located in NEA. This former extractive use is located along Fenton Road in Section 2 and consists of roughly 50 acres, only a small portion of NEA. On the other hand, the area has the smallest amount of land devoted to agriculture, due primarily to heavy residential development. Virtually no large crop bearing farms exist in the area. Most farms are modest in size, and orchards and tree farms are the prevailing uses of the agricultural lands that remain.

There is clearly more vacant land in Area 1 than farmland. Large tracts of open space still exist, particularly 120 acres in Section 1, in the northeast corner of Tyrone, roughly 160 acres in Section 3 near Runyan Lake Road, and 160 acres of Section 13, off Foley Road.

### **Northwest Area, North U.S. 23 Corridor**

Uses in the north corridor area include two churches that tend to dominate the freeway interchange with White Lake Road. The larger church is located on the west side of the interchange, on the north front of White Lake Road. Immediately south of White Lake Road and opposite the church is a cemetery. A cemetery marker manufacturer is located adjacent to the cemetery. A sanitary sewage drain field for the Runyan Lake area is also found on the south side of White Lake Road. A third church is located in the area at the northeast corner of Bennett Lake and Linden Roads. In addition, a second cemetery is located at the southeast corner of Turner and Linden Roads.

South of White Lake Road on Old 23, a large concrete manufacturer known as the Fenton Concrete Company is found approximately 800 feet south of the intersection. The industrial nature of the concrete company dominates that section of Old 23. A small residential street named Nimphie Road extends west from Old 23 and meets with Lee Jones Road approximately 500 feet west of Old 23. A small commercial resort, occupying about 30 acres, is located south of Fenton Concrete and north of Nimphie Road.

TRW, an auto parts manufacturer, owns a manufacturing facility on the northwest corner of the Center Road intersection with Old 23. The plant was owned and operated by the Kelsey-Hayes Corporation for many years. The freeway interchange provides excellent access for the industrial facility. The most significant deficiency of this area for TRW is that public sanitary sewer and water facilities are not available. The company has constructed a wastewater treatment facility and a water tower in order to use the site. The company's private facilities have limited capacity. As the manufacturer grows on the site, the private facilities will be pressed to their limits to service the industry. If additional sanitary sewage and water facilities can be provided, the area will likely be attractive for other industrial enterprises.

A small store and tow-truck service stand in front of the TRW plant. The store provides convenience foods and beverages. Its location in front of the plant provides valuable insight for the commercial development process. The store is able to sell goods to both workers at TRW and the residents of Tyrone. It is quite possible that the store could not survive if the plant was not present to augment sales with those of the Township residents.

Residences of varying sizes dot the roadside adjacent to Nimphie and Lee Jones. Nimphie Road turns south toward the intersection with Hogan Road approximately  $\frac{1}{4}$  mile south of the Lee Jones Road intersection. More homes dot the roadside as Nimphie extends south to Hogan. Substantial productive agricultural land is found immediately west of the Old 23 right-of-way on the north end of the area. The agricultural land fronts on Old 23, north of the White Lake Road interchange and extends north to the northern Township boundary.

On the east side of the interchange, White Lake Road provides access to intensely developed single family detached homes around the perimeter of Runyan Lake. The lake is south of White Lake Road. All of Runyan Lake is surrounded by houses on narrow lots. The south end of the Runyan Lake area is delineated by a power utility easement that stretches from the freeway to the east.

The homeowners surrounding Runyan Lake have paid to replace individual septic systems with an extensive sewage collection and treatment system that includes a drainage field for the septic waste near the cemetery west of the freeway. The sewage system improvements were installed to prevent degradation of the water quality in Runyan Lake.

Overall, residential development appears to take up less than half of the North West Area (NWA). Three significant developments exist. The first is the highly intensive development surrounding Runyan Lake. The second development is a series of subdivisions located at the northern border of Tyrone. These subdivisions are similar to those in Area 1 that immediately border Fenton. The third significant development is the new 160 acre manufactured home

development off Hogan Road in Section 18. Most other residential lots are five to ten acres in size and are dispersed throughout the area.

A new golf course development exists at the northeast corner of Turner and Linden Roads, and consists of over 240 acres. The course was designed by the Arnold Palmer Company. Several large agricultural sites exist in NWA. The four most significant are: 160 acres in the northwest corner of Tyrone, 160 acres north of White Lake Road, just east of U.S. 23, approximately 600 acres taking up most of Section 16 of the Township, and 280 acres to the southeast of the trailer park.

Large tracts of vacant lands exist in Area 2 that are well-dispersed. Approximately 160 acres lie to the north and west of the Turner, Linden Road intersection. Approximately 250 acres of vacant land extends from the large church site west of U.S. 23 to Linden Road. Roughly 200 acres are bound by Turner Road to the north, Hogan Road to the south, and Linden Road to the east. 200 acres lie to the north of Center Road along the Deerfield Township border. Slightly less than 300 acres exist in Section 16, northwest of the U.S. 23, Center Road intersection. Other areas exist throughout Area 2 in smaller amounts.

### **Southwest Area, South U.S. 23 Corridor**

The Southwest Area (SWA) has considerable residential development, second only to NEA. Development is particularly intensive along Lake Shannon near Parshallville. Sections 19 and 31, which are north and south of the lake along the Deerfield Township border are characterized by less dense residential land uses that encompass the majority of the square-mile sections. The same can be said for Sections 21 and 28, which are bound by Center Road to the north, U.S. 23 to the west, Faussett Road to the south, and Hartland Road to the east. Other residential development in the area is dispersed and on large lots.

The southern end of the U.S. 23 corridor has a more rural feel than the northern portion of the corridor. South of Dean Road on the west side of U.S. 23 one significant development is the Pennington Gas storage facility. The large bottled gas tanks are clearly visible from the freeway. Just north of Pennington is commercial agricultural use known as the Michigan Horse Auction facility. Two other industrial establishments front on Old 23 about  $\frac{3}{4}$  mile south of Center Road. Trusted Tool Company and a miniwarehouse company both make their homes on Old 23 north of Dean Road.

Tyrone's best known facility is likely the Tyrone Hills Golf Course, located at the southwest corner of Old 23 and Center Road, opposite the TRW plant. The golf course has attracted many golf enthusiasts as visitors to the Township over the last 40 years. The course takes advantage of rolling hills and scenic vistas that create a beautiful environment for golfers. It has been noted by some observers that the location of the golf course is ideal for other types of commercial development. However, many residents and Township officials have noted that the golf course is ideally located because it is an attractive facility to be located at the entrance to the community.

Tyrone Township Hall is located near the southeast corner of the Center Road, Carole Drive

intersection. The Church of God owns a parcel to the west of U.S. 23 that is used for offices and a retreat facility.

The only large tracts of agricultural land lie to the east of U.S. 23. Roughly 200 acres lie north of Faussett Road, and roughly 360 acres lie to the south. Several vacant parcels can be found dispersed throughout Area 3. One of the most significant areas is over 120 acres of wetlands located just north of Shannon Lake. Another significant area is the approximately 160 acres west of U.S. 23 and bordering Hartland Township. This sight is slated to be developed as a manufactured home site.

### **Southeast Area, Pastoral and Agricultural Use Area**

The Southeast Area (SEA) is the most evenly dispersed area between agricultural, vacant, and residential uses. Virtually all residential development is on large lots, with exception of the dense development west of Mabley Hill Road and north of Hartland Township. One cemetery exists near the southeast corner of the Hartland, Germany Road intersection.

Agriculture is well-dispersed throughout the area. Three approximately 160 acre farms exist southeast of Hartland and Center Roads, southwest of Fenton and Center roads, and southwest of Fenton and Alcoy Roads. In addition, numerous 60 to 80 acre agricultural parcels sprinkle Area 4, and help give the area a distinctive feel from the rest.

Like the agricultural and residential uses in Area 4, vacant uses are abundant and dispersed. Two particular large tracts are a large, 250 acre area between Dean and Rohn Roads, and a 240 acre area north of Rohn Road along the eastern county border.

**Insert Map 3 - Existing Land Use Map**

# **Transportation System Analysis**

## **INTRODUCTION**

Transportation systems are an important aspect of any community because they facilitate movement within and outside its boundaries. The following is an assessment of Tyrone's vehicular, air, and pedestrian transportation systems. There are no rail or water transportation systems available in Tyrone.

## **VEHICULAR TRANSPORTATION**

### **Road Classifications**

The traffic along the roads and highways in Tyrone has developed a circulation pattern based on the capacity of the roads, traffic signals, amount of trips and the location of destinations both within and outside of the Township. To help plan for future land use, it is necessary to categorize and analyze the roads within the community.

The Federal Highway Administration (FHWA) has developed the National Functional Classification (NFC) system to classify all highways, streets, and roads according to their function. This system is recognized as the unofficial road classification system by transportation engineers and planners around the country. The NFC designation is also responsible for determining those roads which are eligible for federal-aid. The Road Classification Map illustrates the NFC designations of the roads in Tyrone.

### **Interstate Highways**

The primary function of an interstate is to move people and goods over long distances between states at high rates of speed with very limited and controlled access. Typically, interstates have posted speed limits between 55 and 70 mph in rural areas and 55 to 65 mph in urban areas. The nearest interstates are I-75, which is approximately 10 miles to the north and I-96, which is about 10 miles to the south.

### **Principal Arterials**

A principal arterial's primary function is to accommodate long distance travel between communities to expressway interchanges and within or between cities. They also provide access to important traffic generators, such as major airports or regional shopping centers. Principal Arterials are divided into the classifications "Freeway" and "Non-Freeway." An example of a non-freeway principal arterial would be "mile" roads, which typically have posted speed limits of 35-45 mph in urban areas and 45-55 in rural areas. U.S. 23 is a freeway principal arterial, and is the only principal arterial in Tyrone. It is of note that while U.S. 23 is the primary and vital north-south transportation linkage in the Township, it also creates community barrier, dividing the east and west portions of Tyrone.

**Insert Map 4 - Road Classification Map**

## **Minor Arterials**

The primary function of a minor arterial is to move traffic within the community, rather than to provide connections to other communities or expressway interchanges. Minor arterials are similar in function to principal arterials but they generally carry less traffic and provide connections between smaller traffic generators or communities. Accessibility is greater, but stops are more frequent due to signalized intersections. Access to adjacent land uses is as important as function, so speeds are usually slower than with a principal arterial. There are no minor arterials in Tyrone Township.

## **Major Collectors**

The main function of collectors is to collect traffic from nearby local streets and link it with the surrounding arterial street system. Urban collectors are considered to be equivalent to major collectors, and both are eligible for federal funding. Generally, collectors are not intended for through traffic, but may be forced into this role if arterials become congested or are not available. Speed limits are usually 25-35 mph and in urban communities on-street parking may be permitted. Rights-of-way are typically less than arterials but greater than local streets. Collectors also funnel traffic from residential or rural areas to arterials.

There are several major and urban collectors in Tyrone. Fausett Road is a major collector between Deerfield Township and Old U.S. 23. Old U.S. 23 is classified as a major collector between Fausett Road and Center Road, and is classified as an urban collector between Hogan Road and the Fenton border. Bennett Lake Road is a major or urban collector between Deerfield Township and Old U.S. 23. White Lake Road is a major or urban collector between Bennet Lake Road and Denton Hill Road. Denton Hill Road is a major or urban collector throughout its expanse in Tyrone Township.

## **Minor Collectors**

Minor collectors function similarly to major collectors. Their primary function is to collect traffic from nearby local streets and link them to major collectors and ultimately with the surrounding arterial street system. Speed limits are usually 25-35 mph and on-street parking may be permitted in urban areas. Rights-of-way, once again, are typically less than arterials but greater than local streets.

There are several minor collectors in Tyrone. Old U.S. 23 is so classified between Hartland Township's northern boundary and Fausett Road, and between Center Road and Hogan Road. Parshallville Road is a minor collector between Linden Road and Old U.S. 23. Center Road is a minor collector between Old U.S. 23 and Foley Road. White Lake Road classified as a minor collector between Denton Hill Road and Tipsico Lake Road.

## **Local Roads**

Local roads primarily provide access to property, but also provide residents access to neighboring residential and non-residential land uses in the immediate area and to collector

roads. All roads not previously mentioned or not designated with one of the NFC classifications on the Road Classification Map are classified as local roads.

### **Urban Area**

The Federal Highway Administration utilizes Census data to differentiate between urban areas and rural areas. The primary reason is that travel characteristics and density of development differ between the two land use areas. Urban areas can either be an urban place with a population between 5,000 and 49,999 people or an urbanized area which is a combination of an urban place and a densely populated surrounding area with more than 50,000 people.

Within urban areas, the percentage of streets within each functional classification category is different from the rural areas. Urban areas have a higher percentage of arterials and rural areas have a higher percentage of collectors. The urban area boundary also differentiates between the names assigned to road classifications. Old U.S. 23 is a major collector outside the urban area and an urban collector within the urban area, except where otherwise indicated on the map.

## **TRAFFIC VOLUMES**

### **Average Daily Trips**

Traffic volume counts are a numeric tabulation based upon usage of a particular segment of street. The counts are a tool used to determine if roads are meeting or exceeding their design capacity. The Michigan Department of Transportation (MDOT) maintains data for arterials and interstates. These 24-hour traffic counts, commonly referred to as Average Daily Trips (ADT), can help identify where the volumes may be approaching or exceeding the design capacity of the road, a capacity deficiency. Traffic counts are taken several times during the course of a year. The counts are then used to determine the average number of trips per day for a one year period. The traffic counts discussed below represent an annual average calculation. Major and local streets are under the Livingston County Road Commission's jurisdiction and that agency is the source of the traffic count data for those roads.

Traffic counts based on the most recent counts available from MDOT and the Livingston County Road Commission are shown on the Road Classification Map. U.S. 23 has the highest traffic volume counts growing from 42,000 ADT in the south to 50,000 ADT north of Center Road.

### **Road Construction and Maintenance Funding.**

Roads classified as interstates, principal arterials, minor arterials and major collectors are eligible for aid through any of the federal-aid programs. An example of one of these programs is the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). Minor collectors and local roads are not eligible for federal aid. The Michigan Department of Transportation is responsible for maintenance and improvements for U.S. 23.

The Livingston County Road Commission is responsible for the maintenance and improvements of all other public roads in Livingston Township. The Road Commission receives Township, federal, State of Michigan and County funding for the maintenance, expansion and

reconstruction of all county roads and bridges. Funding is typically generated through P. A. 51 of 1951. Based on an optimistic road life expectancy, the cost to rebuild roads per mile and the amount of roads which the Road Commission is responsible for, there is still a very substantial short-fall between the needed funds per year and the funds available. The Road Commission currently inventories the capacity and classification schedules of all roads and conducts maintenance and reconstruction based on these characteristics.

The construction of any new local roads in the Township is accomplished through a Special Assessment District (SAD) or paid for as a cost of new development. The cost of construction in an SAD is spread among the number of land owners benefitting from the improvements. Therefore, the use of a SAD is only feasible in circumstances where the benefit will adequately offset the costs incurred.

### **Regional Road Circulation Plans**

The Livingston County Road Commission was consulted concerning potential future improvements to the road system. The Commission creates three year plans based on the funds available from the federal and state governments. The Commission has no plans for the construction of any new roads in Tyrone for the foreseeable future.

**Insert Map 5 - Street Index**

## VEHICULAR TRANSPORTATION ANALYSIS CONCLUSIONS

The Road Classification Map illustrates the existing circulation pattern. The existing pattern is generally intended to transport goods and people through the Township. The ability for traffic to efficiently flow without unexpected stops or unprecedented congestion is an important part of the quality of life in a community as well as a vital issue in the economic development of a community.

Transportation system improvement priorities must be established for the road network. The location and characteristics of a road have a far reaching impact which is not often a consideration when transportation issues are addressed by engineers. While transportation priorities such as road improvements, widening, and other traffic management techniques such as signalization of intersections, left and right hand turning movements, and turning restrictions may address traffic problems, consideration is not given as to how those improvements, or lack thereof, affect the adjacent land uses. Therefore, a Transportation Improvement Plan (TIP) should be created following the development of the Future Land Use Plan.

In addition to the type of road capacity improvements traditionally explored in TIPs, (such as the addition of lanes, turn lanes, and signalization improvements), there are several other factors that a community should consider with respect to its transportation system. The following transportation issues should be considered by any community as it strives to facilitate ease of traffic flow:

- **Access Management.** The capacity of a highway or road and traffic safety can quickly deteriorate if development is allowed to occur without proper attention to access control. Access control is a particular concern along the U.S. 23 Corridor, where most of the intensive development in the Township is anticipated to occur. As developments are proposed, attention must be focused on spacing between driveways, driveway design, potential for shared access, the need for acceleration/deceleration lanes, number of driveways per site, sight lines, and similar considerations.
- **Transit/Demand Management.** The Township should recognize that its growth may create the need for road improvements, the volume of which is likely to outpace its ability to finance. As a result, other measures must be considered that will decrease the demand placed on roads. It is unlikely that the Township will find itself in a position of being able to build itself out of its traffic problems; adequate funds will not be available. Accordingly, other opportunities should be sought, such as increased ride sharing, public transit, and van pool programs or other forms of transit run by employers.

Increased use of transit can have the effect of reducing the overall volume of traffic along major roadways, thus enhancing traffic safety, reducing congestion, lowering maintenance costs, and improving accessibility to land uses within the Township. This need can best be addressed on a regional basis in cooperation

with surrounding communities.

- **Right-of-Way.** Along with financing, lack of sufficient right-of-way area is the largest obstacle to increasing traffic capacity. Ample public right-of-way should be secured along roadways to facilitate further expansion through lane and turn-lane additions. A program could be developed that allows the purchase of additional right-of-way in areas where future traffic demand could require greater capacity.
- **Incomplete Road Systems.** The development of a complete road network would also be furthered by uniting established incomplete collector roads. Completing existing missing road segments such as Center Road, Foley Road, Gordon Road, and Mabley Hill Road, would provide additional continuous routes which are necessary to have a more complete road network and alleviate potential congestion on other roads. The development of continuous collector roads on quarter section lines should be a priority in improving the Township road network.

East-west transportation linkages are particularly lacking in Tyrone. The extension and paving of Center Road and/or other east-west roads would greatly enhance the transportation network of Tyrone and increase linkages with Rose Township and Oakland County.

- **Truck Routes.** White Lake Road is currently the only east-west truck route in Tyrone. Due to the excessive noise, road deterioration, and congestion brought on by truck routes, they are inappropriate in residential areas. An alternative east-west truck route should be sought because White Lake Road serves the most populated residential area in the Township. This relationship creates adjacent, incongruent uses that can be a obtrusive to residents' everyday enjoyment of their community and quality of life.
- **Gravel Roads.** According to the most recent Livingston County Road Commission data, 56% of the roads in Tyrone Township (excluding U.S. 23), are unpaved gravel roads. Roads in Tyrone should be paved in order to facilitate safer, more efficient transportation in the Township. Roads with greater traffic impact should be given first priority.

Rather than allow other entities to cause change for the road network in Tyrone, the Township should take a proactive approach to transportation. However, as is the case throughout the State of Michigan, the Township is limited in its ability to directly control improvements to the roads. As previously noted, the Livingston County Road Commission is the agency that controls most roads and streets in the Township. Therefore, the Township must forge a partnership with the County, land developers and Tyrone residents to assure road improvements are accomplished consistent with the overall policies for land development in the Township.

## AIR TRANSPORTATION

Residents in Tyrone have several options when seeking air transportation opportunities. Three airports primarily serve passengers in the region. Those are discussed below.

The Detroit Metro Airport, located in Romulus, Michigan, is the largest airport in the region. Tyrone Residents can reach the airport by taking U.S. 23 South to the freeway system serving the airport in the Detroit area. The airport has 18 major scheduled airlines, including Northwest Airlines, United, and Delta. Detroit Metro offers 19 non-stop international flights to locations throughout the world. Charter flights and commuter airline flights are also available from the airport. The airport is a cargo hub for United Parcel Service and Federal Express.

Bishop International Airport in Flint, about 12 miles north of the Township, can be accessed via of U.S. 23. The airport's list of passenger airlines includes Northwest Airlines, AirTran Airways, Funjet Vacations, and Skyway Airlines. Bishop International is also a cargo hub for Airborne Express, Federal Express, and Emery Worldwide.

The Oakland County International Airport is located in Waterford Township and can be reached by taking U.S. 23 South to State Route 59 East. It is roughly 25 miles from the Center Road interchange.

## **PEDESTRIAN AND BICYCLE TRANSPORTATION**

### **Sidewalks**

Consistent with many rural communities, Tyrone lacks a cohesive sidewalk system. Sidewalks that do exist in the community are sporadic, and only link homes within individual subdivisions. A sidewalk and/or bike path system could be created, linking the community and promoting pedestrian and non-motorized vehicle activity. This could be achieved by adding sidewalks within and on the perimeter of existing developments and requiring sidewalks in new developments. Requiring sidewalks within and along the perimeter of developments would enhance connectivity in the community, provide an attractive community amenity, and reduce potential congestion brought on by the projected population growth.

As with any non-motorized transportation program, safety should be a primary consideration. Sidewalks should be adequately buffered from the roadside, and bike paths should be separate from the road. This excludes curbside “diamond lanes” which often create undesired and unsafe bicycle/ motor vehicle confrontations.

### **Greenways**

In 1998 the Southeast Michigan Greenways Plan was produced by the Rails-to-Trails Conservancy and the National Park Service Rivers, Trails, and Conservation Assistance Program. A greenway is defined as “A linear open space established along either a natural corridor, such as a riverfront, stream valley, or ridgeline, or overland along a railroad right-of-way converted to recreational use, a canal, a scenic road, or other route.” Greenways are ideal for bikers, pedestrians and joggers, and in-line skaters. Greenways serve as paths connecting parks, nature reserves, population centers, historic sites, and cultural features of a region.

The Greenway Vision for Tyrone, as stated in the Township’s adopted Parks and Recreation Plan, includes a green buffer that surrounds North Ore Creek in the southwest portion of the Township. The proposed greenway extends into Deerfield Township along Faussett Road en route to the Oak Grove State Game Area. Another branch reaches south to Hartland Township, where it intersects with Whitmore Lake Road. From here the greenway extends to the Brighton area, where several parks and recreational opportunities exist. From Brighton, the system would extend to other counties in Southeast Michigan.

In order to succeed, the Southeast Michigan Greenways Plan will require a high degree of civic collaboration and regional planning over an extended period of time. Tyrone can begin now by contacting the county and surrounding communities regarding the development of a comprehensive Greenways system. Tyrone can also begin implementing its own system within its jurisdictional lines to improve alternate modes of transportation within the Township.

## **Community Facilities**

## **INTRODUCTION**

The esteem, identity, and desirability of a community are related in part to the level and quality of public services offered, including education, parks and recreation, police and fire services and public utilities. The responsibility for providing public services to residents of the Township is shared by several public entities, including the Township government, several Livingston County departments, various state offices, and the school districts associated with Tyrone.

Key determinants of future demand for public services include population, number of households, and types of land uses. With population and land use pressures projected to increase over the next ten years, it is anticipated that the public services in the Township will have to be expanded.

## **TOWNSHIP FACILITIES**

The Township Hall is located at 10408 Center Road, east of U.S. 23. The Hall serves the Township administration, and elected and appointed officials. As the community grows, the service demands are increasing for the Township's employees. The Township Board has recently authorized remodeling of the Township Hall to provide for more effective use of the interior area.

## **POLICE AND FIRE PROTECTION SERVICES**

During the October 8, 2001 Visioning Session, Tyrone residents identified the need for increased fire services as the top priority regarding public services. The Township is currently served through contractual agreement by Fenton. The services provided are inadequate for much of the Township.

A minimum measure of adequate fire service can be derived by establishing a circumference with a 5 mile radius from the nearest fire station. In the case of Tyrone, the station in Fenton is roughly 1.5 miles from the northeast corner of the Township. The radius covers roughly one third of the Township. Another method of evaluating fire protection services is by analyzing the Insurance Service Organization's (ISO) rating for safety. Under the ISO's rating system, the two third's portion of the Township outside of the Fenton fire protection radius would receive the lowest rating possible. Other areas in Tyrone would receive a low rating due to a lack of a readily available water supply for fire protection.

Tyrone Township could establish a fire department of its own, or it could develop one in conjunction with any of several adjacent communities. A centrally located fire department would improve safety by adding fire protection, and reduce insurance premiums.

Many rural communities encounter difficulty providing a pressurized hydrant system that is utilized in most cities to combat fires. A less expensive alternative to developing a pressurized water system throughout the Township would be the implementation of a dry hydrant system. Dry hydrants are promoted by the National Fire Prevention Association (NFPA) in rural areas as a means of fire protection. A dry hydrant is a non-pressurized, low-cost pipe system installed

along the bank of a body of water. The top of the pipe extends above the ground next to a body of water and the bottom of the pipe extends down into the water.

Dry hydrants could be utilized where there are existing bodies of water in the Township, and can be required by the Township in new developments where ponds are required. It is recommended that the pipe intake be placed a minimum of two feet below the normal waterline elevation for it to be utilized year-round. Dry hydrants should receive regular maintenance inspections and should meet all standards published by NFPA. The installation of dry hydrants should increase fire protection in the Township and reduce insurance premiums. Fire protection can additionally be improved by reducing response times by implementing the transportation improvements suggested in the Transportation Analysis presented in this document.

Police protection is provided by the Livingston County Sheriff's Department and the Michigan State Police. The Livingston County Sheriff's Department is located in Howell, and the nearest satellite post is in Hartland Township at M-59 and U.S. 23. The state police post in closest proximity to Tyrone is located in Brighton.

## **PUBLIC UTILITIES**

Rural communities that experience rapid growth traditionally encounter difficulties in upgrading their sanitary sewer system. The 2001 Visioning Sessions revealed that Tyrone residents rate the development of a sewer system as a particularly high priority.

The provision of gas and electric lines is privatized and follows the patterns of development inherently. The extension of water lines is comparatively easy in Michigan because many urbanized areas have an ample water capacity. However, sewer capacity is costly and often limited in capacity. Negative impacts of poor sanitary sewer supply can be severe, due to potential groundwater contamination. As a result it is a primary limiting factor to intensive development- such as multifamily housing or commercial uses- in rural areas. Intense development should not be permitted in the Township without first establishing a public service district.

Recognizing this conflict between development pressures, a rapidly growing population, and a subsequent demand for increased services, Tyrone Township has initiated several studies related to the provision of a sanitary sewer system. The purpose of these studies was to determine current needs as well as projected needs in the year 2020.

The first study was prepared in 1995 by McKenna Associates and Williams and Works, Inc. It examined local and regional growth trends, projecting areas within Tyrone that would witness the most growth over the next several decades. It determined areas with the greatest need and outlined several wastewater treatment alternatives. The study used existing soils and topography data to determine areas that were less suitable for development from a physical standpoint. In short, it outlined key areas to focus sanitary sewage development on and areas to avoid.

The second study was produced in 1998 by Tetra Tech (formerly McNamee, Porter, and Seeley) Incorporated. This study built upon the first by blending the results of a community survey with the existing population analysis, soil and topography data, and areas of limitation to create a prioritized map of future sanitary sewage extensions. The study gave tangible hard costs to the

areas targeted for development, and outlined initial areas for development, as well as short term and long term sanitary needs.

The resulting Future Land Use Map targeted initial needs along densely populated residential areas such as Lake Shannon, and future commercial development areas to the west of the Center Road and White Lake Road interchanges. Short and long term development areas included areas near dense existing residential development, such as the sections of Tyrone closest to Fenton, and areas with large tracts of unsplit parcels that have future development potential, such as the land west of U.S. 23.

## **URBAN SERVICES BOUNDARY**

Establishing an Urban Service Boundary is one method of coordinating the rate and direction of development with the ability of the Township to deliver public services (primarily public water, sanitary sewer and stormwater management) in an efficient and cost-effective manner. The Urban Services Boundary identifies areas in the Township where provision of public utilities is a priority. If there are limitations on the capacity of public water, sanitary sewer, or storm water management systems, then areas within the Urban Services Boundaries should receive the utilities first. Other areas in the Township may also be served, provided there is sufficient capacity in the utility systems, and provided that proposed development is consistent with the Master Plan.

There are four areas where urban service boundaries exist or should be established. The first area is the northern portion of Tyrone that has captured growth from Fenton, as well as the Runyan Lake area. This vicinity includes all land north of White Lake Road, Runyan Lake, all land surrounding the U.S. 23/White Lake Road interchange, and the land between Whittaker and Linden Roads.

The second and third areas within the urban growth boundary are the portions of land surrounding Tyrone Lake and Lake Shannon. Like the Runyan Lake area, the land around Tyrone Lake and Lake Shannon has developed so that virtually all the land is used by residences. Very few lots remain available around those lakes.

The fourth area is the land west of the U.S. 23/Center Road interchange, as designated on the future land use plan. This fourth area is bordered by Hogan Road to the north, Dean Road to the south, and Linden Road to the west. The areas west of the Center Road and White Lake Road interchanges have been designated on the Future Land Use Plan for relatively intense types of development including planned commercial services, planned office, planned technology research office, and high density residential uses.

Delineating Urban Services Boundary areas will be useful as the Township decides where to install utilities through special assessments. Special assessments may be feasible in the U.S. 23 Corridor, where industries may consider centralized utilities as a cost-effective expenditure. Other methods of financing could include private sector financing, grants, and tax increment financing. Tyrone may want to consider establishing a capital improvements fund as part of its annual budget, for the purpose of financing public utilities projects.



## **LIBRARY FACILITIES**

Public libraries have a prominent role in most communities as cultural centers. They can provide books, music lending as well as listening equipment and facilities, video and visual-aid facilities, book clubs and lecture series. Surveys intended to assess a community often use the number of books in their library facility as a means to quantify the quality of life of residents. Not surprisingly, the 2001 Visioning sessions revealed that residents of Tyrone listed a library facility as a high priority public amenity for the Township.

Residents of Tyrone are currently served by several area libraries, though none exist within the Township boundaries. Nearby libraries include the Hartland Cromaine library and the Fenton library. Other county libraries include the Howell Carnegie library, the Brighton district library, and the Hamburg Township library. Recognizing the need for a more accessible library for Tyrone residents, a new millage for the construction and operation of a library was placed on the ballot in the Township. However, the new millage was voted down.

Standards on public libraries published by Joseph De Chiara suggest that Tyrone is capable of supporting a library. A 7,000 square foot library would be appropriate for a community of 10,000 people. It is recommended that the facility include separate areas for adult and children stacks, a story telling area, a conference room, and a small audio visual room. By using a four to one floor area ratio (FAR), the total land area needed for a library facility would be 28,000 feet, or over one half acre. Additional land should be secured to permit the possibility of future expansion. If a library facility is desired, a location should be sought that is accessible to residents throughout the Township.

## **POST OFFICE**

An important part of the identity for any community is the designation of a unique zip code and post office. Tyrone is currently served by the Fenton, Michigan post office, area code 48430.

## **CEMETERIES**

There are three cemeteries in the Township. The Clough Cemetery is located at the intersection of Turner and Linden Roads, bordered on three sides by The Preserve site condominium and golf course development. The Colwell Cemetery is located on White Lake Road, across from the Tyrone Covenant Presbyterian Church. The Gardner Cemetery is located just south of the Germany/Hartland Road intersection.

## **SCHOOL FACILITIES**

For many communities, identity is manifested through their school system. Tyrone is currently serviced by three school districts: Fenton, Hartland, and Linden. The Hartland district serves the southwest portion of Tyrone, including the area near the Parshallville Settlement. The Linden system serves the northwest portion of the Township. The rest of Tyrone is served by the Fenton

school system, including the densely settled Runyan Lake area, as well as relatively high population areas near the Fenton border.

The following table shows enrollment data for the three school systems that affect Tyrone. Given the significant population growth throughout Livingston County, it is not surprising that all three school systems have grown. Hartland schools experienced the highest growth rate of the decade, increasing its total enrollment by 36%. Linden and Fenton school systems also increased their total enrollment over the decade. However, the Fenton school district has still not matched its 1971 enrollment value of 3,557. After over a decade of enrollment losses, the Fenton district has experienced a period of growth from 1990 to 1999.

**Table 18: School Enrollment**

<b>Year</b>	<b>Hartland</b>	<b>Linden</b>	<b>Fenton</b>
1986	3,017	2,403	2,738
1990	3,113	2,341	2,874
1999	4,220	2,757	3,325

Sources: Tyrone Township, Standard and Poor’s

Standard and Poor’s, which provides the State of Michigan with school evaluation services, gave all three school systems above-average ratings in several key categories. All three had above-average standardized test scores. Teacher’s salaries were well above state averages, meaning that the school systems are attracting and retaining high-quality instructors. One negative factor in all three schools is an above-average student-teacher ratio.

The age composition and projected population of Tyrone indicate that school facilities could be introduced in Tyrone. Census data from 2000 indicates that Tyrone has 1,449 children of elementary or middle school age, and roughly 655 youths of high school age. The elementary and middle school population is significantly larger than the 1999 state average of 761, as well as the county average of 1,066. State and county high school average enrollment values in 1999 were 677 and 850, respectively.

Using SEMCOG’s most recent projected population growth rate for Tyrone, there could be roughly 3,000 elementary and middle school children and 1,300 high school youths residing in the Township by 2020. However, prior to the implementation of a school facilities program, a detailed cohort analysis should be performed to provide a more accurate projection of school-age children in 2020.

**RECREATION FACILITIES**

Results from the 2001 Visioning Sessions revealed that Township residents place a high priority on development of a parks and recreation system, and the preservation of open spaces and greenways. In 1999, the Township adopted a Parks and Recreation Plan that is a supplement to the Comprehensive Plan. The plan consists of a complete analysis of Township preferences and opportunities based on community input, existing features, and current standards regarding parks and recreation.



Tyrone presently has three commercial recreation facilities: Tyrone Hills Golf Club, Land 'O' Lakes Archery Club, and The Preserve- a cluster residential development that includes a tournament quality golf course designed by the Arnold Palmer Company. The Shannon Nature Sanctuary is a 19 acre parcel east of South Ore Creek that is owned by the Michigan Nature Association. Nearby regional recreation facilities include Kensington Metropark, Indian Springs Metropark, and Huron Meadows Metropark, all located within a 20 mile radius. The metroparks provide opportunities for swimming, boating, fishing, picnicking, golf, hiking, cross-country skiing, sledding, and fishing. Several state facilities, such as Seven Lakes State Park and the Holly State Recreation Area are also nearby.

The Parks and Recreation Plan suggested that a minimum of 40 acres be acquired for the development of mini-parks, neighborhood parks, and community parks to provide the Township with active and passive recreational opportunities. The plan also recommended that a greenways and open space system be developed that is linked with the County and Southeast Michigan Greenways Plan that is described in the Transportation section of this report. Recreational facilities such as ball fields, playground and picnic facilities, and nature trails were also suggested.

The Township has determined the need exists to provide pedestrian linkage between open space and recreational facilities throughout the community. Whenever possible, the Township will work to connect open spaces, parks, greenways and other public places with pedestrian access routes. The Township will also encourage private developers to provide for pedestrian friendly facilities within the new developments in the Township.

## **FINDINGS AND CONCLUSIONS**

Faced with the probability of comparatively rapid population growth over the next 20 years, Tyrone is lacking in adequate community facilities and services. Its fire protection is rated as poor. It is rapidly outgrowing its Township Hall, and lacks a library, post office, and adequate recreational opportunities. The Township will have to assess its educational enrollment needs, and determine if it wished to provide its own schools.

As a means to the efficient provision of community services and facilities, the Township could develop and consolidate many of its facilities on one site. The Township Hall, Library, a Fire Department could all be located on the same site. A community center and post office could also be provided. Center Road near the U.S. 23 interchange would be an ideal location for the provision of community services, as well as fire protection. Another location could be sought at the White Lake Road interchange, which would also be accessible to the community.

## **Goals and Objectives**

## **CREATING A VISION OF TOMORROW**

The participation of residents, elected and appointed officials and community business leaders is essential to ensure the success of the Comprehensive Plan. When the Plan has the support of a wide community base, it will more likely be used and referenced in day-to-day planning activities. An effective way of building a comprehensive community base is by building consensus through the community visioning process. The Tyrone Township Planning Commission embraced the visioning concept and led two workshops with community stakeholders to build a vision of the community.

A visioning workshop includes extensive discussions where community stakeholders discuss planning related issues and decide on the relative importance of the issues, thereby establishing priorities for implementation. Community stakeholders consist of residents, elected and appointed officials, business owners, land owners and other interested parties. During the workshop, residents and stakeholders are presented with data relating to existing socioeconomic and land use characteristics. Several planning related topics are suggested for discussion. By sharing their experiences about the various issues, the stakeholders can build an understanding of the importance of the issues to their community. Each “Focus Group” creates a list of issues related to the main topic. The workshop participants then are invited to rank the issues to determine the priorities in the community.

Residents and stakeholders conclude the workshop with a better understanding of their fellow residents and with a mutual interest in the community Comprehensive Plan. After the residents identify the issues, they have a vested interest in seeing the issues addressed. They have a greater understanding of the planning process in general, and a genuine concern in seeing their community Comprehensive Plan succeed.

The visioning results are translated into goals and objectives for incorporation in the plan. This chapter is the result of the visioning process for the Tyrone Township Comprehensive Plan

## **Residential Development**

**Goal:** Permit development of well-planned, safe, balanced and pleasant residential environments while particularly encouraging development of senior citizen housing. Maintain the Township's emphasis on preservation of open spaces and the rural character during development of new housing. The Township should work to discourage development of uses that will generate large amounts of traffic, create pollution of the natural environment and be otherwise intrusive to the rural character and heritage of the Tyrone community.

### **Objectives:**

19. Promote development of affordable housing for senior citizens and others requiring such accommodations in order to permit residents to remain within the Township.
20. Encourage environmentally friendly and aesthetically pleasant housing developments that enhance the open space and rural character of the Township using techniques such as:
  - Cluster housing
  - Creation of attractive, integrated on-site detention with landscaping so that storm drainage basins appear as a natural part of the environment
  - Installation of underground utilities.
21. Encourage quality condominium and housing developments to integrate a mix of uses which could include small neighborhood services and recreation opportunities, and be linked with transit.
22. Develop safe, quality housing in an environment that does not include disruptive intrusive land uses such as casinos, gas stations, and landfills.

## **Recreation and Open Space**

**Goal:** Create recreation facilities to enhance the natural beauty of the abundant wetlands and woodlands in the Township. New recreation facilities should provide both passive and active recreation opportunities for the existing and developing residences in the community and work to achieve an integrated design for recreation facilities in the midst of residential neighborhoods.

### ***Objectives:***

1. Encourage purchase of parkland by the Township in order to permanently preserve environmentally sensitive areas with unique and attractive natural features, and create preserved greenways and waterways.
2. Promote passive recreational opportunities, such as walking and biking trails along greenways and waterways, and provide pedestrian and nonmotorized linkage with a comprehensive, planned regional system.
3. Continue to encourage cluster residential development as a means of open space preservation.
4. Educate the public and property owners on the value of preserving open space and seek resources such as grants and donations to enable the purchase of land.
5. Catalogue all open spaces in the Township and prioritize land most desirable for preservation.

## **Natural Resources and Historic Preservation**

**Goal:** Protect the natural and historic resources of the community in recognition that those are the defining elements of the Township that make Tyrone a unique location where woodlands, wetlands and rolling hills blend with historic settlement patterns typified by the Parshallville area.

### **Objectives:**

1. Adopt local regulations to preserve the significant, existing woodlands in the Township.
2. Preserve wetlands in the Township by creating regulations to require setback buffers around state regulated wetlands.
3. Create greenways in the Township, located in concert with those woodlands and wetlands protected and preserved by state and local regulations. Such greenways could be located along environmentally sensitive routes like the Ore Creek corridor.
4. Require installation of underground electric power and telephone lines wherever possible in order to avoid the obliteration of the Township's natural beauty with a forest of utility poles and wires.
5. Adopt and enforce strict sign regulations to avoid sign chaos cluttering the scenic horizon.
6. Provide programs and ordinance support, in cooperation with adjacent communities, to preserve the existing historic places, sites and buildings in the community like the settlement of Parshallville.
7. Continue to encourage cluster development and preservation of open spaces to enhance wetlands and woodlands in the community.
8. Consider creation of regulations to:
  - Protect the riparian rights of land owners along the waterways in the Township.
  - Protect the ground water and implement requirements for submission of ground water impact studies when development threatens the resource.
  - Buffer the roadsides to protect scenic routes and view corridors.
9. Encourage the preservation of existing farmland by utilizing legal mechanisms such as the transfer or purchase of development rights.

### **Public Services and Amenities**

**Goal:** Provide for appropriate public services and amenities to enhance the quality of life in the Township and protect the investments of individuals and businesses with necessary protective services.

**Objectives:**

1. Expand emergency services delivery capabilities so that fire, police and EMS services are available to all Township residents to protect the public health, safety and welfare.
2. Expand the public sewer and water services in order to encourage safe, orderly development and protect ground water quality.
3. Work to provide for development of a local library for use by all Township residents.
4. Provide for adequate community facilities, services, and infrastructure such as walking trails, a new Township hall, trash pick-up, and improved roads.
5. Consider consolidation of trash pickup services to reduce the number of trash trucks on the Township roads and to concentrate the days for trash pickup in each neighborhood.

## **Infrastructure**

**Goal:** Provide for public utility network improvements and transportation necessary to support the current population and to provide future improvements in locations best suited for development to support carefully planned and managed growth while avoiding installation of facilities that will encourage development in areas where the community does not desire to promote development.

### ***Objectives:***

1. Utilize the future land use plan to guide decision making for provision of sanitary sewers, a water system, and other necessary utilities in those areas, particularly in the US 23 corridor, where nonresidential and residential development on smaller lots is intended to occur.
2. Establish a program to pave and maintain major roads to provide for safe movement of people and goods in automobiles.
3. Establish sidewalks and other pedestrian/bicycle routes along roads to provide safe areas for pedestrians, runners, bicyclists, and children.
4. Reevaluate truck routes to reduce existing intrusions into residential areas by truck traffic and to avoid such intrusions in the future.
5. Create a system of access management through regulations in the Zoning Ordinance and coordination with the Livingston County Road Commission to control the location of driveways and new streets so as to avoid creation of traffic hazards and to eliminate existing hazards where possible.
6. Establish regulations to require preparation of traffic studies when new development will significantly impact the existing traffic flow characteristics in the community.

## **Commercial Services**

**Goal:** Permit carefully planned and attractive multiple-service commercial development for use by the community in a few selected locations in the US 23 corridor, designed to protect the rural character of the community and to avoid individual “spot” site development for numerous small facilities like gas stations, fastfood restaurants, and convenience stores. Such planned commercial developments must provide substantial yard setbacks with preservation of existing vegetation and installation of new landscaping to create soft visual buffers along the edges of commercial facilities while avoiding intrusions into residential areas by commercial traffic, sights, sounds and smells.

### **Objectives:**

1. Permit development of carefully planned commercial centers with a clearly defined set of limited uses including locally useful facilities such as:
  - Health clubs
  - Destination standard restaurants
  - Local service uses like hair styling salons, barber shops and clothing shops
  - Food stores and delicatessens
  - Medical, dental and other professional offices
2. Create regulations in the Zoning Ordinance to require installation of substantial landscape buffers adjacent to the perimeter of new commercial facilities.
3. Establish provisions in the Zoning Ordinance to encourage preservation of existing vegetation to assist in the maintenance of a rural atmosphere while providing natural screening for new facilities.
4. Encourage development of neighborhood community facilities in a campus-like setting in order to provide multiple services at a single location and avoid a proliferation of many scattered commercial facilities.
5. Through the use of landscaping and natural features preservation, require commercial developers to maintain the rural character of the Township.
6. Establish sanitary sewer facilities for the collection and disposal of waste to avoid pollution of the communities soil and water.
7. Provide adequate Township administrative ability to enforce nuisance laws.
8. Permit limited neighborhood convenience uses near intense residential development, and create standards to ensure that these facilities use high quality materials and design

principles that are in context with the surrounding residential and rural environment.

### **Industrial Development**

**Goal:** Promote well-located, planned, attractive and diverse industrial development such as light industry and research and development, and permit a small amount of warehousing and distribution facilities. Protect the sensitive relationship between industrial and residential land uses by requiring substantial yard setbacks for industrial facilities, and require preservation of existing vegetation and planting of new landscaping to create soft visual buffers along the edges of new industrial facilities while avoiding intrusions into residential areas by industrial traffic, sights, sounds and smells.

#### **Objectives:**

1. Promote the development of carefully restricted planned light industrial parks with a specific set of limited uses.
2. Create regulations in the Zoning Ordinance to require installation of substantial landscape buffers adjacent to the perimeter of new industrial facilities.
3. Establish provisions in the Zoning Ordinance to encourage preservation of existing vegetation to assist in the maintenance of a rural atmosphere while providing natural screening for new facilities.
4. Encourage development of combined research and office parks in a campus-like setting.
5. Limit industrial development to the west side of the US 23 corridor area.
6. Through the use of landscaping and natural features preservation, encourage industrial developers to maintain the rural character of the Township.
7. Establish sanitary sewer facilities for the collection and disposal of waste to avoid pollution of the communities soil and water.
8. Provide adequate Township administrative ability to enforce nuisance laws.

# **Future Land Use Plan**

## **INTRODUCTION**

Thirteen different land use designations are included in the categories for assignment in the Future Land Use Plan. In several instances the phrases “planned environment” or “planned development” are used to describe land uses contemplated for Tyrone. Additionally, several of the land use classifications include the word “Planned” in the classifications’ names. That phraseology is intended to convey the Township’s intentions to work with private or public developers to create planned unit developments consistent with the provisions of the Michigan Township Zoning Act and the local Zoning Ordinance.

The descriptions of the uses sometimes describe design characteristics and site amenities that are determined to be desirable. Those descriptions invite the creation of Zoning Ordinance regulations or planned unit development agreements to assure the resulting sites will be consistent with the descriptions envisioned in this volume. The different land use categories included in this plan are described later in this discussion.

## **OPEN SPACE PRESERVATION**

Tyrone Township adopted a policy of open space preservation several years ago. Those regulations were initially encouraged in the adopted 1994 Comprehensive Plan and enacted in the Zoning Ordinance adopted in 1997. The basic intention of those regulations is to provide open space as an integral component of development. The Township established formulas in the Zoning Ordinance to require open space at a rate of one acre of open space for each two acres of developed land in the agricultural and low density residential areas. In the higher density residential areas, open space was required at the rate of one acre for every four developed acres.

The State of Michigan recently modified the Township Zoning Act to require all townships to provide cluster development and open space preservation as a part of new development under certain conditions. Unfortunately, the State regulations are rigid and do not provide any flexibility and will not embrace alternative methods for open space preservation.

The Township is dedicated to preservation of open space, particularly in accordance with the program that has been pursued since 1997. The Planning Commission also recognizes the obligation in the Township Zoning Act to provide open space in cluster development for all residential land zoned for development at 2 or fewer dwellings per acre where no public sanitary sewers exist and 3 or fewer dwellings per acre with public sewers. According to the State of Michigan, the Zoning Ordinance must provide for open space equal to at least 50% of the total land area that is developed. Maintenance of the open space must be established in perpetuity. The Township must modify the open space regulations to be consistent with the demands of the State.

## **RESIDENTIAL/ NATURAL RESOURCE PRESERVATION USES**

As noted on the Opportunities and Constraints Map, Tyrone possesses several significant natural resources and features throughout the Township. These include: woodlands, wetlands, natural water bodies, and areas with steep slopes and scenic vistas. The Residential/Natural Resource Preservation designation is located in areas that possess one or more of these significant natural features. It is intended to allow residential development at the very low density of a minimum of 3 acres per dwelling unit. Residential uses will be developed in a planned manner in which

attractive natural features of Tyrone will be preserved.

## **AGRICULTURAL/RESIDENTIAL USES**

Several areas in Tyrone continue to enjoy a rural lifestyle where agricultural uses thrive. In this type of setting, this plan will encourage the maintenance of agricultural uses in a comfortable combination with large lot residences. These areas will typically be located adjacent to Low Density Residential areas as described below. The density for these areas will be 3 or more acres per dwelling unit.

## **RESIDENTIAL USES**

Each of the following densities could be permitted to develop within or without a planned environment.

***Low Density Single Family Detached Residential.*** This category will permit single family residential development at a density of 1.5 to 3 acres per dwelling unit.

***Medium Density Single Family Detached Residential.*** The intent of this designation is to provide a transitional residential density between Low and High Density Residential. Lots will generally range from 0.5 acre to 1.5 acres per dwelling unit.

Existing single family lots smaller than 0.5 acre surround much of Runyan Lake. The Planning Commission does not intend to permit additional development of that higher density around Runyan Lake. All the land around Runyan Lake is indicated as a special category of the Medium Density Single Family designation. It is intended that existing homes surrounding the lake should be accommodated and permitted to be maintained by the Township's land use regulations. Regulations should be prepared so that residents are not required to obtain variances from zoning regulations each time they propose to build a garage or other home improvement. Such a "contextual" approach to zoning regulations in the area will permit maintenance of the existing homes around the lake while avoiding an excessive burden for public services demanded by new development on lots less than 0.5 acre. Vacant land around the lake should generally be developed with 0.5 acre to 1.5 acres per dwelling unit.

***High Density Attached Residential.*** Various housing styles have been included in the High Density Attached Residential designation with a density of up to eight dwellings per acre. Planned attached condominiums and apartments are included in this category. It is also possible that clustered single family homes could develop in these areas. Because of the intense nature of such development, it is generally expected that homes developed in the High Density Attached Residential classification will be serviced with a public or private sanitary sewage disposal system.

***Manufactured Single Family Detached Residential.*** This designation recognizes developments built under the State of Michigan regulations governing manufactured housing parks. Two areas are included in this classification. A manufactured housing park is built in one of the designated areas on the south side of Hogan Road, west of Linden Road. A second such park is under construction at the northwest corner of Parshallville Road and Old US 23. No additional land area for this use is contemplated in the near future.

**Insert Map 6 - Opportunities and Constraints Map**

<b>Table 19: Permitted Residential Density</b>	
<b>Future Land Use Classification</b>	<b>Acres/ Dwelling Unit</b>
Agricultural/ Residential	3.0 +
Residential/ Natural Resource Preservation	2.0 to 3.0
Low Density Single Family Detached Residential	1.5 to 3.0
Medium Density Single Family Detached Residential	0.5 to 1.5
High Density Single Family Detached Residential	< 0.5
High Density Attached Residential	0.125
Manufactured Housing Park	0.11

**NONRESIDENTIAL USES**

Most uses in this category do not include dwellings. However, in certain instances an intense residential use or a special purpose residential use may appropriately be located in conjunction with nonresidential uses as further specifically described in this section below.

Most of the nonresidential uses are intended to be accomplished within the framework of planned unit developments. Michigan’s planning and zoning statutes provide municipalities with the ability to create tools for planned unit development (PUD). The Township’s adopted regulations in the Zoning Ordinance presume that a PUD will include more than one land use. The recommendations included in the following discussion are intended to be implemented so that a PUD can be established with a single land use. The proposed Planned Services, Planned Office, Planned Commercial and Planned Industrial, Research and Office classifications intend to provide for nonresidential development within the context of planned unit developments. The overall standards for creation of the PUD regulations are also suggested in the following discussion.

**Overall Regulations for Planned Development.** The Township will encourage the use of planned unit development (PUD) techniques for sites and buildings in the Planned Services, Planned Office Planned Commercial Services, and Planned Industrial Research and Office designated areas. Development in those areas will be designed so that the following objectives are accomplished:

1. Green open spaces shall be visible from the adjacent road right-of-way serving the site and from adjacent lower intensity use sites.

2. Buildings should be grouped into campus settings with lawns, open space, and walkways encouraging pedestrians to stroll between buildings.
3. Pedestrian access shall be provided throughout the developments. Sidewalks and pedestrian paths must be created to carry pedestrians from automobile parking lots to buildings. Routes must be planned and provided to move pedestrians and nonmotorized vehicles between adjacent buildings and sites.
4. Natural vegetation existing on the site will be preserved as much as possible. When some vegetation must be removed or where a site has been previously cleared, the developer shall provide plantings to assure that the site will be an attractive amenity to the community and will present a pleasing appearance from nearby sites and roads. The end result will be lush vegetation to complement the proposed structures on the site.

As much as possible, the vegetation must be carefully selected to include varieties that are native to Michigan. Commercial development proposals often include some varieties of trees and shrubs because those varieties provide minimal screening. For example, Skyline Locust and Little Leaf Linden trees provide very little screening benefit and are inappropriate trees for use as visual screens. The Township will not permit the overuse of any varieties of landscape materials.

5. Buildings on the site shall utilize building materials that include brick, stone, and wood in combination with other customary building materials. The structures shall be constructed so as to become a source of pride for the community. It is intended that the new development will establish a consistent theme or adhere to a theme previously approved by the Township. The scale and size of the development shall be appropriate for location in a rural community and will blend harmoniously with other development in the Township.
6. Parking areas will be carefully incorporated in the plans so as to avoid a wide expanse of parking lot separating commercial structures from the fronting roads. Landscaped yard spaces and islands shall be placed so as to break up the expanse of large parking lots.
7. Automobile traffic associated with the site will be managed so that only necessary vehicle drives and streets are constructed. Wherever practical, joint access drives and streets will be used in order to avoid unnecessary disruption of the natural environment, avoid excessive storm drainage runoff, minimize disruption of the existing traffic flow and to provide economical access solutions.
8. It is intended that new development shall extend outward from existing development nodes. New development will avoid extensive “leapfrogging” over many acres of undeveloped land adjacent to existing development sites.

Excessive extensions of public utility service facilities will be avoided and existing services will be utilized as much as possible. However, the Commission recognizes that in a competitive real estate market, circumstances and property owners' expectations can result in vacant lots waiting for the right combination of seller, buyer and use. This plan does not intend to prohibit development of land on an otherwise developable site due to the existence of a single adjacent, vacant parcel.

**Planned Services.** The Planned Services designation includes certain uses in a PUD environment. The uses specifically contemplated include:

1. Government facilities that could include a post office, educational facility, township hall, a township fire station, or library.
2. Public and private recreation uses.
3. Senior citizen housing.

**Planned Office.** Office uses to be permitted in the Planned Office classification are intended to provide facilities for national and regional business headquarters facilities, administrative, financial and other similar office uses in a PUD environment. Insurance companies, banks and other financial institutions, law firms, engineers, architects and other similar professions will all be welcomed in the Tyrone Planned Office areas. Office uses that also demand warehouse space on the same site will not be permitted in this classification.

The Township will permit the uses to be developed in a planned development setting. Efforts will be made to provide the business users with pleasant accommodations that are conveniently located with excellent access to the Southeast Michigan transportation network via the U.S. 23 freeway. The buildings housing the uses must be carefully designed to permit the office users to enjoy the local environmental features in a campus-like setting.

**Planned Commercial Services.** Commercial retail and service uses will be permitted to develop in a PUD environment. The uses may be individually sited in freestanding buildings or clustered in a larger commercial structure housing several uses under one roof.

It is recognized that new commercial uses may serve the Tyrone community or the travelers on U.S. 23 or both the community and highway travelers. However, regardless of the intended use, the site and attendant site facilities to service the use must be constructed consistent with the guidelines specified for planned development.

**Planned Industrial, Research and Office (PIRO).** The U.S. 23 corridor is a desirable location for those enterprises that require facilities to house research laboratories, design studios, technology oriented product development, prototype manufacturing and similar light industrial and laboratory uses that require a substantial office adjunct on the same site. This classification is intended to provide a home for those types of uses. Occasionally such uses may also include

packaging and light assembly operations. Warehousing, assembly, and fabrication may be permitted in the PIRO classification when the uses are appropriately located and designed to be an attractive neighbor for other nearby uses. The Township also recognizes that some enterprises may require some light assembly operations or product packaging on the PIRO site. However, the primary utilization of floor area will be for purposes other than product assembly and packaging.

Overall, the facilities to be developed in such a use-group will be designed to provide an attractive, landscaped site and a pleasing corporate identification for the private company housed on the site. Where possible, the uses will be developed in a professional business park setting. Typically, such business parks are platted subdivisions or site condominiums with carefully drafted deed restrictions and park association bylaws. The development would be designed to accommodate truck traffic and employee parking areas while retaining an attractive appearance from adjacent sites and roads. Loading and unloading areas will be screened and concealed to the rear of structures or in screened side yard areas.

The design of these facilities will be carefully reviewed so as to control the impact from the sites on the remainder of the community. When a site is developed independent of a professional business park, it should be well-landscaped with appropriate screening in order to provide compatibility with other developing businesses in the area and the community as a whole. Truck traffic routes will be considered and planned so that other traffic in the Township is not unnecessarily impeded while the freight trucks are provided with reasonable paths to and from their destinations.

The Township intends that businesses established in the PIRO area will be attractive, clean corporate citizens. In particular, the Planning Commission intends that pollution sources such as air, water, noise, odor and light emissions will be controlled and will not become offensive to other land uses in the Township.

***Quasi-Public/ Public*** This category includes a mix of uses that are often desirable transitional uses between residences and higher intensity nonresidential uses. For example, dedicated parks and public utility right-of-way and churches are included in this category. Utility power easements consume a substantial amount of land in the Township and are also included in this category.

**INSERT Map 7 - Future Land Use Plan**

**FUTURE LAND USE ASSIGNMENTS**

The Future Land Use Map graphically describes the land use designations for Tyrone Township. The Planning Commission has considered many different land use designations for the corridor. The concepts and uses agreed upon herein are the result of long and difficult deliberation by the Commission. Substantial input was received from Tyrone’s citizens during the two Visioning Sessions.

This plan provides specific assignments of the classifications created in the previous section. The designations provided herein and assigned in this plan shall be the basis for future land use planning in accordance with Michigan’s Township Planning Act and Township Zoning Act.

The following table provides the amount of acreage that is planned for each land use on the Future Land Use Map.

<b>Table 20: Land Area of Future Uses</b>		
<b>Use</b>	<b>Acreage</b>	<b>% Total</b>
Agricultural/ Residential	3,322.2	14.1%
Residential/ Natural Resource Preservation	9,610.8	40.9%
Low Density SFR Detached Residential	3,873.0	16.5%
Medium Density SFR Detached Residential <sup>1</sup>	3,992.1	17.0%
High Density Attached Residential	245.7	1.0%
Manufactured Housing Park	282.9	1.2%
Planned Commercial Services	180.9	0.8%
Planned Office	35.5	0.2%
Planned Services	31.0	0.1%
Planned Industrial, Research and Office	513.3	2.2%
Quasi- Public/ Public	501.2	2.1%
ROW	308.3	1.3%
Water	586.6	2.5%
<b>Totals</b>	<b>23,483.4</b>	<b>100.0%</b>

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<sup>1</sup> Includes mapped designation Medium Density Single Family - Lakeside

## **FUTURE LAND USE ASSIGNMENTS IN TYRONE TOWNSHIP**

This section will be broken into three parts: U.S. 23 Corridor, Township West, and Township East. The Township West classification describes the future land uses west of Linden Road. The Township East classification will describe the areas primarily east of Hartland Road.

### **U.S. 23 CORRIDOR**

**North Corridor Area - White Lake Road Interchange.** The Planning Commission has determined that the White Lake Road interchange must include a mix of land uses. As is indicated in the Existing Land Use Analysis, the interchange presently includes a variety of uses. This plan intends to provide for a reasonable set of uses, however, some of the current uses will become nonconforming if they still exist when the plan is implemented.

Planned Commercial Services will be permitted to be developed in a planned environment west of the interchange. This plan does not intend to encourage uncontrolled development of commercial facilities with little or no improvement to the infrastructure in the area. The Planning Commission and Township Board shall also consider the ability of infrastructure in the area to support more intense use of the land before permitting rezoning and development of sites consistent with this plan. It is intended that the existing church west of the U.S. 23 right-of-way will provide for a transition between the Planned Commercial Services area and the Medium Density Single Family Residential area west of the church.

North of the interchange and west of Old 23, an area will be created for Planned Services as described in this volume. The public services and other uses to be provided in the Planned Services classification will create a transitional area so that the intense commercial uses that may develop further south will be buffered from the Medium Density Single Family Residential area north of the Planned Services designation.

A large portion of the north corridor area that lies west of the interchange and south of Stearns Lake has received the Residential/ Natural Resource Preservation classification. This is due to its present use as a new planned development/ golf course.

**Central Corridor Area - Center Road Interchange.** The map indicates that substantial additional area will be provided around the interchange for nonresidential development. Most of the nonresidential development will only be permitted to occur if it is accomplished with the benefit of a planned unit development agreement.

Planned Industrial, Research and Office land utilization is encouraged around the site originally established by an auto parts manufacturer Kelsey Hayes Corporation and currently used by another industrial company. The plan intends to provide for a transition in intensity of use by creating a “wrapper” around the west and north sides of the existing industrial site. As is noted in the Existing Land Use Analysis, the former Kelsey Hayes facility is a true light industrial use.

It is appropriate to create a buffer or transitional use area between a high intensity use and lower intensity uses.

Additionally, the plan recognizes the possibility that the Tyrone Hills Golf Course site may one day be used for some purpose other than outdoor recreation. If the site will be used for another purpose, the plan will permit those uses to be Medium Density SFR Detached, Planned Office, Planned Commercial Services and Planned Industrial, Research and Office.

Quasi-Public and Public uses include the Township Hall on Center Road, the Clough Cemetery where Turner Road meets Linden Road, and the utility line that runs east to west, just south of Runyan Lake.

***South Corridor Area.*** As is shown on the map, most areas in the corridor are intended to be retained for single family residential and residential/ natural resource preservation purposes. The plan also recognizes the existence of nearby residential development in the vicinity of Lake Shannon near Faussett Road. No modifications are intended that would adversely affect developed residential uses.

The residential/ natural resource preservation areas in the south corridor include a watershed area that connects Lake Shannon with Tyrone Lake, and an area that has an abundance of natural features such as woodlands, wetlands, and natural slopes. A high density residential area is located on the northwestern portion of the intersection of U.S. 23 and the Township Border. This area provides a fair share of affordable housing to Tyrone.

The Township will not encourage installation of the freeway interchange at Faussett Road. It is the Township's intention to work within the existing expressway framework to permit development to occur in the Central and Northern Corridor Areas before new high-intensity development is considered in this part of the community.

All other land in the South Corridor Area is designated for use as Low Density Single Family Residential purposes. Low density development will have the least adverse affect on the established low density single family uses scattered in the area. Additionally, such low density development will blend appropriately with the existing Parshallville settlement, effectively becoming an extension of the rural residential hinterland around the village.

## **TOWNSHIP WEST**

The western portion of the Township consists of a significant amount of natural features. This includes Hoisington Lake and its surrounding vicinity, Lake Shannon, the Ore Creek North and Ore Creek South watersheds, and several significant natural features west of Lake Shannon. These areas all received the Residential/ Natural Resource Preservation designation. Two cemeteries on the west side are designated as Public/Quasi-Public land. All residential areas south of Center Road have been given the low density residential classification. This is consistent with adjacent land uses, which have been transitioned from intensive uses at the freeway interchanges, to progressively less dense uses.



There is a small area of low density residential uses planned in the vicinity of Turner Road. This area is surrounded by natural resource preservation areas and medium density residential areas. There are two areas of medium density residential uses planned. The first is in the northern portion, and reflects the more intensive development of Fenton Township. The second is the area between Hogan Road and Center Road. This provides a transitional use between two intensive areas – the Center Road interchange, and the manufactured housing park along Hogan Road. The manufactured housing park in combination with another such park on the south end of the Township provides Tyrone with a significant amount of affordable housing.

A utility line passes through this portion of the Township near Turner Road and is designated as Quasi-Public/ Public.

## **TOWNSHIP EAST**

The Eastern portion of Tyrone defines the Township’s rural character and possesses the largest amount of natural features. Therefore it is intended to receive the least intensive development. The preservation of these areas not only preserves the character and attractiveness of the Township, it also places less burden on Township services and resources by maintaining natural watercourses and requiring less infrastructure and flood management. Environmental benefits include maintaining a high water quality, preservation of woods and wetlands, and maintenance of animal habitat areas. Additionally, harmful effects of development — increased automotive emissions, rapid stormwater runoff, increased impervious surface cover on the soil which reduces ground water recharge, and similar impacts — are avoided in this area.

The Residential/ Natural Resource Preservation designation pervades throughout much of the area. In the south, there is a watershed that connects Tyrone Lake with Lake Shannon. In the southeast, there are a significant steep slopes, natural bluffs and attractive viewsheds. A ridge, which is flanked on either side by wetlands and woodlands, extends from the southeast portion of the Township toward the northwest portion, intersecting U.S. 23 less than a mile north of the Center Road interchange.

The area to the south of the Hartland Road, White Lake Road intersection consists of the highest bluffs and most attractive viewsheds in the Township. North of the intersection there is an abundance of wetlands and woodlands surrounding several natural lakes including Goodfellow Lake, Jewel Lake, and Lake Urban. This area continues in a southeast direction toward Sullivan Lake along a watershed that is also surrounded by wetlands and woodlands.

A large area extending from Center Road to the north and south has been designated as Agricultural/ Residential. This area in Tyrone will continue to enjoy a rural lifestyle. There are several natural features in this area, and it is intended that the relatively large lots planned for this designation will encourage the preservation of such resources and allow a blend of agricultural uses with large lot residences.

The northeast portion of Township East is intended to consist of single family residences at a medium density. This density is consistent with the existing housing in the area, reflecting the influence of the City of Fenton to the North.

Several Quasi-Public/ Public uses are intended to continue into the future. These include the Gardner Cemetery near the intersection of Germany Road and Hartland Road, an electrical substation near the intersection of Center Hill and Mabley Hill Roads, and the utility line running east to west in the northern third of the Township.

## **Implementation Strategies**

## **IMPLEMENTATION STRATEGIES**

Implementation strategies are a key component of any community master plan. They determine how the plan's guidelines and recommendations become reality. A community's Master Plan should never be viewed as a finished product. As events or needs of the community demand, various adjustments or additions will be required. It is not anticipated that the Plan's major goals and objectives will require change. Rather, as the plan is interpreted and implemented, certain aspects will require periodic adjustment. Economic circumstances in the region, state and nation can also influence the viability of the Township's Master Plan. As circumstances change, the Master Plan must be reevaluated to assure the best interests of the community's residents and businesses are served.

Conclusions and recommendations have been included throughout the text of this plan. Those are summarized in the following paragraphs and, as appropriate, recommended solutions or other implementation methods are indicated.

## **ZONING**

The Township Zoning Ordinance is a primary tool in achievement of the Plan's goals. Although the plan map is not a zoning map, it should be used as a guide to zoning amendment decisions, whether the amendments are initiated by the Township or by petitioners. The timing of changes to the zoning map is key to implementing the Plan. Further, the map's proposals should be viewed as flexible when considering the zoning of specific sites, especially if no pattern has yet been established. The Plan does not necessarily follow property lines and, with the exception of environmental concerns and existing and potential land use conflicts, whether a zoning pattern is established on the east or west side of a thoroughfare is often not the critical issue — the *pattern* of land utilization is the critical concern.

Depending on the rate of developmental change and requests for change to the zoning map, at least an annual appraisal of the zoning map should be prepared. It is generally accepted practice to provide zoning on the basis of a five-year land use projection, whereas the Plan is a fifteen to twenty-year projection tool. The Township recognizes the obligation to maintain the Plan in accordance with Michigan statutory requirements.

The zoning ordinance should be reviewed to insure that the environmental, land use and circulation proposals of this plan are reflected in the ordinance, particularly under site plan review and special land use approval standards.

## **MANAGING GROWTH**

Consistent with the overall philosophy described throughout this plan, the Township must make every effort to use infrastructure systems and other resource investments that have been previously committed before spending more funds on new facilities. When the Township decides to create new or expanded components of the infrastructure systems, those new facilities should be planned to provide service to those areas that are indicated for development in this Plan. Private developers should be discouraged from creating extensions of systems or new systems to create development opportunities that are inconsistent with this Plan.

The State of Michigan has recently required communities to permit development of “clustered” residential development in certain circumstances. The Township must create zoning regulations that will be consistent with the State’s requirements and also provide for reasonably managed limits to growth. For example, the Township may wish to establish incentives for development that works to preserve land in a specific configuration adjacent to pedestrian paths or other desired public amenities.

## **LAND DIVISION REGULATIONS**

Like zoning, land division regulation, under the Michigan Land Division Act (P.A. 288 of 1967, as amended through P.A. 591 of 1996) is a tool for the implementation of this Plan. While zoning deals with land use on a site by site basis and activities in selected areas, land division standards are concerned with the process of dividing land and maintaining the quality of individual developments.

Subdivision standards, as permitted to be established under the Land Division Act, are regulated in the Township by the Subdivision Control Ordinance. The Ordinance is intended to protect the needs of residents by providing both site design controls and improvement standards. Design controls provide for the arrangement and location of streets, configuration of lots, the provision of open space, and the sufficiency of easements for utility installations. Improvement standards ensure adequate roads and other physical improvements.

All other land divisions are also regulated by the Land Division Act. The act permits the Township to establish a Land Division Ordinance. Such an Ordinance was adopted by the Township. The Ordinance provides for local authority and responsibility for the legal approval of land divisions. When land is divided outside of subdivisions, the ordinance assures the resulting lots are created consistent with the requirements of the Zoning Ordinance minimum requirements. It can also require the lots to maintain minimum access standards to assure availability of public or private roads for the lots.

The land division regulations described in this section were modified within recent years by the Michigan legislature and governor. The Planning Commission must remain alert to changes in this area of regulation to assure the Township standards and requirements are consistent with the authorizing legislation.

In 1982, Michigan condominium regulations were modified to permit the ownership of land by a co-owners association. Since that time, many developers have created site condominiums as a substitute for land subdivisions. Site condominium development can be attractive to the developer because the approval process can be much shorter as compared to subdivision development. The Condominium Act requires condominiums to comply with local ordinances. The Township established standards to regulate site condominium development of land in the Township. Those regulations should be periodically reviewed and amended as appropriate to ensure the continued productive use of the standards.

## **SUPPORT AND COOPERATION WITH OTHER AGENCIES**

The Township has established a record of working with other agencies — federal, state and regional — in order to promote development or redevelopment of the community. That type of cooperation should be continued into the future. The Township's goals for a healthy stable community are consistent with the goals of the other agencies that also exist to improve way of life with sustenance of our health, happiness and security.

## **PUBLIC UNDERSTANDING AND SUPPORT**

The necessity of citizen participation and understanding of the planning process and the Plan cannot be over-emphasized. A carefully organized public education program is needed to organize and identify public support in any community development plan. The lack of citizen understanding and support can seriously limit implementation of the planning proposals. The failure to support needed bond issues, failure to elect progressive officials, and litigation concerning taxation, special assessments, zoning, and public improvements are some of the results of public misunderstanding of long-range plans.

In order to organize public support most effectively, the Township must emphasize the reasons for the planning program and encourage citizen participation in the adoption of the Plan and the continued planning process. Public education can be achieved through an informational program involving talks, newsletter articles, and preparation of simple summary statements on plans for distribution. Participation by residents in various civic groups is evidence of community involvement.

## **CONTINUOUS PLANNING**

A role of the Planning Commission is to provide planning recommendations to the Township Board. This planning function is a continuous process which does not terminate with the completion of this plan. Rural-residential areas are in constant change and planning is an on-going process of identification, adjustment, and resolution of problems. In order to sustain the planning process and generate positive results, maintain momentum, and respond to change, the Plan should be reviewed annually and updated not more than every five years.

## **Appendices**

The information contained in these appendices includes US Census 2000 data that was released subsequent to preparation of the plan and presentation of the plan and data in the public hearing required by Michigan statute. The data is observed to be consistent with the overall trends indicated in the demographic, housing and economic analyses sections of the plan.





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