

Greetings



DOWNTOWN TUCKER GRID PLAN

LIVABLE CENTERS INITIATIVE
2019-2020



Georgia



**Tucker
Northlake**
Community Improvement District

**Tucker
Northlake**
Community Improvement District

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“If we can develop and design streets so that they are wonderful, fulfilling places to be – community-building places, attractive for all people – then we will have successfully designed about one-third of the city directly and will have had an immense impact on the rest.”

- Allan Jacobs

The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily of the Department of Transportation, State of Georgia or the Federal Highway Administration.

Prepared in cooperation with the Department of Transportation, Federal Highway Administration and the Atlanta Regional Commission.

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1

INTRODUCTION

1.1 BACKGROUND

1.2 PROJECT INTENT

1.1 BACKGROUND

The Downtown Tucker Grid Plan is led by the Tucker - Northlake Community Improvement District (TNCID). In collaboration with TNCID, this implementation feasibility study is sponsored by the Livable Centers Initiative (LCI) program of the Atlanta Regional Commission. The study focus is to create a unique vision focused on restoring and celebrating the original, historic downtown grid system laid out in 1891. As such, this is not a new idea for the Tucker Community. Here is the excerpt from the 2005 Tucker LCI study:

“The test of this study is to help Tucker reclaim its downtown core. Luckily, the components that make an area livable such as a grid street pattern, small block size, inviting pedestrian scale, and narrow streets are still intact. Therefore, the primary focus can be to help the residents see past the ills of the areas, and instead, begin to look at the possibilities.”

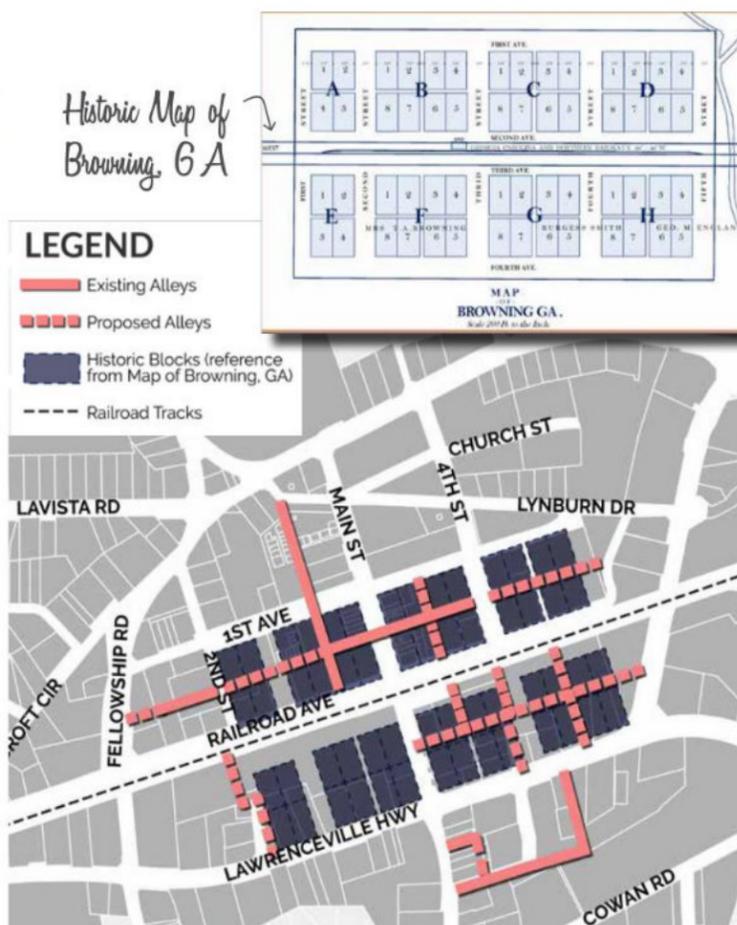
There is a consensus among the community and the stakeholders to enhance the grid system that will aid in the vibrancy and economic development of Downtown Tucker. Several planning studies in recent years have reinforced the vision and goals to create unique experiences through alley and street grid improvements. Most notably, the recently completed Downtown Tucker Master Plan emphasized the historic 1891 plan found in the DeKalb County Courthouse. The blueprint shows the block system surrounded by streets and bisected by alleys. The typical right-of-way for streets is 100 feet and for alleys is 20 feet. The Master Plan listed the following opportunities for the alleys:

- “More walkable downtown
- Places for green infrastructure
- Intimate and personal city spaces
- Additional street frontages
- Places for children and the elderly
- Off-street spaces for festivals and cultural activities
- Unique experiences”

As a step towards improving walkability in Tucker, the City of Tucker is currently in the process of implementing the PATH Phase 1A Trail. The project is funded through DeKalb County SPLOST and it is scheduled to start construction in late 2020. This trail goes through the historic Downtown grid and will serve as a pilot for future alley improvements. The original 20-foot-wide right-of-way of the alleys includes pedestrian/bike enhancement elements: 10-foot-wide paved multi-use path, pedestrian lights, landscaping, furnishing, and trees.

Downtown Tucker's ALLEYWAYS

Downtown Tucker has the potential to utilize existing alleys and uncover historic alleys to provide quality public space and accessibility that is safer for pedestrians spending time downtown.



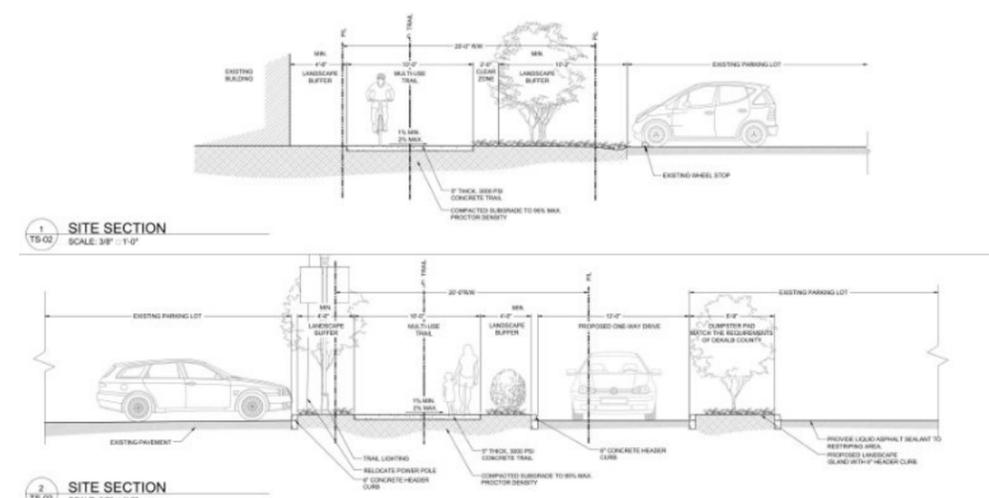
Source: Downtown Tucker Master Plan, 2019



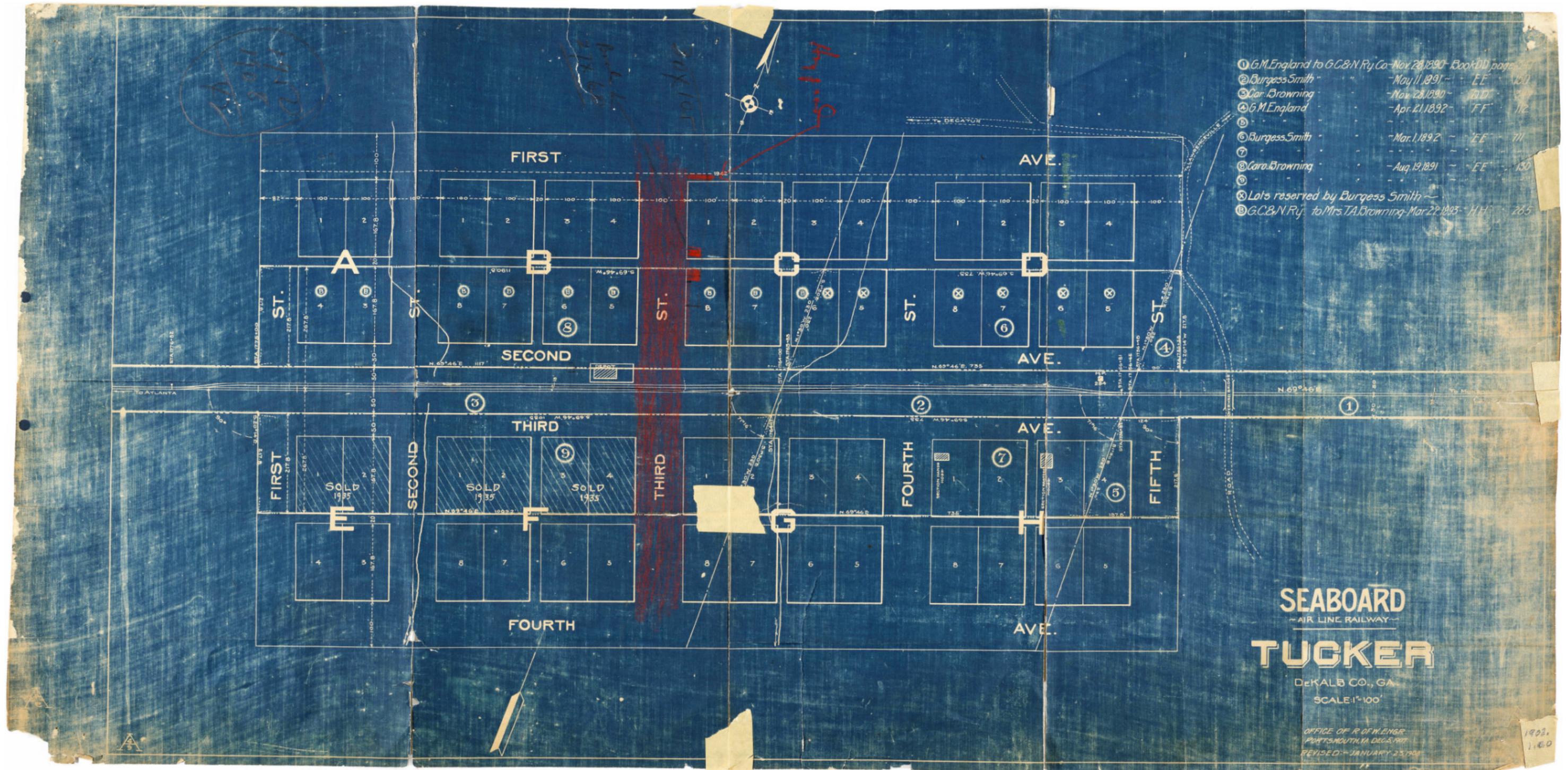
Proposed Greenway and Trail Plaza on Existing Alley adjacent to RV Lot
Source: Tucker PATH Trail Master Plan and Implementation Strategy



Tucker PATH Phase 1A Trail Design and Construction Documents, Source: City of Tucker



Tucker PATH Phase 1A Trail Design and Construction Documents, Source: City of Tucker



1908 Map of Downtown Tucker. Source: DeKalb County, GA

1.2 PROJECT INTENT

Collectively, the recent planning studies and several others have pointed Downtown in the right direction, including strong notions of creating better connectivity and more people-oriented places. In this regard, it is important to recognize that this effort is not intended to start from square one. Rather, this plan will build on the good work and consensus completed to date in a way that seeks to fill in the gaps – both figuratively and literally. The project intent for this plan could be envisioned primarily in four categories:

CONNECTIVITY

- Align the overall vision of connectivity and mobility in Downtown with other planning studies.
- Envision alleys as walkable pathways, public places with activities, and “front doors” for businesses using both short- term tactical interventions and long-term improvements.
- Create a new mobility framework, expanding into the city-wide trail system, that will help in shaping the future development vision of Downtown and will allow growth while preserving the small-town atmosphere.
- Rethink vehicular circulation and parking strategies that mitigate pedestrian/bike conflicts caused by Lavista Road, the Railroad, and Lawrenceville Highway.
- Provide a safe and connected multimodal network in an otherwise car-oriented development pattern.

OPEN SPACE

- Integrate a community green, private open spaces, and landscaping along the alleys in conjunction with streetscape improvements and development.
- Prioritize alley improvements in a way that creates larger public spaces adjacent to Main Street allowing the expansion of community events like Tucker Day, Taste of Tucker, and the Tucker Cruise-In.
- Reimagine alleys and private open spaces with place-making opportunities for community activities.

PLACE-MAKING

- Enhance the sense of place and history in the heart of Downtown Tucker beyond Main Street.
- Expand the “street party” on Main Street into a broader “block party” within the historic blocks and alleys.
- Use green infrastructure strategies to reduce the heat island effect from surrounding parking lots and industrial uses and mitigate stormwater.

IMPLEMENTATION

- Through historic research along the alleys, create a strategy and process for reclamation of lost segments of the 1891 grid system.
- Provide guidelines and potential zoning enhancements for future redevelopment along alleyways.
- Identify implementation strategies, funding opportunities, and acquisition tools for phased restoration of the grid system in both the short-term and long-term.



Preliminary Downtown Tucker Grid Analysis, comparison of 1891 grid with existing downtown block pattern



Community survey result - most liked image for future alley improvement. Source: Downtown Tucker Master Plan, 2019

- Existing Downtown Blocks in Historic Configuration
- Original Downtown Blocks Reconfigured
- Existing Alleys in Original Configuration
- Original Alleys Re-purposed
- Privately-Owned/Abandoned Alleys
- Existing Streets in Original Configuration
- Privately-Owned/Abandoned Streets



2

EXISTING CONDITIONS ASSESSMENT

2.1 GRID: THEN AND NOW

2.2 DEED RESEARCH

2.3 GRID: ASSESSMENT & ANALYSIS

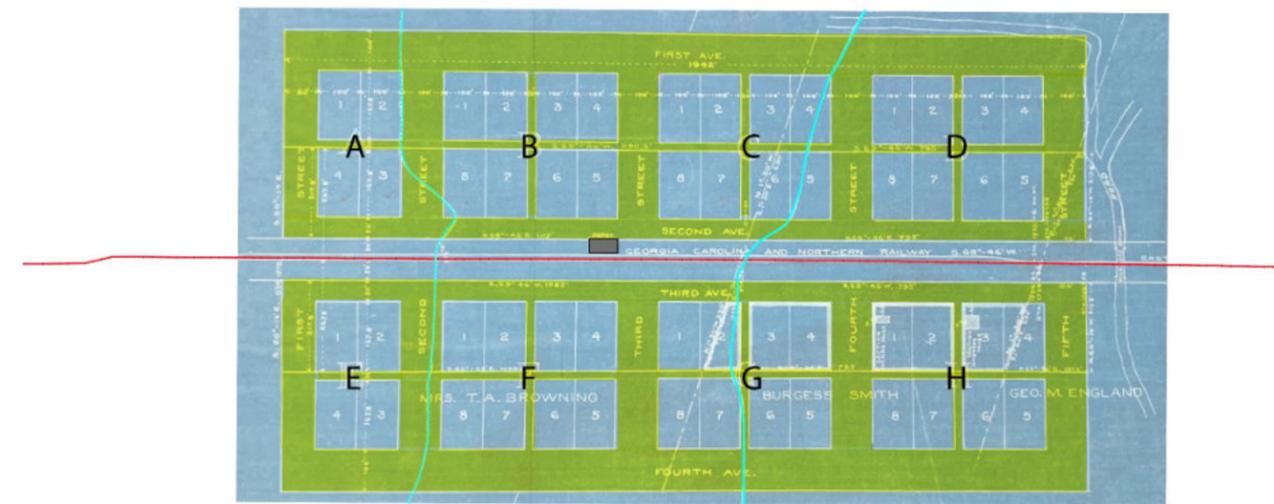
2.1 GRID: THEN AND NOW

Similar to many towns in Georgia, Tucker has a deeply rooted railroad history. Formerly known as Browning, when the Seaboard Air Line Railway reached Tucker in 1892, a town grid was in place consisting of eight (8) blocks with an orthogonal network of streets (north-south), avenues (east-west), and alleys. With the construction of the railroad depot, the new Tucker station provided opportunities for growth.

Comparing the current configuration of downtown with the 1891 map, much of the public street pattern was implemented. However, fewer alleys were developed than as laid out in the original 1891 plan. Today, 3rd Street is named Main Street, 1st Street became 2nd Street, 2nd Avenue is Railroad Avenue, and the original 2nd Street was removed. On the south side, the alignment of 4th Street is different and the majority of 3rd Avenue does not exist.

The 1960s aerial map shows commercial development on Main Street and Cofer Brothers on Block E and F. The rest of Downtown Tucker consisted of single-family homes on the original block periphery and open land in the middle. To further study the development and grid evolution of Downtown Tucker, a comparison analysis was done between the 1890s survey plat maps for each block and current aerial photos. On the plat maps, the original grid pattern was drawn in yellow and overlaid on top of the existing aerial photo with parcel lines. The diagrams show what streets and alleys were lost, realigned, or never developed.

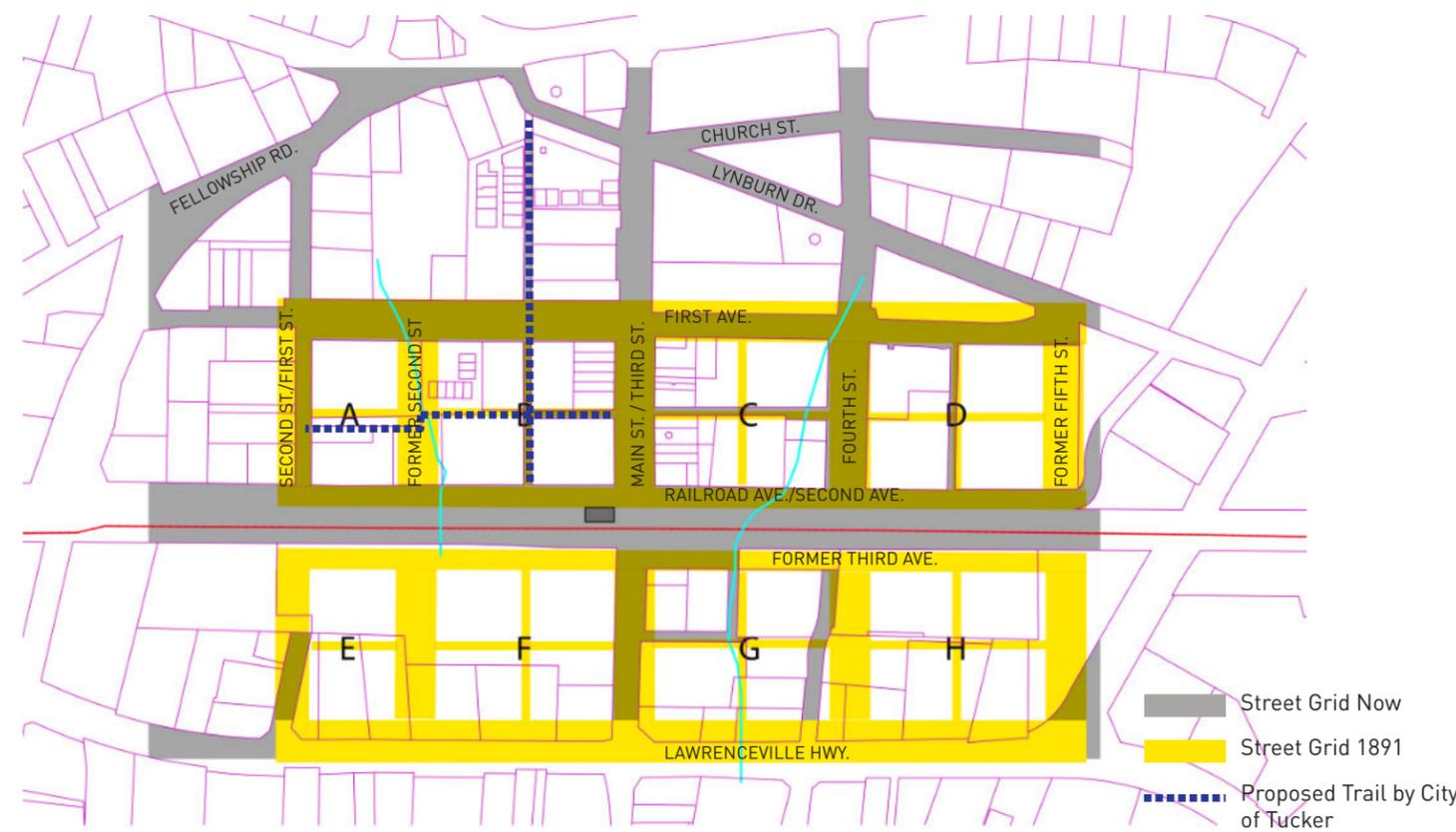
The original survey plat maps are included in the Appendix.



1891 Map of Browning, GA (Source: DeKalb County Deed Record)



1960s Aerial Map of Downtown Tucker (Source: U.S. Geological Survey)



Grid Pattern Comparison between 1891 Map and 2020

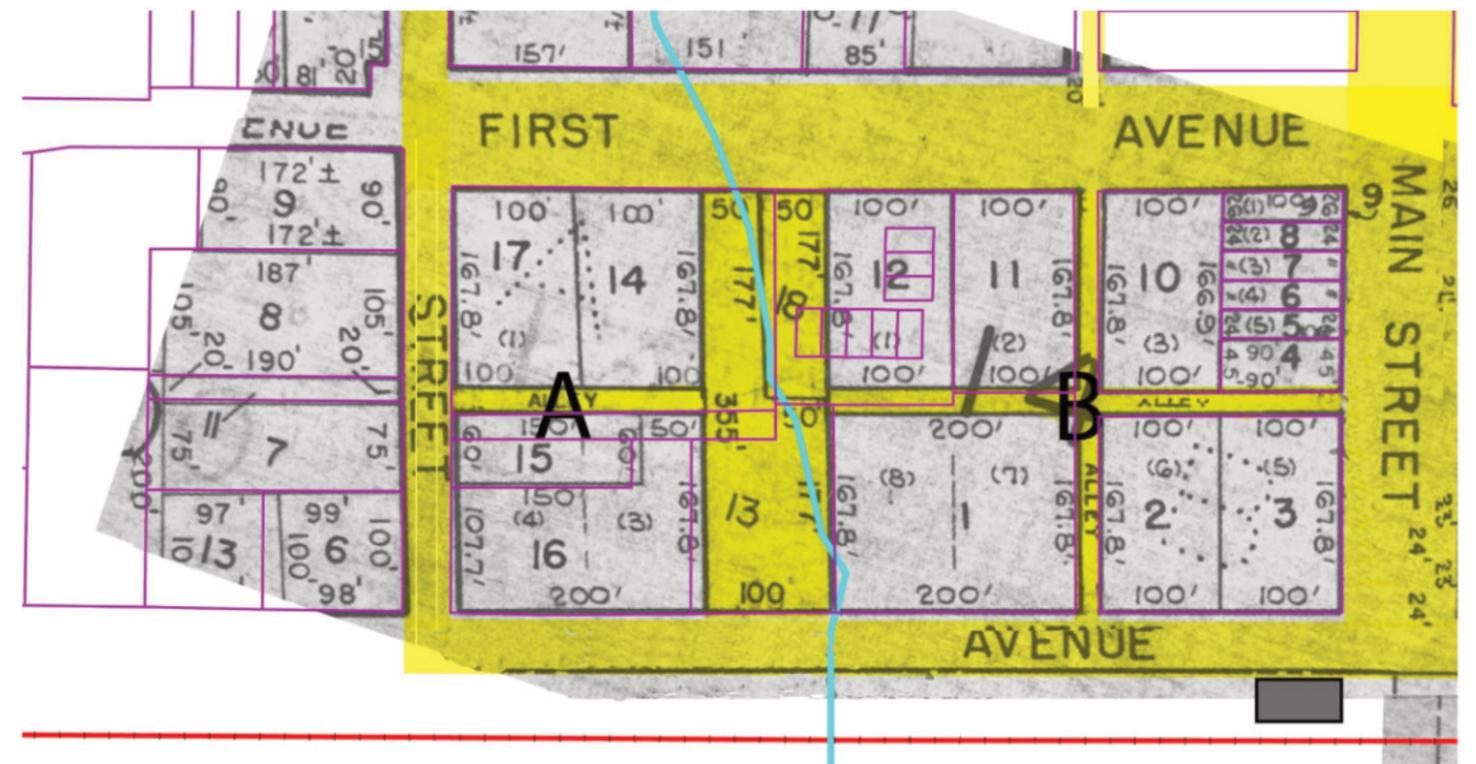
2.1 GRID: THEN AND NOW cont...

Block A and Block B: 1927s vs. Now



- Grid in the Survey Plat Map
- Existing Parcel Line
- Railroad
- Missing Grid
- Water Stream

Block A and Block B: 1980s vs. Now



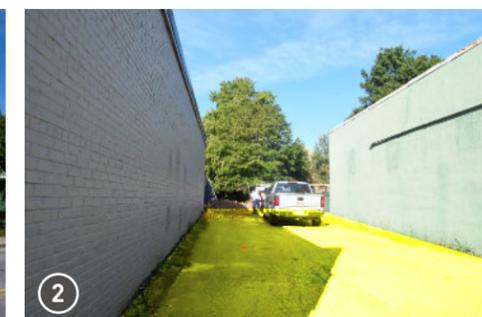
Block A and Block B: 1980s vs. Now



Current Condition



1 Block B, East Segment used for service and access



2 Block B, East Segment paved with asphalt



3 Block B, Railroad Avenue/Second Avenue



4 Block B, North Segment used for service and access



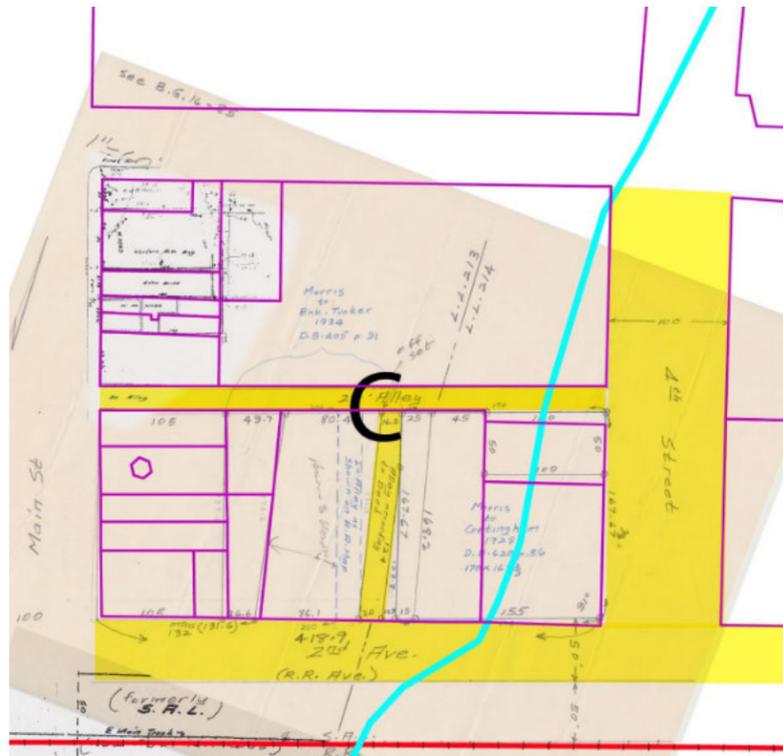
5 Block B, South Segment used for service and access, currently unpaved



6 Block B, South Segment intersects with Railroad Avenue/Second Avenue

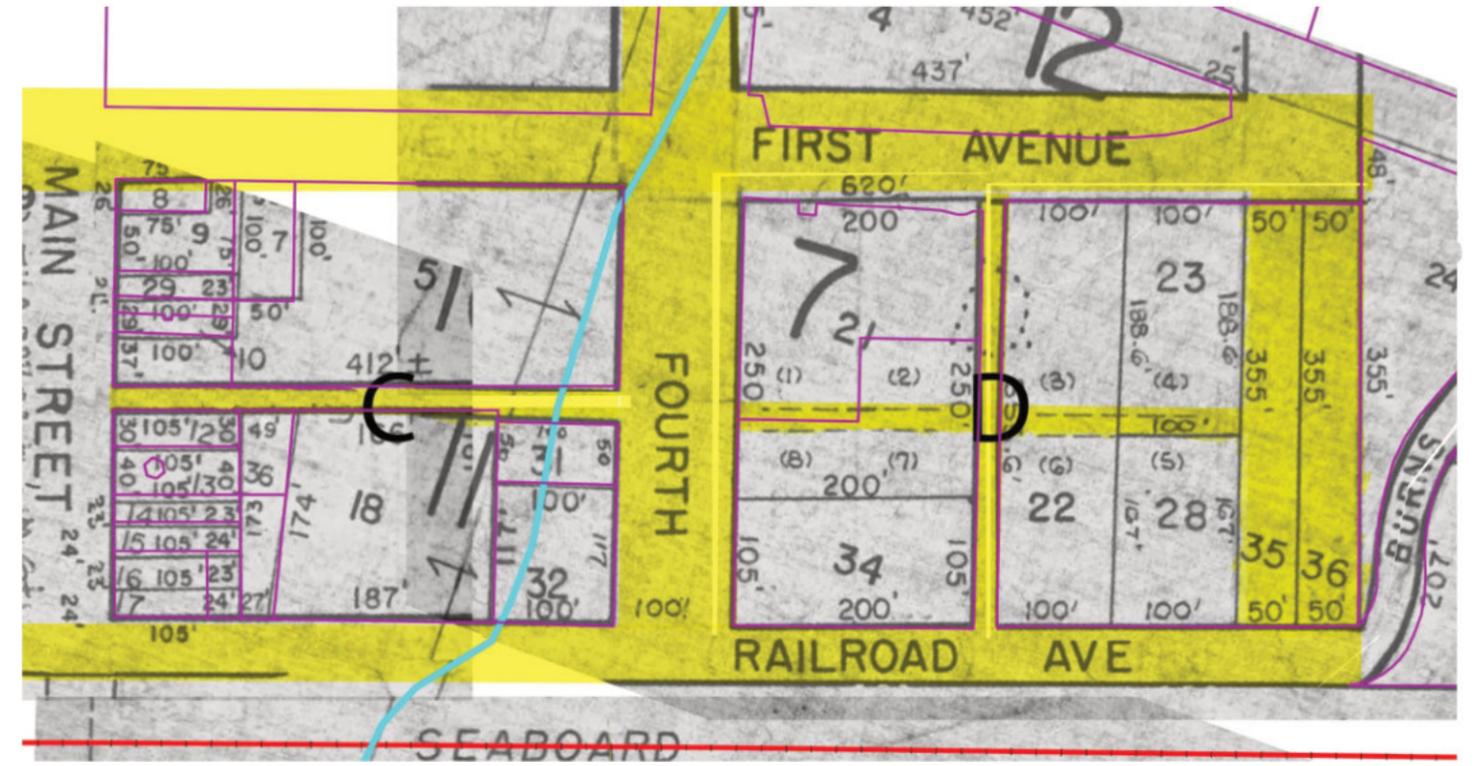
2.1 GRID: THEN AND NOW cont...

Block C: 1960s vs. Now

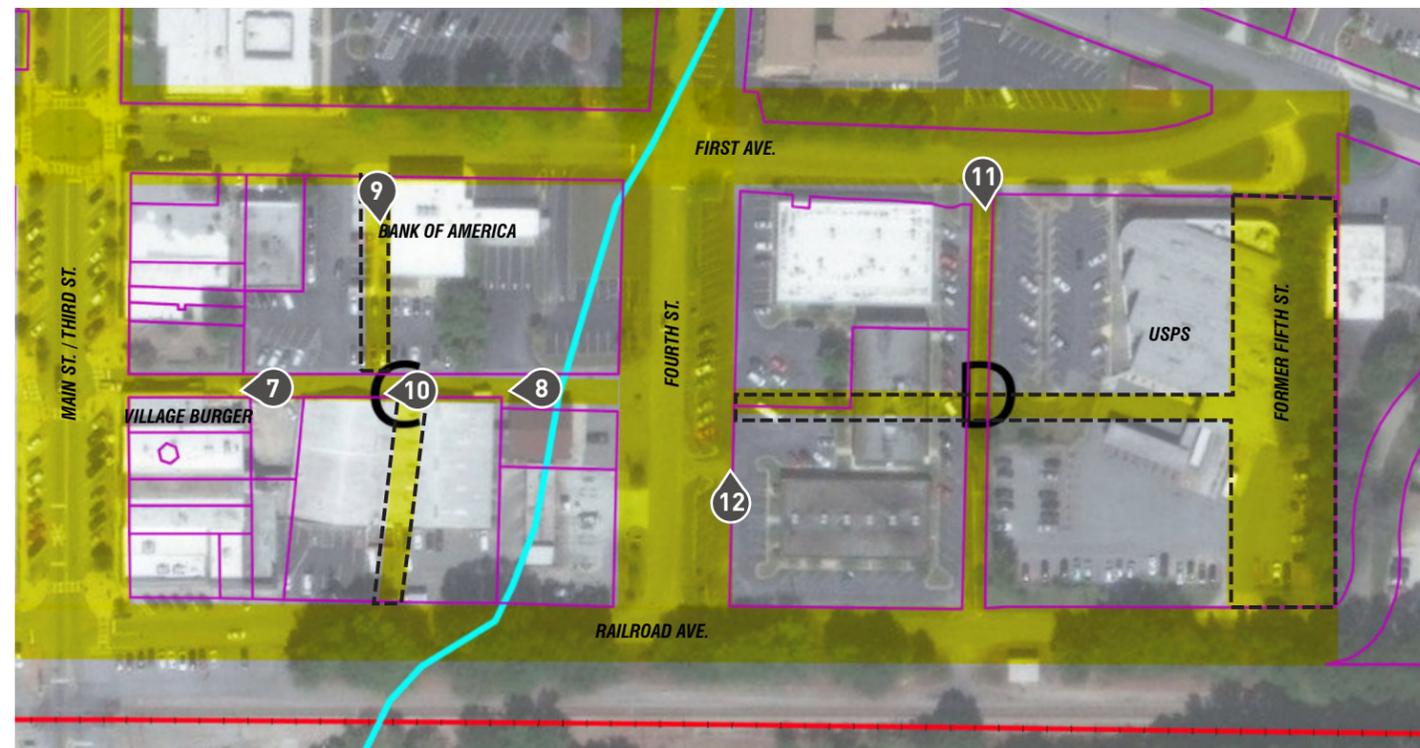


- Grid in the Survey Plat Map
- Existing Parcel Line
- Railroad
- Missing Grid
- Water Stream

Block C and Block D: 1980s vs. Now



Block C and Block D: 1980s vs. Now



Current Condition



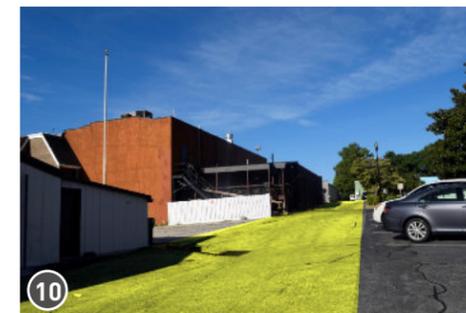
Block C, East-West Segment at Freemasons Square



Block C, East-West Segment, adjacent to BOA parking



Block C, North Segment used for BOA parking



Block C, East-West Segment used as parking access



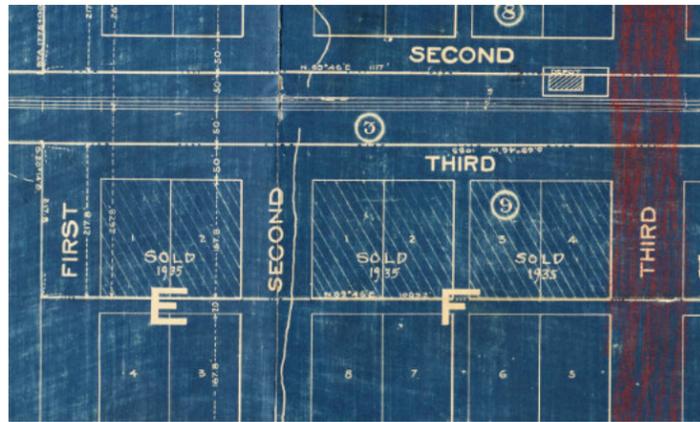
Block D, North-South Segment used for parking access



Block D, East Segment is build out with parking and building

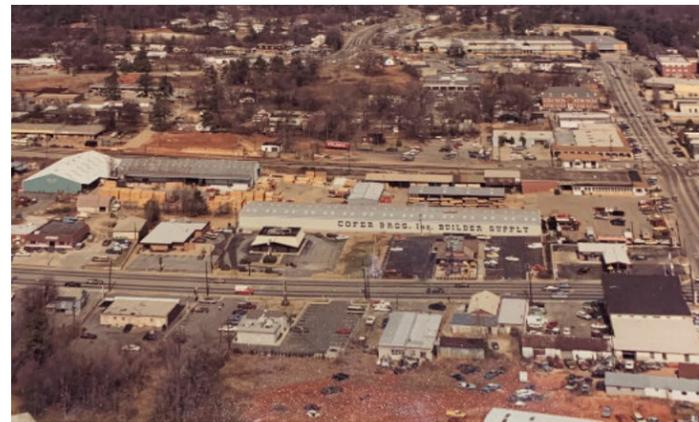
2.1 GRID: THEN AND NOW cont...

Block E and Block F



1891 Map with Notes of 1935 Property Sale

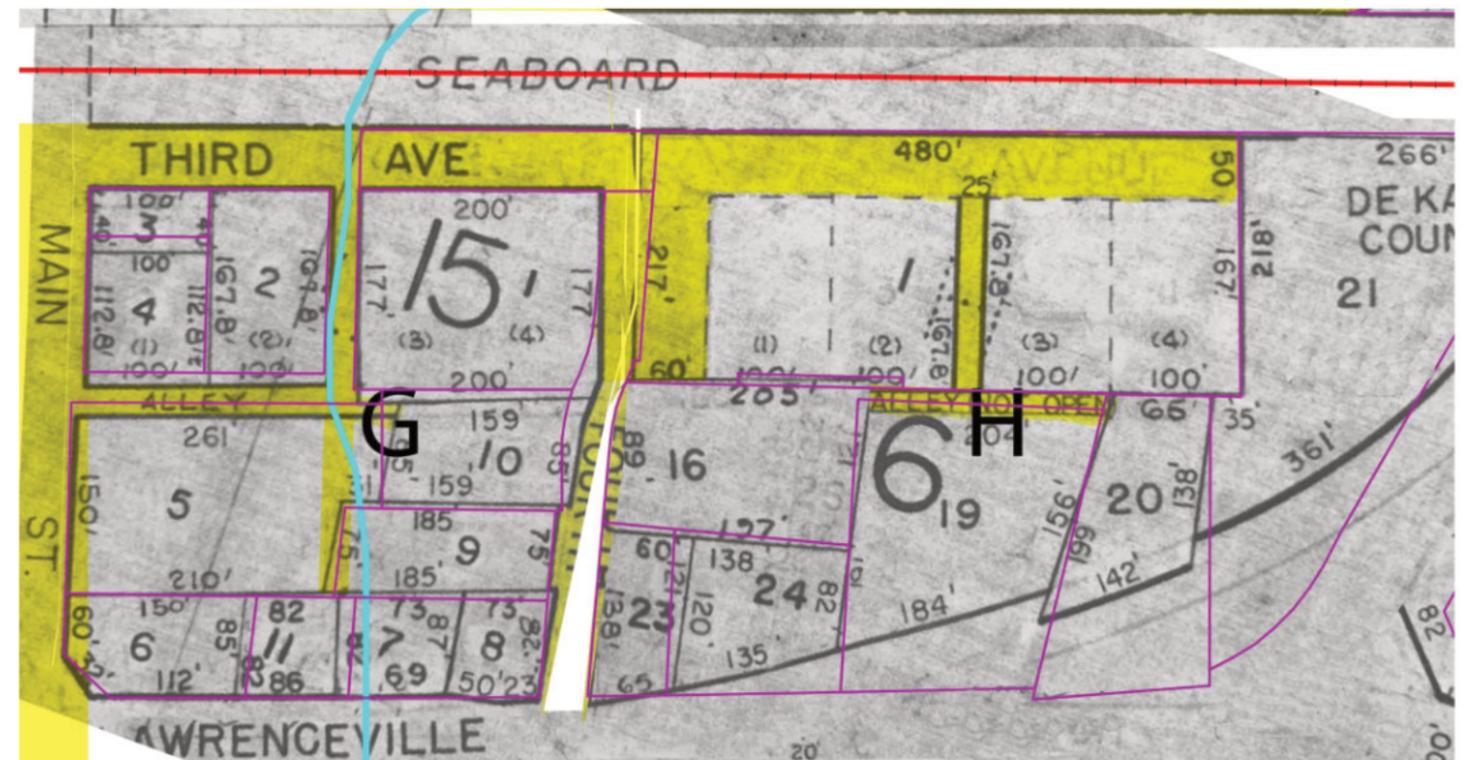
In 1935, the land on the south side of the railroad in Block E and F was sold. These blocks/properties (hatched areas in the above graphic) are owned by Cofer Brothers Inc. consisting of active uses for decades hence this study does not provide any recommendation to restore the grid.



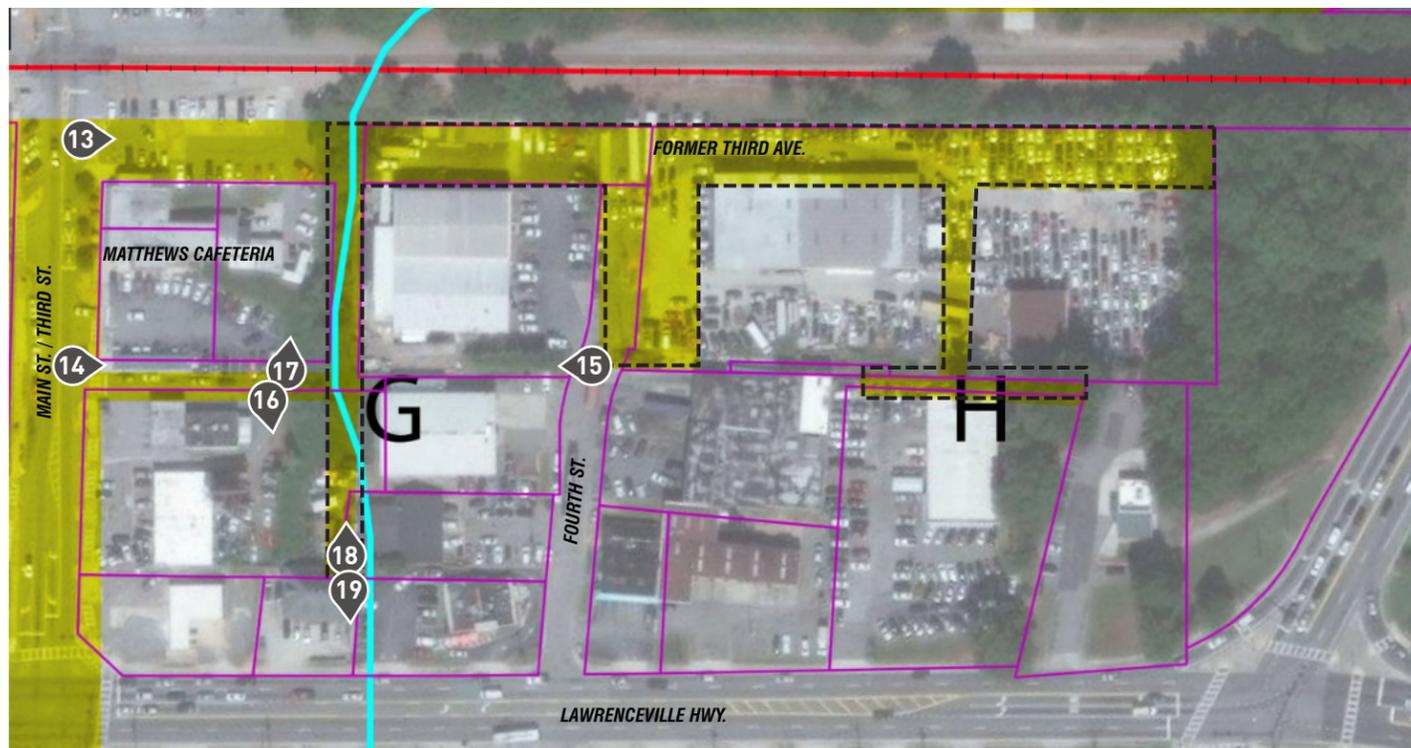
Aerial View from 1980s showing Cofer Bros. Inc. and Downtown Development. Source: Cofer Bros.

- Grid in the Survey Plat Map
- Existing Parcel Line
- Railroad
- Missing Grid
- Water Stream

Block G and Block H: 1980s vs. Now



Block G and Block H: 1980s vs. Now



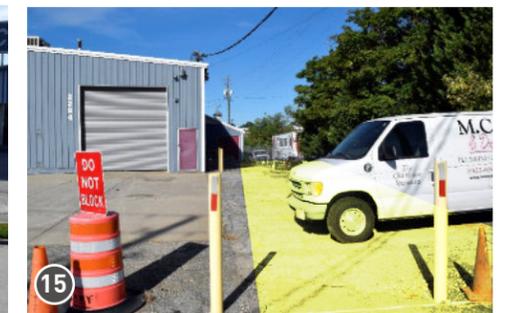
Current Condition



Block G, Third Avenue ROW used as parking



Block G, West Segment used as parking and driveway



Block H, East Segment is an abandoned alley ROW



Block G, West Segment used for service



Block G, North Segment is abandoned alley ROW due to water stream



Block G, South Segment is abandoned alley ROW and used for junk car storage

2.2 DEED RESEARCH

Research Intent

When assessing the parcel lines of downtown Tucker today, it is clear that the historic alleys have been fragmented and absorbed within surrounding development. Understanding how these properties came to own historic alley rights-of-way is key to understanding the feasibility of reclaiming the alleys for new public space. The potential to reclaim each alley is related to its current state of ownership, as well as the terms under which it became privately owned. Should a private property with an historic alley right-of-way go up for sale in the future, this research can aid in recovering the lost piece of public domain. With the help of current parcel information provided by the Dekalb County Tax Assessor and the Real Estate Record Room of Dekalb County, property lines were assessed by going backwards through time.

Research Process

Deed records are kept in a linear fashion. They are placed in order of when properties were transferred, and often reference other deed transfers that are relevant to it. Finding these paths is the best-case scenario, as it means the deed can maintain a clear trace back in time. More likely than not, the trace does not lead back to the original deed, and finding preceding deeds can require a more creative approach. This may include entering inquiries of the deed grantee or grantor's name which can lead to a dead end, or hundreds of potential inquiries, should the property have been acquired by a large bank. Furthermore, inquiries do not trace back further than about 1979, when the digital filing system was normalized. Therefore, most parcel deeds cannot be traced back further than the 1960s through conventional methods.

Currently, eighteen downtown parcels have a connection to the historic alleys and were prioritized for research. Every uncovered deed that is affiliated with these properties was recorded and sorted by transaction period. Deed language and property boundaries were studied in detail and compared for similar trends. Most of the deeds do not include scaled survey drawings, thus property bounds geometry is described in written format. When a survey or plat map is referenced, studying this additional element can provide details that might not otherwise be described in the deed.

In addition to pulling and assessing deeds, historic aerial imagery aided the research process. Aerial photography offers supplementary information by providing context and the development of the parcels. By comparing all of the resources for a particular parcel, a more complete idea for the use of the alley and evolving property lines over time can illustrate why pieces of the alleys have since been absorbed by adjacent parcels.

Findings

All of the properties researched have unique stories and transformations, but there are some trends that seemed to emerge in regards to alley acquisition.

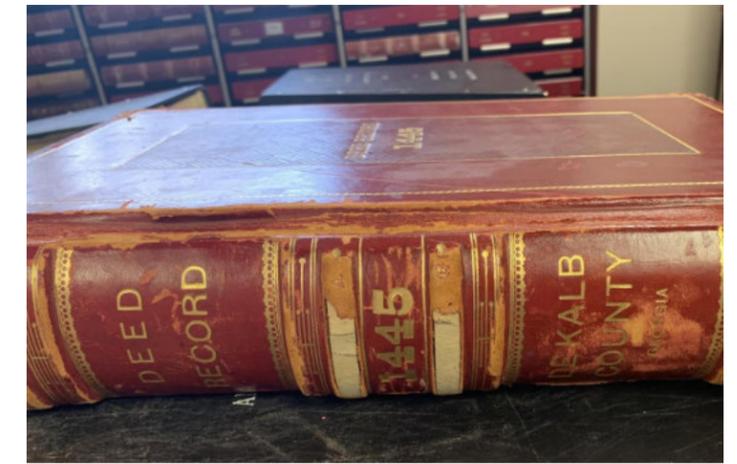
The earliest map of Tucker's downtown (see Appendix) is from 1891 and serves as a base for comparison with current property lines. Despite having this information from over 100 years ago, deed research produced information gaps from about 1900 to 1960. However, one plat map from 1927 (see Appendix) displays Blocks A and B and shows that 2nd Street and the adjacent alleys were all intact at this time. What deed information is lacking can be seen in aerials from 1959.

It seems that within the 32 years between 1927 and 1959, 2nd Street became private property, 4th Street lost its linearity, and most alley rights-of-ways lost their clear delineation. The aerials of 1959 show that Main Street had become the main corridor by this time, and peripheral roads were underdeveloped in comparison. This can be largely attributed to the fact that Main Street became the only railroad street crossing in downtown Tucker.

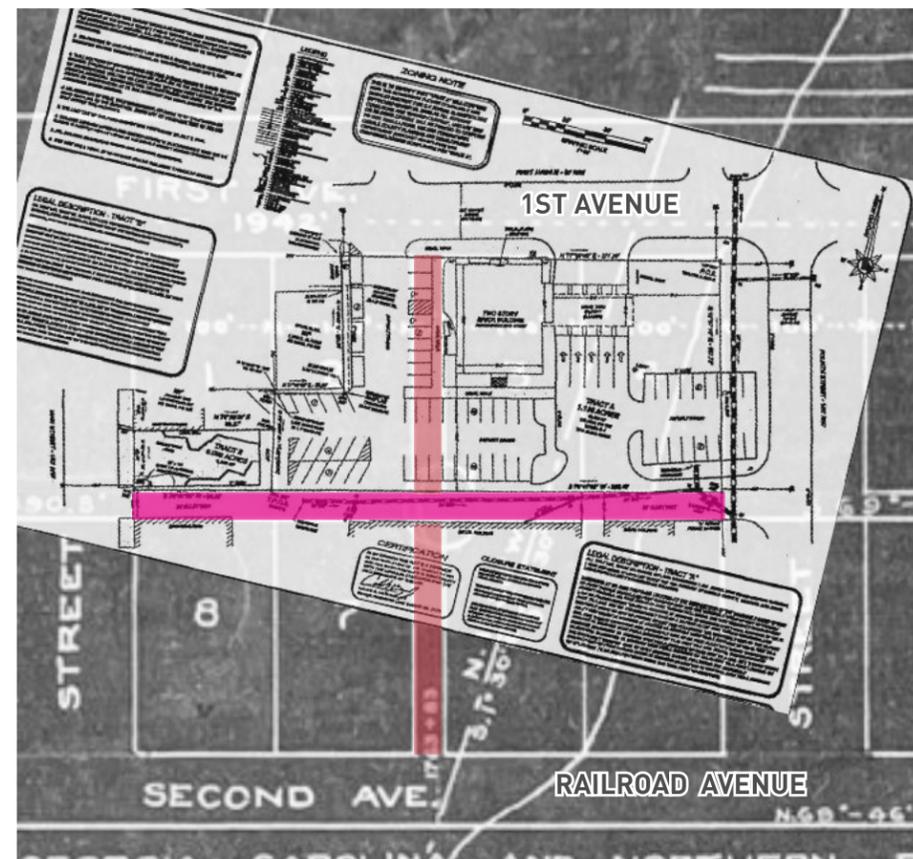
Because the downtown axis shifted to Main Street, parallel roadways were likely molded according to contextual use. This includes the effects caused by daily paths, activities, and operations of the parcels at that time. Some roadways were transformed with bends and some were even eliminated. It seems that the same causes for roadway evolution also influenced the alleys, with an added sense that the alleys were viewed by adjacent owners as private.



DeKalb County Court House, Real Estate Room



DeKalb County Court House, Real Estate Room



BLOCK C

LOTS 2 + 3, 2010

Bank of America currently owns a lot in block C that is comprised of the former lots 2, 3, and 4. The survey to the right was produced in 2010.

At the moment, the deed that granted BOA this land has not been found. The survey shown to the right does not help determine when the north-south alley was claimed.

However, we know that since at least 1968, there has been a bank on this lot with the same parking configuration. Thus, the alley has been claimed since at least this time.

2.2 DEED RESEARCH cont....

The research conducted for this study supports the idea that many alleys most likely lost their public designation due to the assumption by private owners that the alleys were also private. After all, there is logic in the perception that alleys were not public space, based on their functionality at the time. These narrow corridors were typically used by the businesses and adjacent homes for delivery, storage, and other means. As an example, one plat map from 1963 (see Appendix) includes the following alley notation: "Alley apparently never opened to public". The plat map can also be cross-referenced with the property's deed, which describes the property boundary inclusive of this alley. It is possible that the alley was generally underutilized and only accessed by adjacent properties. Over time, adjacent parcels likely adapted the property to suit their needs, modifying alley locations and assumption of ownership.

Another example that indicates a general sense of private ownership over the alleys relates to the placement of the property lines within the corridors. A plat map from the late 1980s (see Appendix) displays several parcels that had officially claimed portions of an adjacent alley and in many cases, the alleys were bisected on their center lines. In other cases, the whole adjacent portion of the alley is included. The splicing of alleys reinforces the idea that alleys were coveted by neighboring parcels, and generally perceived as privately owned.

The deed for a parcel in Block G (see Appendix) assumes abandonment of the public right-of-way. The deed describes the boundary crossing over 10' into the "closed twenty-foot alley." However, this is a shift in language from the deeds prior which refer to the alley as "unopened". The language of "closed" and "unopened" indicate this same assumption of private ownership, but perhaps seem to differ as to the contention of whether they were actually ever "open" to begin with. Though deeds for this parcel cannot be traced back further, there is potential that the alleys were claimed by adjacent lots.

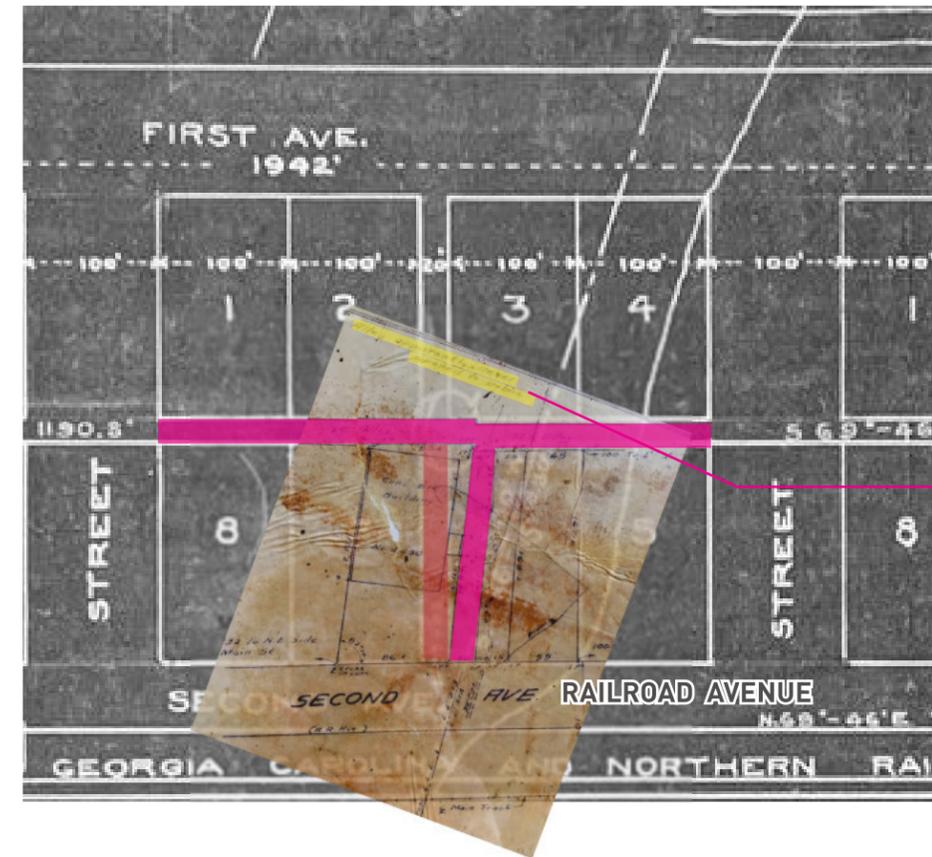
Block D plot lines provide another example of assumed alley ownership. The lots of this block, which include four

original downtown lots, were collected and combined into one lot sometime before the 1970s. The deeds associated with the land include the length of the full block, which incorporates the alley right-of-way.

Although it is not clear exactly when and how these lots were combined, a survey from 1993 (see Appendix) displays the "original lot lines" of the east-west alley. It is curious that these lot lines are referenced in the drawing, but not in the deeds.

Conclusions

Much of this research is based on assumptions, and there is still more analysis that can be conducted with access to legal resources. Should the City of Tucker (or any of its implementation partners) pursue an in-depth analysis of the deed language, there is potential for reacquisition of alley rights-of-way in the future. However, the grid has taken on a form that is unique to the history of the city, and that should be celebrated. Right-of-way acquisition should be thoughtful to the surrounding context and land use of the alleys, and should enhance the development of downtown, rather than inhibit growth and small business operation. Each parcel of downtown Tucker has a unique history worth exploring, and with some clear guidelines, downtown Tucker could obtain the perfect balance of public amenities and private enterprise.



BLOCK C

LOTS 6 + 7, 2010

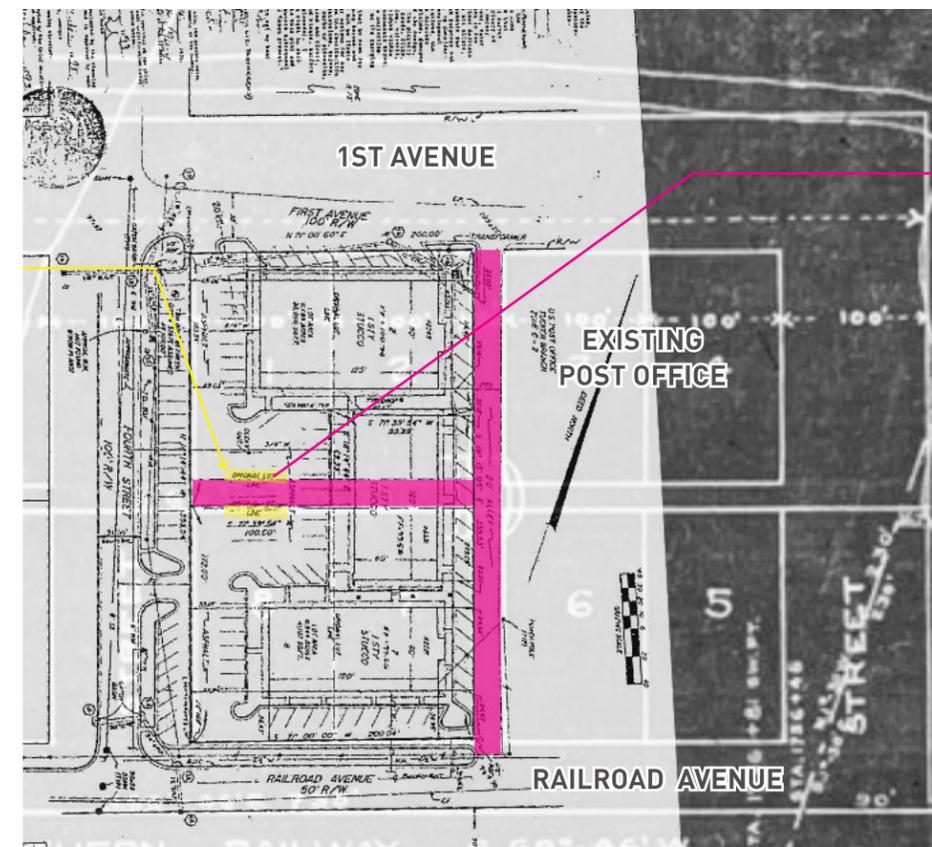
The earliest information found for the former lots 6 and 7 is this plat from 1963. Names of the lots' owners before the Bailey family, who owned them at this time, cannot yet be found.

Important information from this plat:

- The north-south alley is askew and doesn't line up with the original alley location, shown in red.

- A call-out for the alley reads "Alley apparently never opened to public", and the land that this alley lies in is included in the deed.

More information may be found by re-searching the owners of lot 5, but the chances are slim.



BLOCK D

LOTS 1,2,7,8, 2010

To the right is a survey of conditions from 1993. This survey acknowledges that the "original lot lines" follow the east-west alley.

The furthest trace of ownership leads to 4321 Fourth Street Associates. They owned all the lots in block D that are west of the north-south alley, which includes former lots 1, 2, 7, and 8.

The deeds imply that the alley was assumed to be included as their property. Going forward, if we find any other owners, these deeds could point to the time-frame in which the alley was no longer assumed as public.

2.2 GRID: ASSESSMENT & ANALYSIS

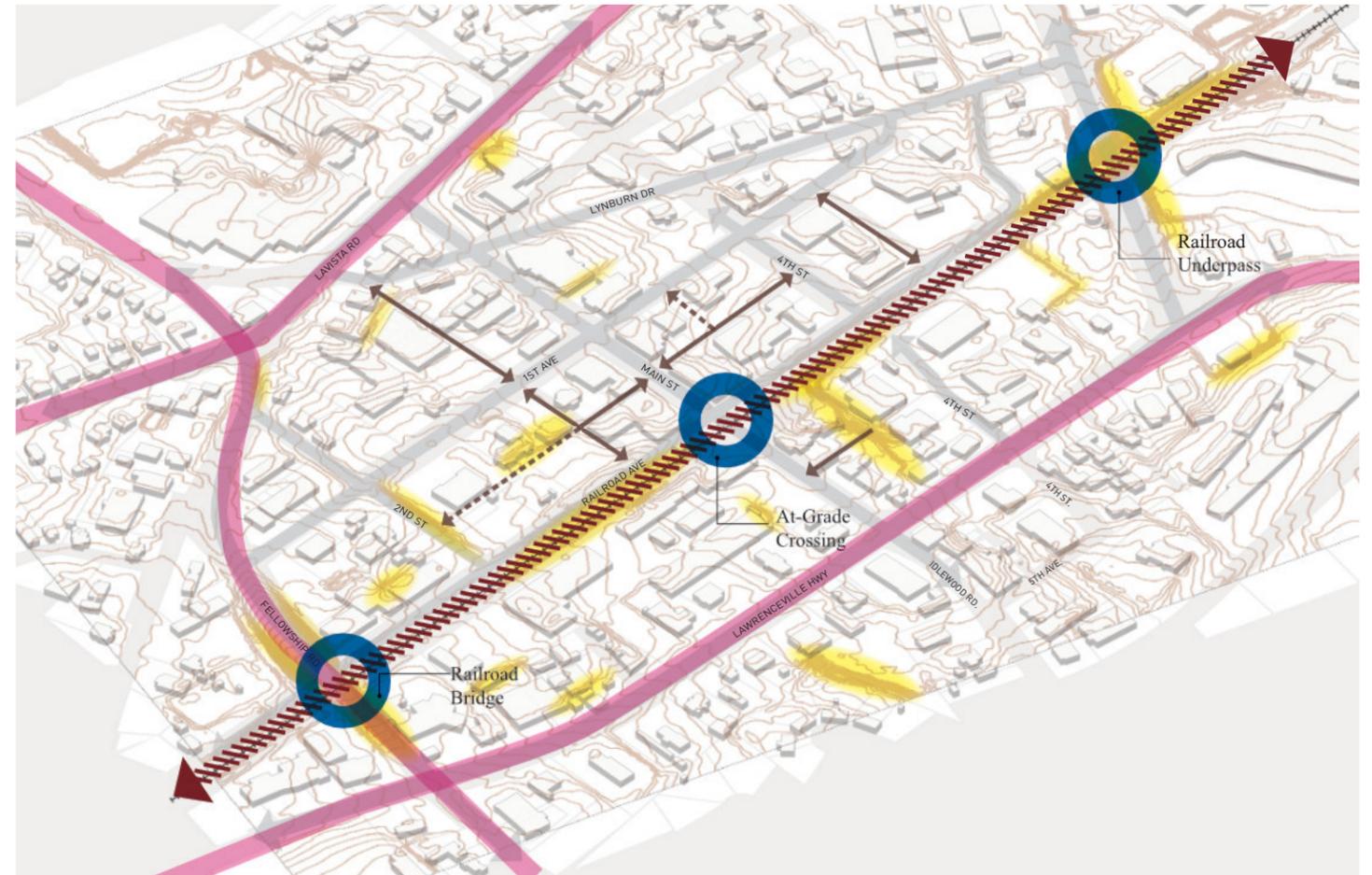
Existing Building/Land Use



Land use and development pattern play a significant role in pedestrian activation and creating a vibrant downtown environment. This study evaluated the diversity and mix of building uses at street level in Downtown Tucker. The above map shows that only a portion of Main Street has “store-front” type food & entertainment uses with historic architectural character. The streetscape improvements of Main Street enhanced the pedestrian environment which resulted in several economic development and new retail/restaurant investment opportunities in Downtown (Blue Tarp Brewing Co., Corner Cup Coffee, Ford’s BBQ, and The Local No. 7). Despite strong bones of the “walkable” grid network, the rest of downtown has car-oriented development with suburban-style parking lots. Lack of continuous storefronts and mix of uses creates very limited activation.

- Retail Services
- Food & Entertainment
- Fast Food - Vehicular-Oriented
- Vehicular-Oriented Services - Gas Station/Car Wash
- Commercial/Business Services
- Churches
- Public Services (City Hall, Community Center, etc.)
- Light Industrial Uses
- Banks
- Parking
- Vacant Properties
- Existing Alley Right-of-Way

Physical Barriers



Downtown Tucker is surrounded by major traffic thoroughfares - Lavista Road, Fellowship Road, and Lawrenceville Highway, creating unsafe crossings and vehicular conflicts for pedestrian and bike movement. Furthermore, the railroad bisects downtown with only one at-grade crossing. Due to this condition, the south side of the railroad has a much lower level of activation and a more car-oriented character. It is also a huge barrier to connect alleys on both sides of the railroad.

- Major Thoroughfare
- Railroad Crossing
- Steep Slope
- Active Rail Line

Existing Infrastructure



The above graphic shows the existing pedestrian infrastructure in Downtown Tucker. In 2010, DeKalb County, in collaboration with Tucker Main Street Alliance, revamped the Phase I streetscape of Main Street that included sidewalk addition, street lights, trees, planting, furnishings, and angular on-street parking. This was a significant improvement to not only create a safe pedestrian environment but also to aid vibrancy and economic development. The Phase II streetscape is currently under construction on 1st Avenue, 2nd Street, 4th Street, Lynburn Drive, and Fellowship Road. This would help in expanding the sidewalk network and improve some key intersections. Both Phase I and Phase II streetscape are TNCID LCI projects. Despite the presence of sidewalks, Lavista Road and Lawrenceville Highway are not pedestrian-friendly due to many curbs-cuts and lack of streetscape elements.

-  Existing Ped Light
-  Existing Sidewalk
-  Existing Crosswalk

Activity Zone in Downtown



This graphic shows the correlation between the presence of pedestrian-oriented infrastructure and a mix of uses on Main Street. The portion of Main Street between Lavista Road and the railroad has a higher level of activation. Once the Phase II streetscape improvement and PATH Segment 1A trail are completed, Downtown Tucker will have more opportunities to expand its activity zone on a connected grid.

-  Retail Services
-  Food & Entertainment
-  Commercial/ Business Services
-  Existing Ped Light
-  Existing Sidewalk
-  Existing Crosswalk

Potential Development Opportunities



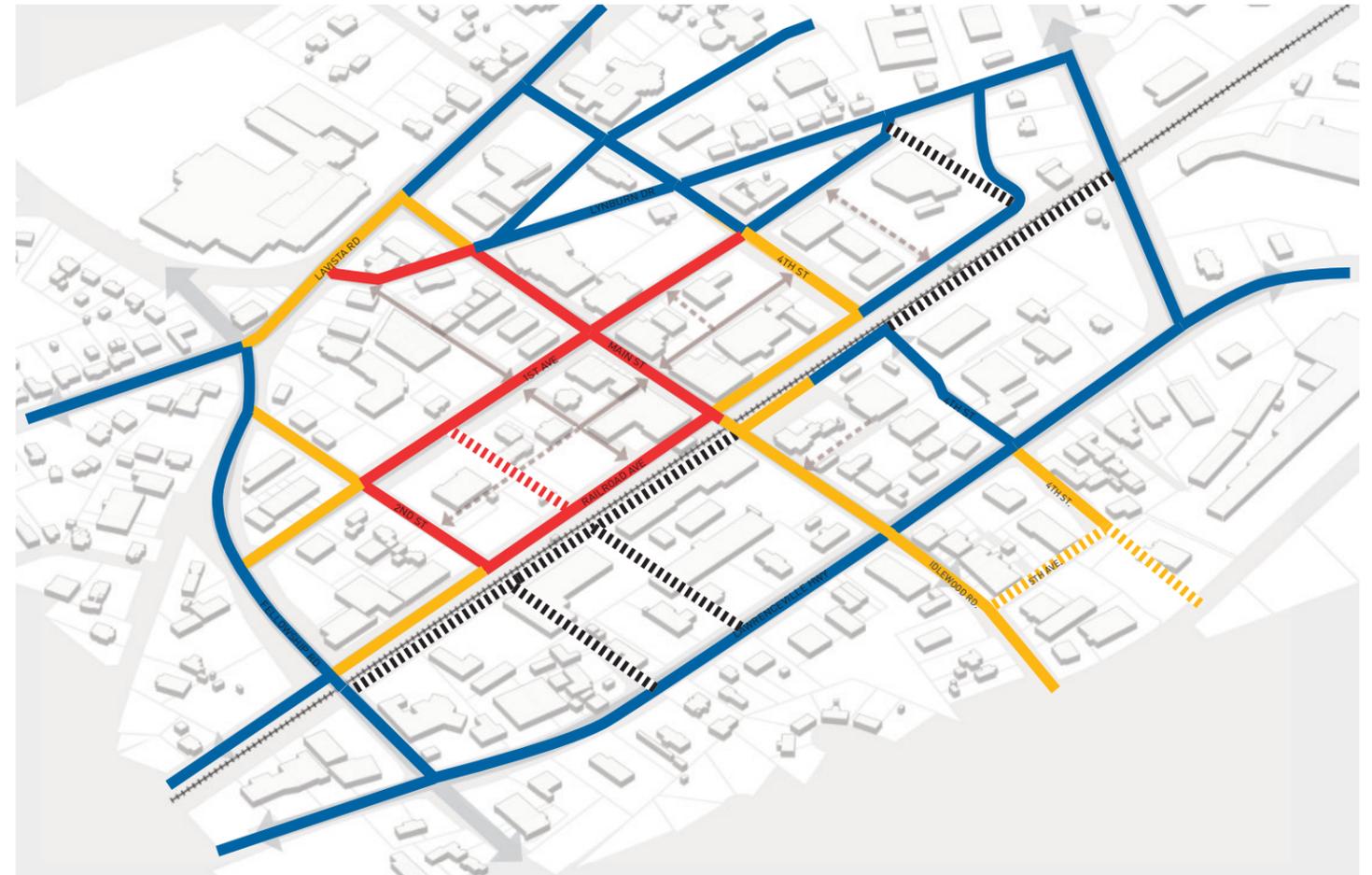
The development opportunities highlighted on the above graphic are from the 2019 Downtown Tucker Master Plan. Most of the properties are low-density single-use with suburban character. In order to increase vibrancy and diversity of downtown and to create a 24-7 activity center, those properties could be redeveloped into more mixed-use and pedestrian-friendly built fabric. Future development with a variety of housing and commercial options should be built on the original 1891 grid to create a traditional alley experience and open space opportunities.

The next set of analysis graphics (this page and the following page) show potential activation opportunities for streets and alleys in Block A, B, C, D, G and H. The level of activation could be envisioned in three tiers – Hot, Medium, and Cold, hot being the highest potential activation and cold being the least.

- Potential Redevelopment Opportunities (2019: Downtown Tucker Master Plan)
- Retail Services
- Food & Entertainment
- Commercial/ Business Services
- Existing Pedestrian Light
- Existing Sidewalk
- Existing Crosswalk

The analysis is subjective and is based on the assessment of the existing conditions, ownership, physical constraints, and ease of implementation. Depending on the market and funding availability, the streets and alley activation potential could be different from this analysis. Block E and F are categorized as “not feasible” due to its long-time ownership and use of the property.

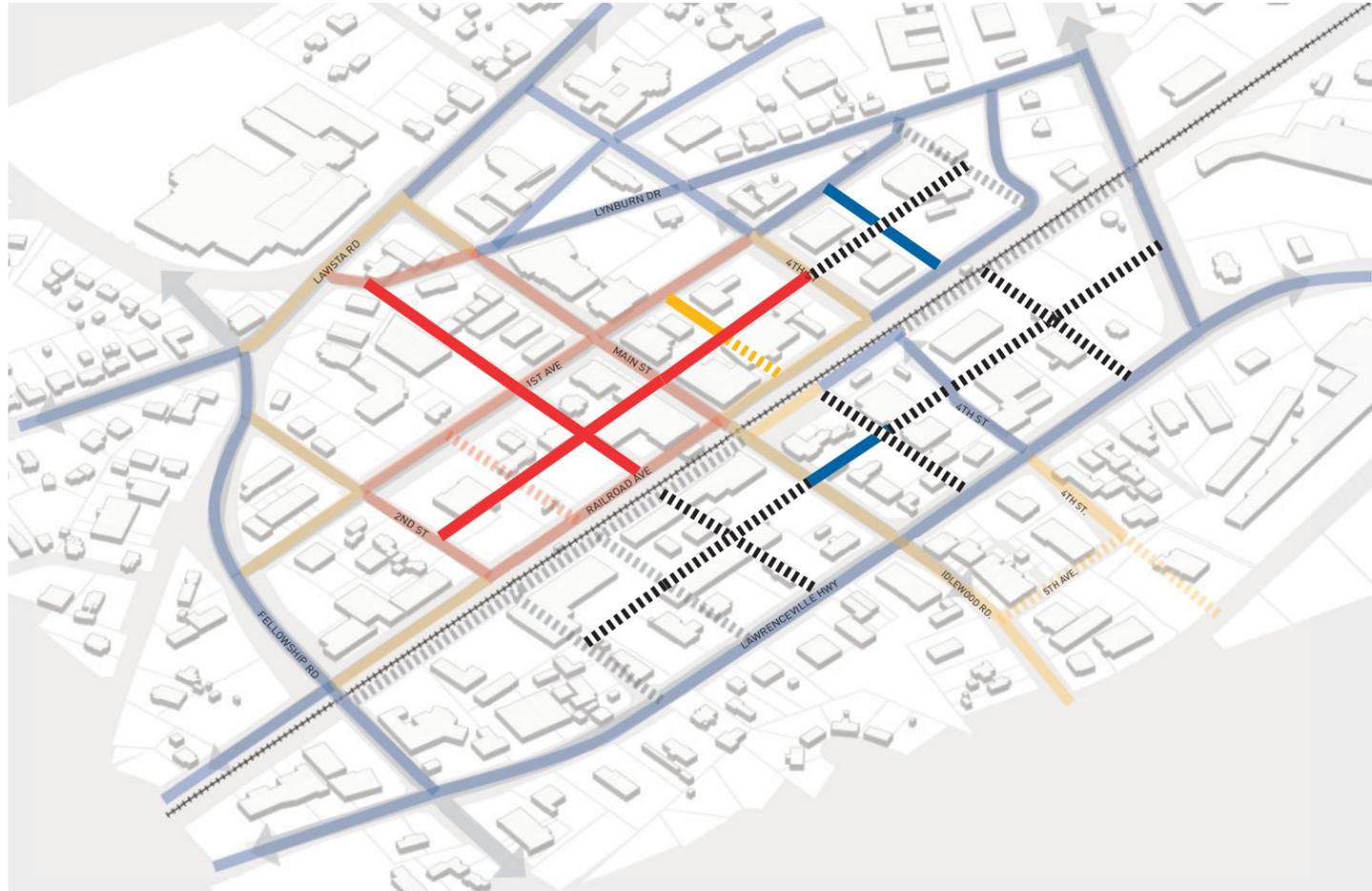
Potential Activation based on Land Use, Infrastructure, and Development Opportunities



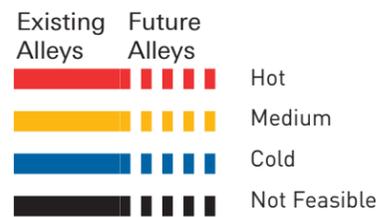
The above graphic is an analysis of potential activation of streets considering existing land use, pedestrian infrastructure, and development opportunities (with pedestrian-friendly mix of uses). 1st Avenue is under the “hot” category even though it is currently not an active street in the same way as Main Street. When the streetscape project and PATH Segment 1A trail are completed, the properties along 1st Avenue would have a better economic opportunity for redevelopment. On the other hand, 4th Street (on the south of railroad) is categorized as “cold” due to its proximity to the downtown core and the industrial uses which may take longer for redevelopment.

- | Existing Streets | Future Streets | |
|--|--|--------------|
| | | Hot |
| | | Medium |
| | | Cold |
| | | Not Feasible |

Potential Activation based on Adjacency to Active Streets



Similar to the street activation, the above graphic shows potential alley activation in three categories. The PATH Phase 1A trail and Block C east-west alley have the highest potential due to some implementation criteria - the ROW has the least physical constraints, it is mostly publicly owned, and it is immediately adjacent to Main Street. Some of these criteria are lacking for the alleys in other downtown blocks hence they are either in medium or cold tiers of potential activation.



Physical Constraints for Alley Activation



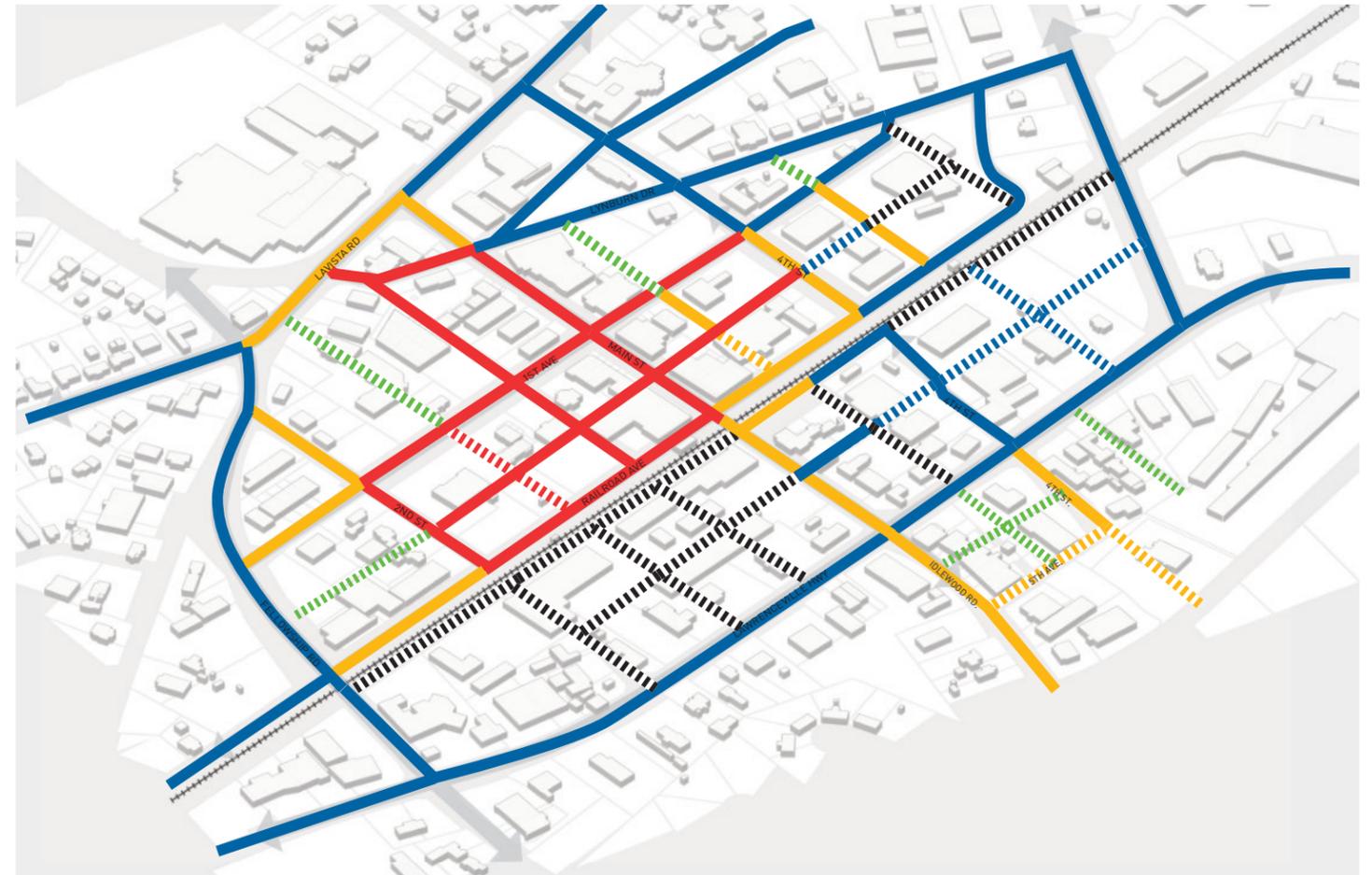
This analysis shows which alley restoration and activation require the demolition of existing buildings or changing its current usage (such as access to private parking). The alleys shown with solid lines are the only ones without any physical constraints. All the other alley implementation will have to go through a redevelopment process, change of ROW ownership, alteration to vehicular circulation, and service access.



Potential Alley Activation Prioritization



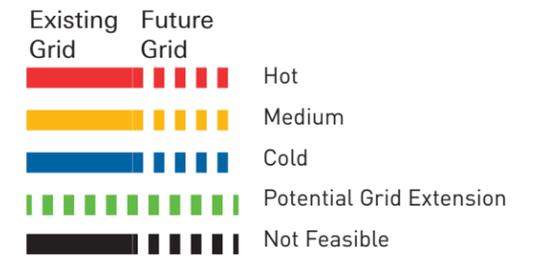
Potential Grid Activation Prioritization



Existing Surface Treatment



Considering the existing conditions assessment and the activation analysis in the previous sections, potential alley prioritization is illustrated in the above diagram. Alleys located in Block A, B, and C are considered “low-hanging fruit” and could be restored in the short-term with some level of redevelopment. Compared to the blocks on the south side of the railroad, these blocks have minimal physical barriers, have better connectivity and proximity to the downtown core, and the City is already investing in mobility improvements.



Issues and Opportunities of Downtown Tucker Grid

DOWNTOWN GRID BLOCK	SEGMENT	EXISTING STATUS ROW / USE	ASSETS	ISSUES	OPPORTUNITIES**
<p>BLOCK A</p> <p>Location: Bounded by 1st Ave. North, 2nd St. West and Railroad Ave. on South</p> <p>Size: 200 ft x 356 ft</p>	EAST-WEST	<ul style="list-style-type: none"> Alley ROW does not exist and privately owned Light industrial use (Baker Paint) 	<ul style="list-style-type: none"> Ongoing streetscape improvements on 2nd St. Planned trailhead on 2nd St. at the middle of Block A Single property owner for the east-west segment and RV Lot, ease of implementation for future public space 	<ul style="list-style-type: none"> Significant grade change between the east-west segment of Block A and 2nd St. Light industrial uses on the north (Baker Paint)) and south (RV Lot) of the segment do not contribute to alley activation 	<ul style="list-style-type: none"> PATH Segment 1A goes through Block A and B. The project is funded by the City of Tucker through DeKalb County SPLOST as the Model Trail project for north-south and east-west segments. The construction may start in 2020 or 2021. The streetscape improvement project began in January 2020. 1st Ave. between Fellowship Road and Lynburn Drive, 2nd St., 4th St. and Lynburn Dr. are going to be amenitized similar to Main Street with sidewalks, pedestrian lights, furniture, and curb cuts. The streetscape project and PATH Trail Segment 1A projects will significantly improve walkability and enhance the character of Block A and B. Potential redevelopment of the RV park as a public open space could be a significant amenity to Downtown and could spear economic development
<p>BLOCK B</p> <p>Location: Bounded by 1st Ave. on North, Railroad Ave. on South</p> <p>Size: 420 ft x 356 ft</p>	NORTH-SOUTH	<ul style="list-style-type: none"> Public alley ROW exists as per the original plats Mostly used as service access for businesses 	<ul style="list-style-type: none"> Close proximity to Main St. 	<ul style="list-style-type: none"> North segment with a dumpster and overgrown trees Grade difference between North and South segment The South segment is not paved and used only service access Lack of street lights Drainage issues at the intersection of alleys 	
	EAST-WEST	<ul style="list-style-type: none"> Public alley ROW exists as per the original plats for the East segment but the West segment is privately owned East segment used as service access West segment used as part of the RV park 	<ul style="list-style-type: none"> The East segment with a direct accessed from Main St. This is the only segment in Downtown with buildings on both sides. New brewery adjacent to the alley with potential outdoor seating 	<ul style="list-style-type: none"> The West segment is fenced off with overgrown trees and grade change. 	
<p>BLOCK C</p> <p>Location: Bounded by 1st Ave. on North, Main St. on West, Railroad Ave. on South, 4th St. on East</p> <p>Size: 420 ft x 356 ft</p>	NORTH-SOUTH	<ul style="list-style-type: none"> Alley ROW does not exist and is privately owned The North segment is used for parking for Bank of America The South segment is built out with a warehouse and is privately owned 	<ul style="list-style-type: none"> North segment with a direct access from 1st Ave. and in close proximity to Main St. Generally flat area without any topographic or accessibility issues 	<ul style="list-style-type: none"> Both segments with fragmented building edge only on one side of the alleys. They are not perceived as ped or service alleys due to their current auto-oriented uses. Both segments are mostly surrounded by asphalt parking, and have limited landscaped areas and trees. This creates a heat island effect and an unpleasant pedestrian environment. Lack of pedestrian lighting Except for Freemasons Square, the auto-oriented uses (bank, warehouse, car wash, and parking) do not support potential future alley activation. Alley ROW acquisition of North-South segment would be challenging with pre-occupied uses/buildings Restoration of East-West alley as a pedestrian or shared facility would impact the parking layout 	<ul style="list-style-type: none"> The streetscape improvement project on 1st Ave. and 4th St. surrounds Block C. The walkability enhancement on the outer periphery of the block and close proximity to the Main St. make the alley improvement viable as a next phase, once the PATH Segment 1A completes. With the potential future redevelopment of commercial uses on the south-east corner of the block (along Railroad Ave.), public ROW for South segment could be deeded back to the City and restore alleys on the full block. Freemasons Square could be integrated with the East-West alley redesign to create a larger public space. The long-term redevelopment of Bank of America parcel could front on alleys to create a vertical enclosure.
	EAST-WEST	<ul style="list-style-type: none"> Public alley ROW exists as per the original plats Mostly used as service access for businesses, the vehicular connection between Main St. and 4th St., and Bank of America parking access 	<ul style="list-style-type: none"> West segment with a direct access from Main St. and adjacent to Freemasons Square Highly utilized alley segment for Downtown events Generally flat area without any topographic or accessibility issues 		

Potential Alley Activation Prioritization

DOWNTOWN GRID BLOCK	SEGMENT	EXISTING STATUS ROW / USE	ASSETS	ISSUES	OPPORTUNITIES**
<p>BLOCK D</p> <p>Location: Bounded by 1st Ave. on North, 4th St. on West, Railroad Ave. on South</p> <p>Size: 420 ft x 356 ft</p>	NORTH-SOUTH	<ul style="list-style-type: none"> Public alley ROW exists as per the original plats ROW used for parking access for private commercial/office development 	<ul style="list-style-type: none"> Generally flat area without any topographic or accessibility issues 	<ul style="list-style-type: none"> Except for the North-South alley, half of Block D is owned privately and the other half by US Postal Services. The future redevelopment may not be viable in the short-term. Limited pedestrian-oriented activities and passive building uses (commercial/office and Post Office) Railroad Ave. along Block D is vegetated and dark and does not have much building frontage. 	<ul style="list-style-type: none"> The streetscape improvement on 4th St. and 1st Ave. may create development potential for the western half of Block D in the long-term. Restoration of Block D grid is contingent upon the future of US Post Office
	EAST-WEST	<ul style="list-style-type: none"> The East-West segment is built out with a commercial/office and US Post Office 			
<p>BLOCK G</p> <p>Location: Bounded by CSX Railroad on North, Main St. on West, Lawrenceville Hwy. on South, 4th St. on East</p> <p>Size: 420 ft x 356 ft</p>	NORTH-SOUTH	<ul style="list-style-type: none"> Public alley ROW exists as per the original plats As per 1891 map of Browning, GA and the current condition, there is a water stream on the North-South segment 	<ul style="list-style-type: none"> Main Street and Lawrenceville Highway frontage 	<ul style="list-style-type: none"> The existing water stream is a constraint to future connectivity and development in Block G Except for Matthews Cafeteria, Block G only has auto-oriented commercial and light industrial uses. Such uses do not contribute to Downtown grid activation The parcels on the eastern half of Block G are reconfigured. A portion of 3rd Ave. is privately owned and 4th St. alignment is altered from the 1891 map. Elevated CSX railroad creates a huge physical barrier for connectivity to Downtown core on the north of the railroad 	<ul style="list-style-type: none"> Restoration of Block G grid is contingent upon the future acquisition and consolidation of properties, and redevelopment potential in the long-term
	EAST-WEST	<ul style="list-style-type: none"> Only the west side of the East-West alley segment ROW exists as per the original plats. The ROW is used by Matthews Cafeteria parking East side of segment is abandoned and is privately owned for light industrial uses 			
<p>BLOCK H</p> <p>Location: Bounded by CSX Railroad on North, Fourth St. on West, Lawrenceville Hwy. on South</p> <p>Size: 420 ft x 356 ft</p>	NORTH-SOUTH	<ul style="list-style-type: none"> Alley ROW and Third Avenue ROW does not exist as per the original plats and privately owned Light industrial and commercial use 	<ul style="list-style-type: none"> Lawrenceville Highway frontage 	<ul style="list-style-type: none"> Block H alleys and parcels are reconfigured. Elevated CSX railroad creates a huge physical barrier for connectivity to Downtown core on the north of the railroad Block H is farthest from Downtown core active uses 	<ul style="list-style-type: none"> Restoration of Block H grid is contingent upon the future acquisition and consolidation of properties, and redevelopment potential in the long-term
	EAST-WEST				



3

PLAN DEVELOPMENT PROCESS

3.1 PLANNING PROCESS

3.2 COLLABORATION

3.1 PLANNING PROCESS

The Atlanta Regional Commission funded two efforts under one LCI implementation grant - Tucker Downtown Grid Plan and Tucker-Northlake LCI Plan Update. The planning process for both began in Fall 2019 and it was organized around five key tasks. The former effort was a more robust planning and design process (Task 1, 2, 3, 5) whereas the latter was a 5-year update to the LCI plan completed in 2015 (Task 4).

Task 1: Feasibility and Assessment

To align the vision and goals from many recent planning efforts led by the City of Tucker and TNCID, this task focused on understanding those plans, projects, and community vision. In addition to assessing the existing conditions of the grid, a significant amount of time was spent on the parcel deed research for the properties adjacent to the alleys to trace the historic plat maps and transactions of alley ROWs. During this time, the TNCID staff and the planning team also closely collaborated in the design input process for the PATH Phase 1A trail design (a separately funded trail construction project).

Task 2: Vision and Framework Plans

In a typical LCI process, this task would focus on a robust community engagement. But for this planning effort, the TNCID staff shared community consensus from previous planning studies. The planning team organized a worksession with the TNCID board members and the City of Tucker staff to receive preliminary comments on the alley vision and prioritization. The participants were given \$2,000,000 of fake money to spend on the priority alley improvement using various typologies. Each typology had different costs based on the level of enhancements. With the worksession input, framework plans for mobility, open space, and development were put together as a guide to create a conceptual design (see Part 3 of this report).

Task 3: Implementation Plan

Using the framework plans and prioritization developed in the previous task, this task focused on creating tailored concepts for alley typology design and material palette, a vision for priority alleys, streetscapes, open spaces and community green concepts, along with sample studies of downtown block redevelopment.

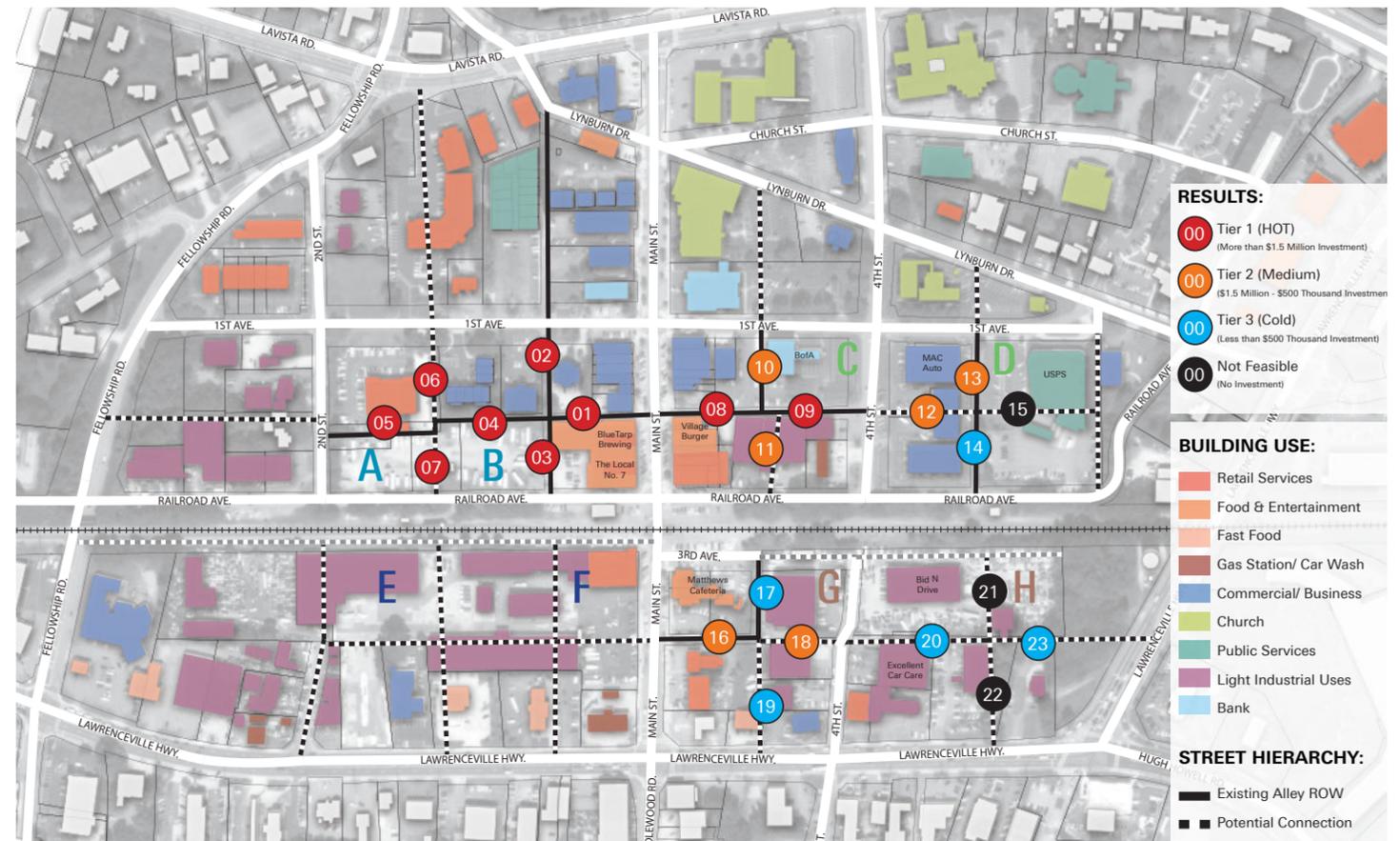
The concept design utilized urban design and place-making principles to reimagine and reconnect the grid network. Graphic tools like photo-realistic virtual reality renderings and 3D modeling are used to provide real-time experience to the property owners and future development partners (see Part 4 of this report). This task also included implementation and funding strategies, zoning/design guideline considerations, phased implementation, and an action plan matrix with short-term and long term projects with estimated costs (see Part 5 of this report).

Task 4: Tucker-Northlake LCI Plan Update

A major update to the Tucker-Northlake Community Improvement District (TNCID) LCI Plan was done in 2015. This planning effort includes a 5-year update to the LCI plan. The intent is to maintain the overall vision and goals from the previous LCI study while also bringing forward the transportation and mobility projects recommended in other recent planning studies from 2015 to 2020. This will help TNCID staff keep track of the comprehensive project list within their geographic boundary and creates a mechanism for applying for LCI implementation funding for priority projects.

Task 5: Project Deliverable

Towards the end of the planning process, the planning team compiled all the above tasks into a consolidated report. The final plan documented conditions assessment, findings from deed research, framework plans, implementation strategies, mobility and place-making renderings. The action plan with short-term and long-term projects provides a road map to future funding needs based on high-level cost estimates. The report will guide the Tucker community to envision and embrace the historic grid system as part of future development that will ultimately create a unique, vibrant, and walkable downtown.



Alley prioritization and visioning worksession, January 2020



3.2 COLLABORATION

This plan directly draws on the significant amount of collected community and stakeholder input from the numerous planning studies completed in the past five years. The most relevant studies are TNCID LCI Plan, PATH Trail Master Plan, Downtown Tucker Master Plan, and Tucker Zoning Overlay Update. The vision, goals, and recommendations identified in those studies are directly relevant for the Grid Plan. Additionally, the planning team for this effort engaged various groups for specific tasks throughout the process:

Project Management (PM) Team Meetings:

The PM Team was comprised of TNCID staff members, an assigned staff member from the City of Tucker, and a representative from Atlanta Regional Commission. The PM Team meeting was hosted virtually every month to share updates and served as a resource for the project.

Tucker-Northlake Community Improvement District (TNCID):

The Tucker-Northlake CID and its predecessors, the Mainstreet Tucker Alliance and the Northlake Community Alliance, played an active and influential role in planning efforts in Tucker since the first LCI plan in 2005 and the 2010 and 2015 LCI updates, and several recent plans including the Downtown Tucker Master Plan, Tucker PATH Trail Master Plan, Strategic Transportation Master Plan, and the Sign Ordinance and Overlay rewrite. With the creation of the City of Tucker, there has been a significant public engagement as part of planning efforts over the last 2 to 3 years.

The most recent and closely aligned public input process to the Grid Plan is Downtown Tucker Master Plan and Tucker PATH Trail Master Plan. Through regular meetings with the TNCID, they not only shared detailed public input from the planning studies, but they also shared input from various stakeholders including City of Tucker staff, council members, the Downtown Development Authority, local business associations, commercial property owners in the Downtown Tucker District, and TNCID Board of Directors.

The TNCID was a facilitator and a sounding board in gathering comments from the key stakeholders for all project deliverables throughout the process.

City of Tucker:

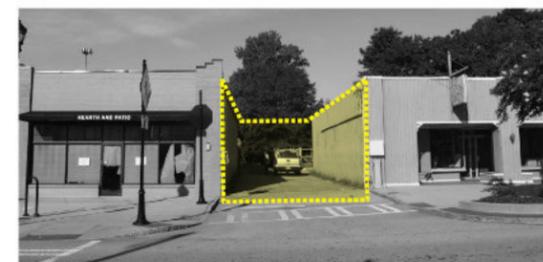
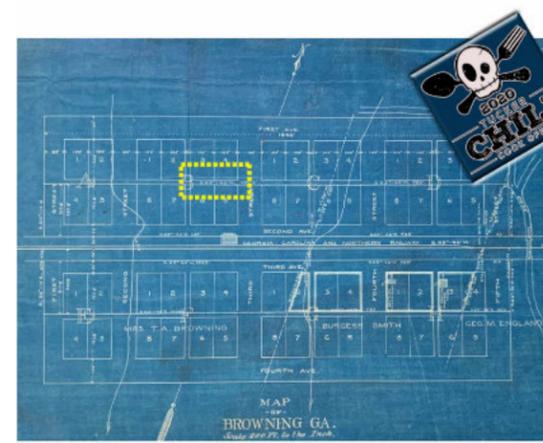
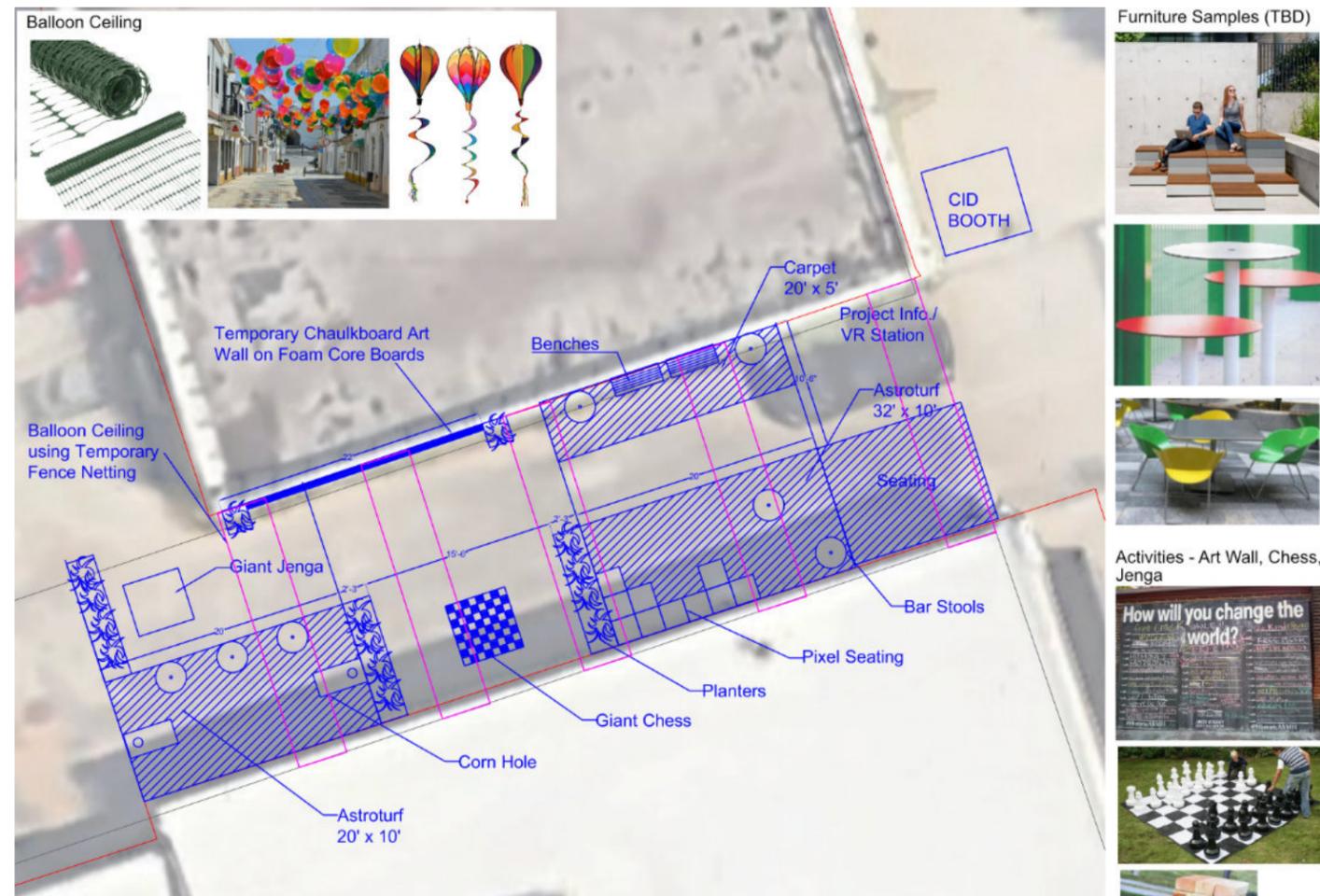
Along with TNCID, the planning team provided professional review and comments to the City of Tucker on PATH Phase 1A Trail construction documents. Through the early collaboration with the City, the planning team was able to provide holistic design input from the standpoint of large-scale branding of the alleys to detailed technical review. Later in the process, the City staff provided key input on zoning/design guideline considerations for the Grid Plan.

Stakeholder Worksession:

As described in Task 2, an interactive worksession with the TNCID board members and the City of Tucker was organized in January 2020 to prioritize alley improvements.

Pop-Up Alley Workshop:

Towards the end of Task 2, the signature public engagement event, Pop-Up Alley workshop, was planned as part of the Tucker Chili Cook-off on March 14, 2020. Due to the COVID-19 pandemic, this event was canceled and will likely be rescheduled for 2021. The workshop intended to take over the existing alley ROW near E&B Jewelry and demonstrate alley activation using "tactical" tools. The planning team designed a portion of the alley with temporary installations using artificial turf, plant material, and street furniture. Several activities included giant chess, giant jenga, an art wall, and outdoor dining. The alley "ceiling" was going to be created using colorful balloons and lanterns. Innovative virtual reality (VR) technology was going to be used to showcase pre-designed alley renderings. The Tucker community could have real-time experience of the enhanced alleys using VR glasses.



Event organized and supported by:
Tucker-Northlake Community Improvement District
Atlanta Regional Commission

Lord Aeck Sargent
Alta Planning and Design
Intown Wholesale Nursery
mm cite Street Furniture

Don't miss out on one more fun event at the
2020 Tucker CHILLI Cook-Off...

Downtown Tucker Pop-Up Alley

Temporary Transformation of an Alley on Main Street

March 14, Saturday. 12:30 pm - 5:00 pm

Did you know?

Tucker was called **Browning, GA** in 1892.

Downtown Tucker was designed as Streets and Blocks with **Pedestrian Alleys!**

One of the alleys will come alive through temporary **ACTIVATION** to demonstrate:

- **VIBRANCY** of Downtown
- A place to **PLAY** and **DINE**
- A place to **CONNECT** and **ENTERTAIN**
- Future alley transformation with **VIRTUAL REALITY**



4

GRID FRAMEWORK PLAN

4.1 ALLEY TYPOLOGIES

4.2 MOBILITY FRAMEWORK

4.3 OPEN SPACE FRAMEWORK

4.4 DEVELOPMENT FRAMEWORK CONCEPT

4.1 ALLEY TYPOLOGIES

The current Downtown Tucker grid, especially with regard to the alleys, is fragmented due to existing adjacent uses and diversity of ownership status (eg, some alleys appear to be privately owned while others remain in the public right-of-way). To provide a framework to achieve a continuous alley network focused on pedestrian-oriented uses and activation, four primary typologies are hereby recommended. The typologies range in cost, permanence, and ease of implementation. The ultimate goal for the grid restoration is “placemaking” with the notion of creating a more robust and unique sense of place for Downtown Tucker. The typologies are not meant to be a detailed prescription of what precisely should be done for each alley location. Rather they represent four increasingly complex approaches to improve the alleys and should be seen as a set of guidelines that vary depending on desired improvement and available funding in the short-term or long-term. The typologies were developed considering the following criteria and the level of actions/investment likely required for each:

Acquisition: Level of difficulty in converting historic alley locations into public right-of-way

- Low: If the alley right-of-way is currently owned by the City of Tucker (regardless of their current use) then those alleys are considered “low-hanging fruits” for immediate improvements.
- Medium: If the alley is privately owned but does not have any development, it could allow for some “tactical” improvements per the owner’s agreement.
- High: These are privately owned alleys with development or underutilized uses. They can be restored only through significant acquisition and redeveloped process under public-private partnership.

Connectivity: Level of connectivity achieved

- Low: The existing alleys under city ownership are in an inconsistent and disconnected network. Hence any improvements to those alleys create a lower level of connectivity with the rest of downtown and beyond. A piecemeal approach to alley improvement will not be overly effective without a comprehensive and connected ped & bike network.

- Medium: The PATH trail, once completed will be a significant first step to improving pedestrian connectivity in Downtown. If the future alley improvements are tied to the PATH trail, Main Street, and the existing sidewalk network in Downtown, then they create a medium level of connectivity. Depending on the types of improvements, those projects will require property acquisition and partnership/agreement with private property owners.
- High: Once the pedestrian network is built in the heart of Downtown (Block A, B, and C), the alley/grid improvements through the redevelopment process will provide a high level of connectivity in the entire Downtown and beyond. This could be done in conjunction with crosswalk improvements at the intersections of alleys and streets.

Constructability: This criteria is related to the level of physical constraints and relative cost of improvements to restore the grid.

- Low: The existing alleys are not occupied with any building, they have limited physical constraints, and do not require acquisition. Those alleys could be constructed and improved at relatively lower site costs. Most of the tactical improvements could be done at a very low cost.
- Medium: The alleys/streets are privately-owned and contain existing non-pedestrian uses such as parking or vehicular access, and will require altering their current usage. To re-use the alleys (in locations as per 1891 Grid Plan) for pedestrian activities, it may require minor site adjustments such as vehicular access, restriping parking lots, surface treatment to emphasize the alley, and adding minimal landscaping. Such improvements would require more funding and agreement with the property owners.
- High: The privately-owned alleys/streets with long-time uses and buildings would not only have to be acquired for future development but they also have much higher improvement costs such as demolition of existing buildings associated with new development, environmental remediation, new construction, infrastructure, etc. Such projects would also need a greater public-private partnership and funding resources.



4.1 ALLEY TYPOLOGIES cont....

Activation: The level to which physical improvements in alley locations lead to activation and “placemaking.”

- Medium: This level of activation would occur when there are multiple (but not all) elements that contribute to placemaking and in turn help in activating the alleys, for example: connectivity, level of improvements, seating areas, landscaping, public art, pedestrian-oriented building uses, architectural character, and branding. The Downtown alleys and streets should not only connect places but they also create a sense of identity and vibrancy. There could be a correlation between the level of actions for the above three criteria and the level of activation.
- High: The highest level activation would be possible where the alley provides the highest connectivity opportunity, is constructed using significant and permanent placemaking elements, and adjacent existing or future development has alley frontage with pedestrian-oriented uses (e.g., doors, windows and/or balconies overlooking the alley). The public space programming during large festivals and weekends could also help in activating the alleys. Enhanced and Iconic typologies provide higher level of activation compared to Tactical and Modest typologies.

The following pages show sample material palettes and placemaking elements for each typology. The palette is only a set of guidelines and other material choices could be evaluated based on the desired alley characteristics and costs.

TYPOLOGY	DESCRIPTION	LEVEL OF ACTIONS			
		ACQUISITION	CONNECTIVITY	CONSTRUCTABILITY	ACTIVATION
TACTICAL <i>Temporary improvements to alley surface within the existing ROW</i>	<ul style="list-style-type: none"> • Does not include acquisition or reconfiguration • Alley ROW delineation to reinforce the downtown grid with low investment in short-term • Does not alter the existing use/function of the alley, for the most part • Does not extend pedestrian connectivity beyond existing alleys • Limited activation opportunities 	LOW	LOW	LOW	
					MEDIUM
MODEST <i>Modest alteration to alley surface within existing ROW</i>	<ul style="list-style-type: none"> • Limited/minimal acquisition and reconfiguration • Improved character and safety of the alley • Modest enhancements to improve pedestrian connectivity and controlled vehicular movement to improve safety • Activation during downtown events and weekends • A modest level of construction in the existing alley ROW and installation of movable placemaking features/programs 	LOW	LOW		
				MEDIUM	MEDIUM
ENHANCED <i>Significant improvements to existing alley ROW and extended grid where feasible</i>	<ul style="list-style-type: none"> • May include acquisition/consolidation of multiple properties and reconfiguration to restore the alley grid for the entire block and beyond • Depending on ownership and feasibility, public ROW of alleys could be deeded back to the City for capital improvements • Pedestrian connectivity improvements within existing and extended alley ROW • A higher level of investment in the blocks abutting Main Street to create a bigger impact to support downtown activities • Transformation to public space with multiple uses and programs through alley enhancements and placemaking features 				
		MEDIUM	MEDIUM		
				HIGH	HIGH
ICONIC <i>New development / infill development of existing blocks with fully integrated alley improvements</i>	<ul style="list-style-type: none"> • Complementing building and alley uses with 24-7 activation • Expanded public space and ped/bike connectivity beyond Main Street to support Downtown activities and program • Sense of identity and branding for Downtown Tucker grid restoration • Alley potential described in Downtown Tucker Master Plan: “A more walkable downtown; Places for green infrastructure; Intimate and personal city spaces; Additional street frontages; Places for children and elderly; Off-street spaces for festivals and cultural activities; Unique experiences” 				
		HIGH	HIGH	HIGH	HIGH

4.1 ALLEY TYPOLOGIES cont....

TACTICAL

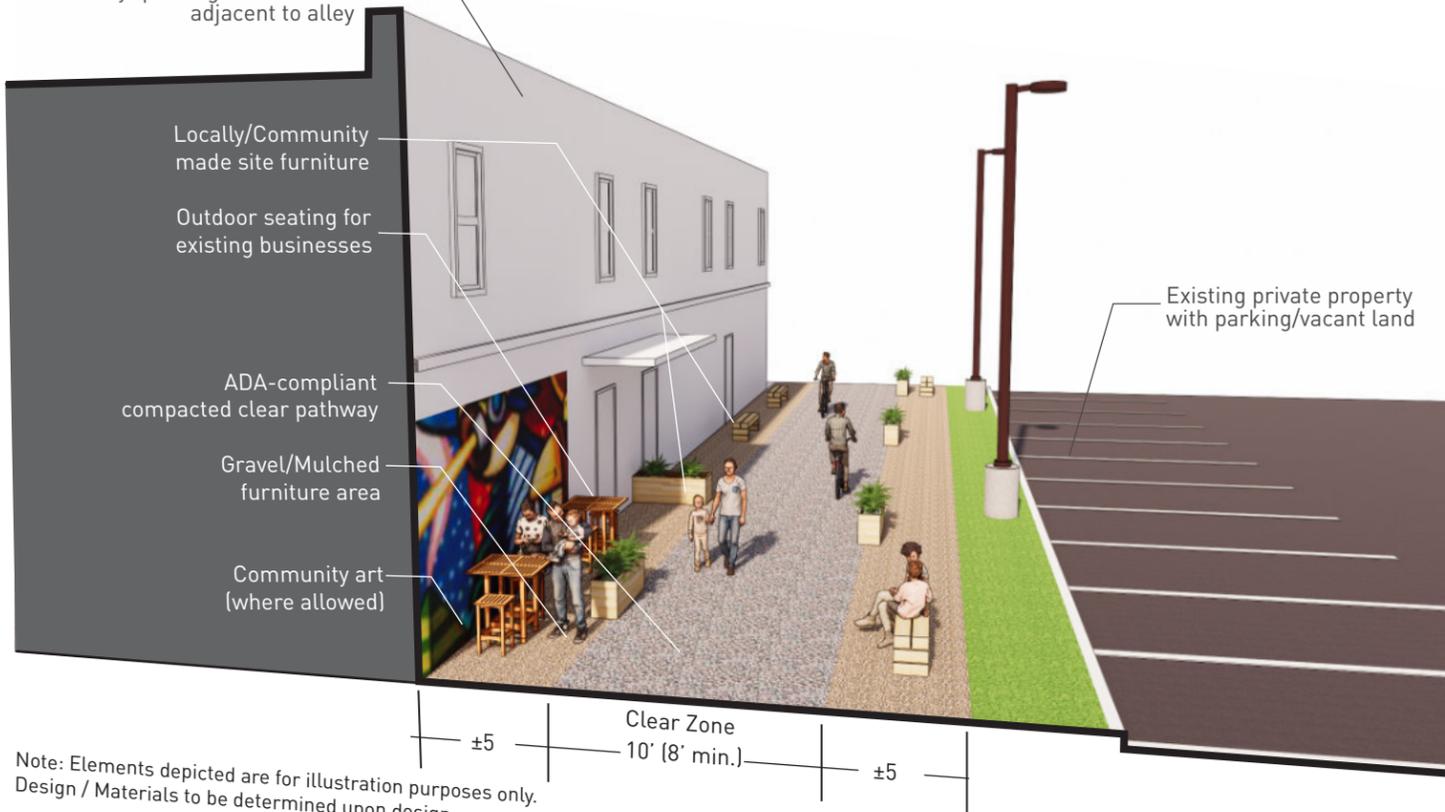
Temporary improvements to alley surface within the existing ROW



- Painted signage
- Raised planters/groundcover/shrubs
- Temporary lighting
- Amateur art



Existing private property with one-two story building / driveway / parking / vacant land adjacent to alley



Note: Elements depicted are for illustration purposes only. Design / Materials to be determined upon design.

SURFACE TREATMENT



LANDSCAPE



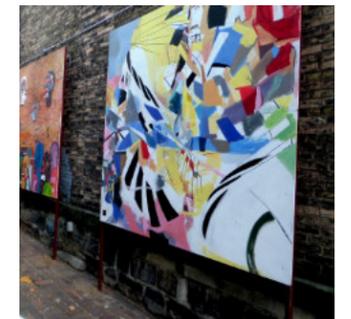
LIGHTING



FURNISHINGS



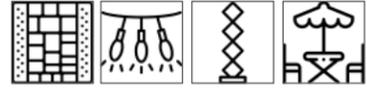
OTHER ELEMENTS



4.1 ALLEY TYPOLOGIES cont....

MODEST

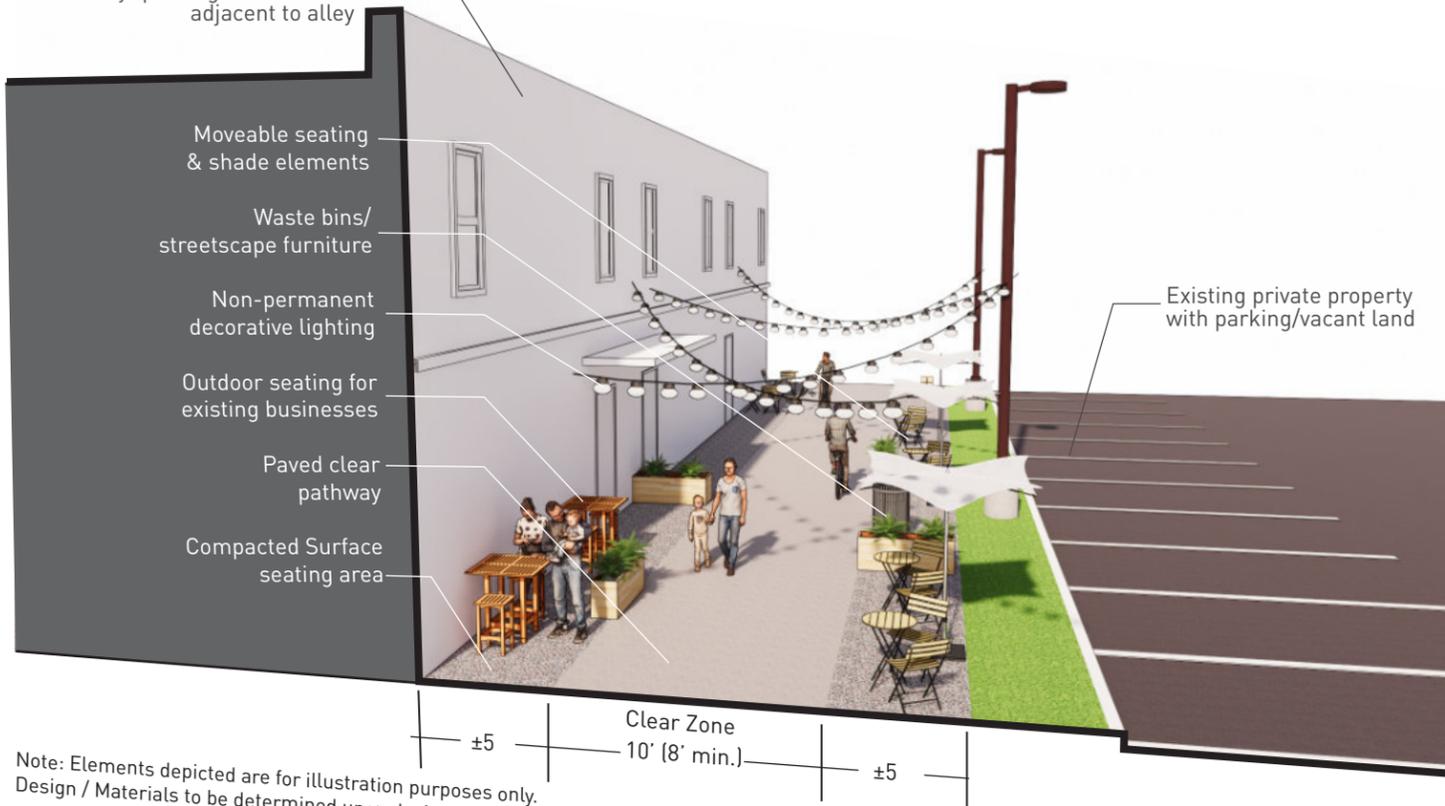
Modest alteration to alley surface within existing ROW



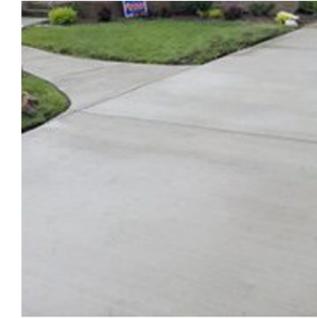
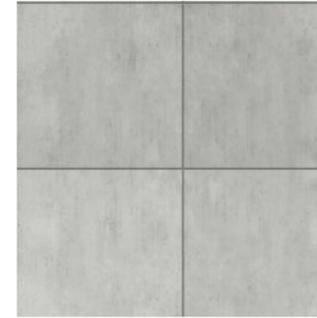
- Paved surface
- String lights/up lights
- Raised planters
- Permanent signage
- Movable seating
- 2D art installation (murals)



Existing private property with one-two story building / driveway / parking / vacant land adjacent to alley



SURFACE TREATMENT



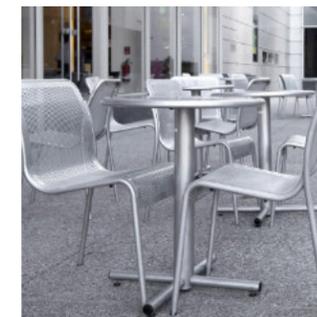
LANDSCAPE



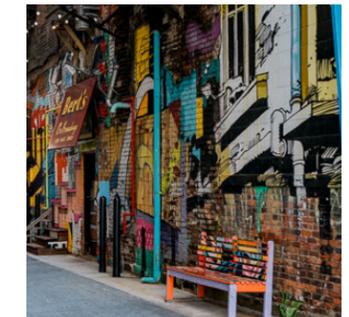
LIGHTING



FURNISHINGS



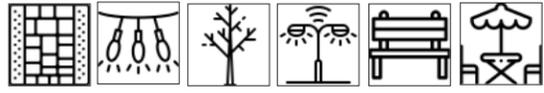
OTHER ELEMENTS



4.1 ALLEY TYPOLOGIES cont....

ENHANCED

Significant improvements to existing alley ROW and extended grid where feasible



- Decorative/permeable pavers in furniture area
- Pedestrian lights, bollard lights
- Permanent seating
- "Curated" 3D art, sculpture, art program and other activities
- Shade trees/structures (canopy)
- Raised planters / in-ground planting
- Landmark signage/gateway
- Integrated stormwater infrastructure



Note: Elements depicted are for illustration purposes only. Design / Materials to be determined upon design.

SURFACE TREATMENT



LANDSCAPE



LIGHTING



FURNISHINGS



OTHER ELEMENTS



4.1 ALLEY TYPOLOGIES cont....

ICONIC

New development /infill
development of existing blocks with
fully integrated alley improvements

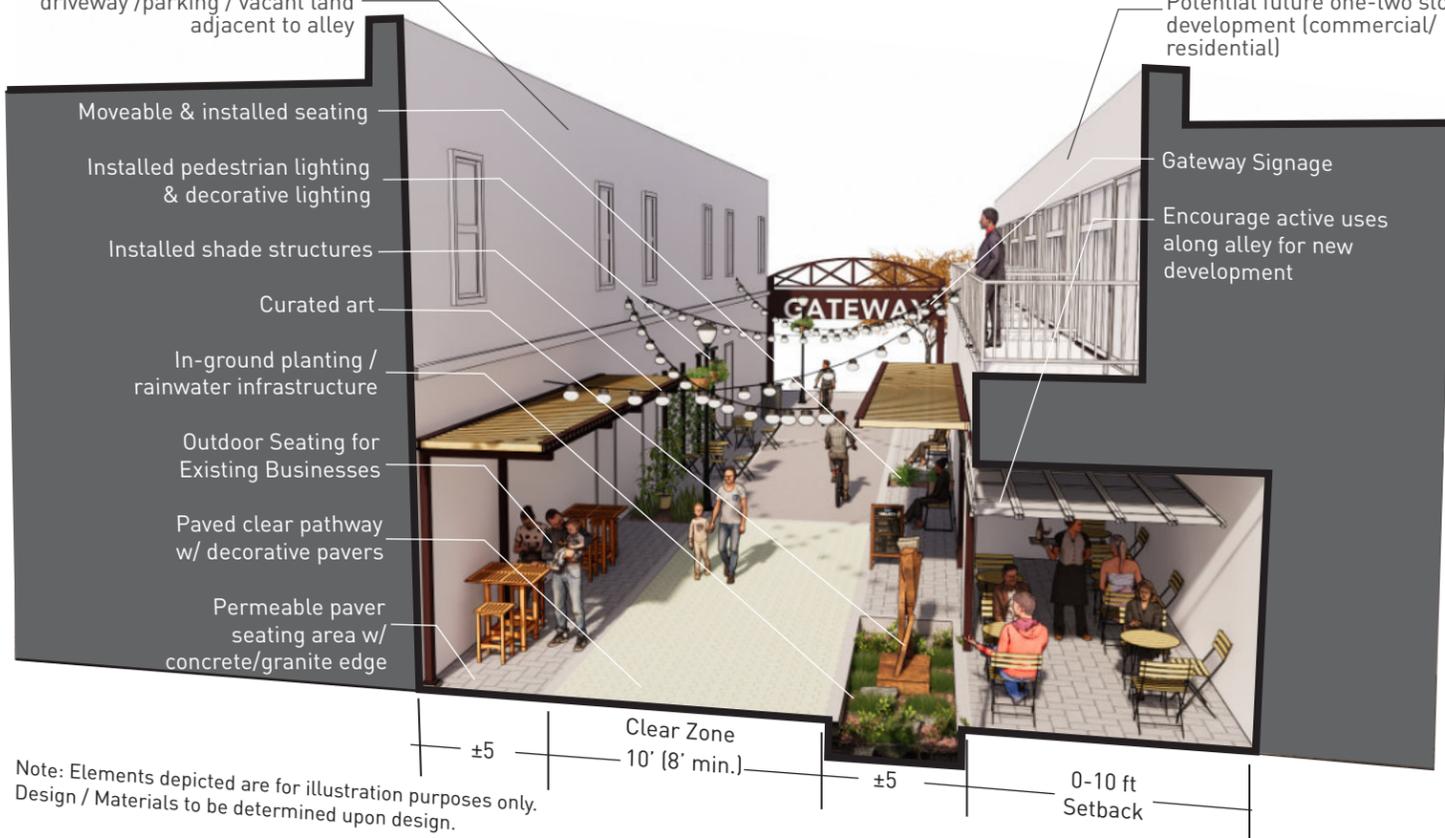


- Decorative/permeable pavers in clear zone and furniture area
- LED bollard lights, decorative lights on walls, pedestrian lights
- Permanent seating
- Raised planters / in-ground planting
- Interactive sculpture
- Branding and signage
- Public art and public space program



Existing private property with
one-two story building /
driveway /parking / vacant land
adjacent to alley

Potential future one-two story
development (commercial/
residential)



Note: Elements depicted are for illustration purposes only.
Design / Materials to be determined upon design.

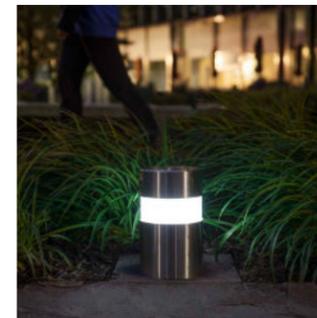
PAVING



LANDSCAPE



LIGHTING



FURNISHINGS



OTHER ELEMENTS



4.2 MOBILITY FRAMEWORK

Like many other downtowns, the 1891 plan of Downtown Tucker illustrated an intended mobility framework of streets and alleys. The streets and avenues had 100 ft. rights-of-way to accommodate both vehicular and pedestrian activities. The alleys, with 20 ft. rights-of-way, were to serve the back-of-house services, utilities, and some level of pedestrian connectivity. The historic evolution analysis presented earlier shows that most of the streets were developed based on the original framework; however, there are fewer evidences for implementation of the alleys in accordance with the 1891 plan.

During the 1980s, significant changes occurred in Downtown Tucker's building fabric, uses, and property ownership. As a result, the alley network is sporadic and is not perceived as a full system of traditional, public alleys. One of the priority projects from the Downtown Master Plan is: "To develop a Downtown Streetscape Implementation Plan that focuses on pedestrian and bicyclist connectivity to downtown."

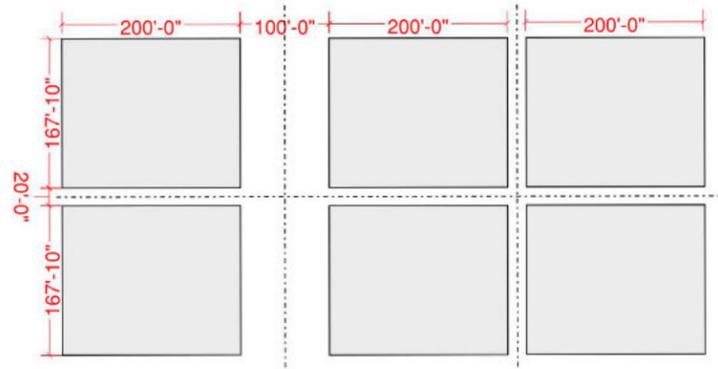
The proposed mobility framework shown here recommends creating a comprehensive network of streets and alleys as per the 1891 plan; however, those recommendations are impacted based on the reality of existing conditions. The framework plan therefore recognizes that not all alleys and streets can be fully or easily restored due to the physical constraints and ownership statuses. Hence, the mobility framework recommends Tiers of improvements relating to ease and priority of implementation.

The mobility framework also aligns with the vision, goals, and recommendations of the other downtown planning efforts: PATH Trail Master Plan, Tucker Tomorrow Strategic Transportation Plan, and Downtown Master Plan. The comprehensive network of alleys and streets will provide the following opportunities:

- Increase vibrancy of downtown
- Enhance existing businesses
- Stimulate new growth and economic development opportunities
- Strengthen art/culture
- Encourage community gathering
- Provide places to play and dine
- Connect and entertain the community

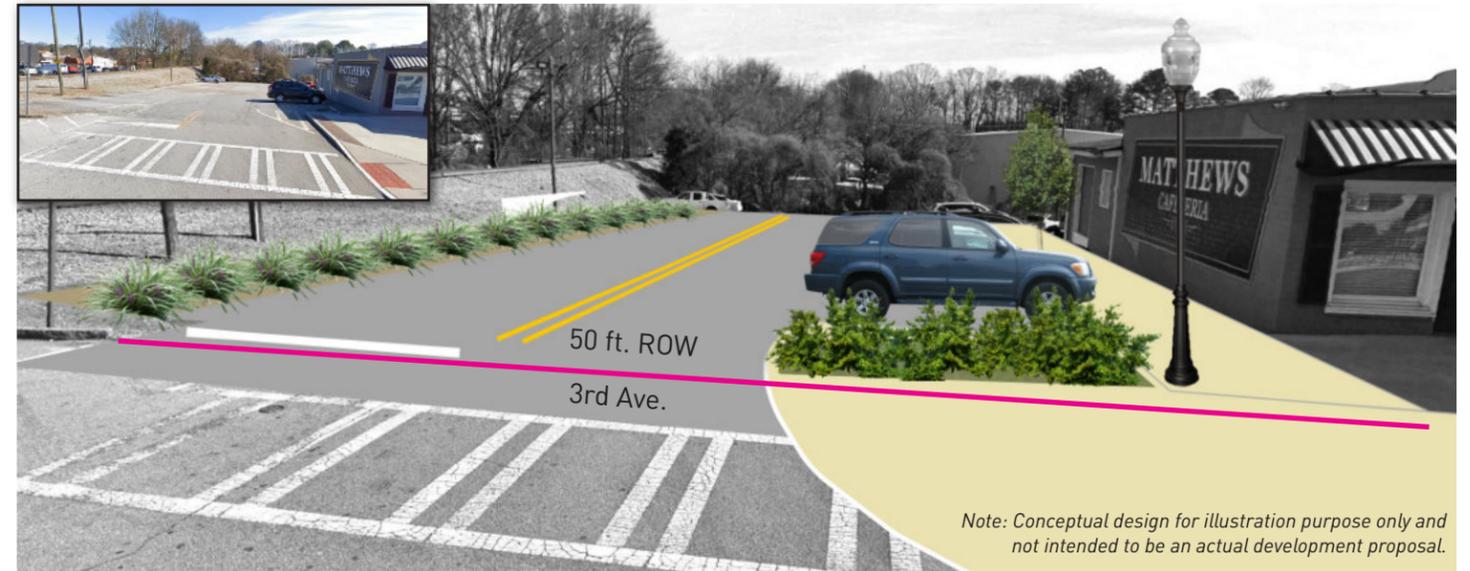
Mobility Framework - Alleys

Downtown Tucker already has walkable blocks (440 ft x 350 ft) bounded by streets and further subdivided by alleys.



The Phase 1A PATH trail implementation on existing alley ROW in Block A and B will be a significant pilot project to kick-start ped & bike connectivity in Downtown. The following list of projects is developed using the tiered strategy described earlier and the typologies appropriate for each alley in Downtown Blocks A, B, C, D, G, and H. The schematic renderings on the right show potential improvements to existing streets and alleys.

Blocks E and F are owned by Cofer Brothers with an established business hence those blocks are not anticipated to be redeveloped. The grid network for those two blocks is marked as "not feasible" in the framework.



Note: Conceptual design for illustration purpose only and not intended to be an actual development proposal.

MODEST TYPOLOGY: Potential improvement of 3rd Avenue between the railroad and Matthews Cafeteria



MODEST/ENHANCED TYPOLOGY: Potential improvement of existing alley right-of-way between Matthews Cafeteria and Cleaners



ICONIC TYPOLOGY: Potential improvement of existing alley right-of-way through redevelopment of offices on 4th Street

MOBILITY FRAMEWORK - ALLEYS

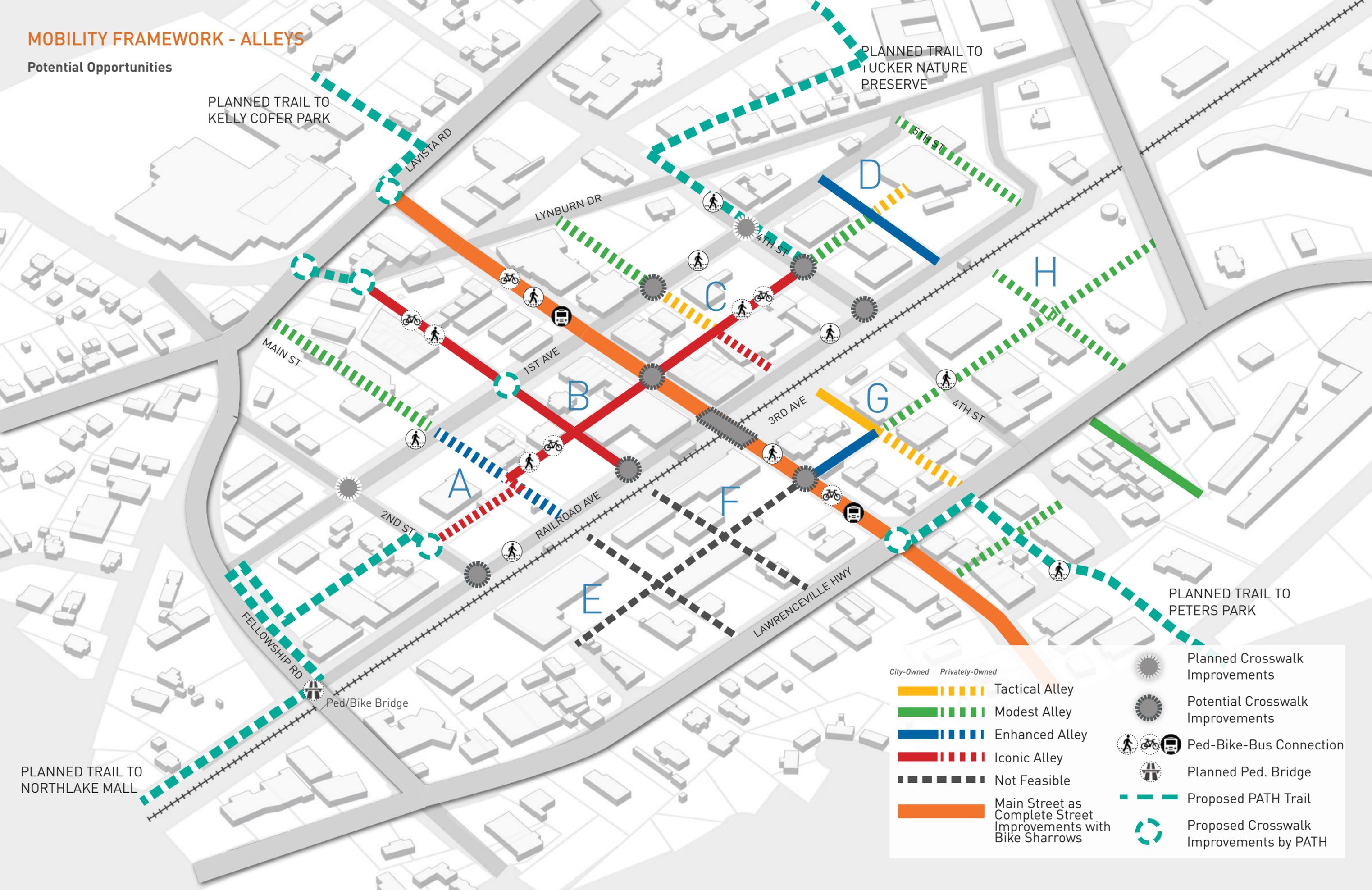
Potential Opportunities

PLANNED TRAIL TO KELLY COFER PARK

PLANNED TRAIL TO TUCKER NATURE PRESERVE

PLANNED TRAIL TO NORTHLAKE MALL

PLANNED TRAIL TO PETERS PARK



<p>City-Owned Privately-Owned</p> <p> Tactical Alley</p> <p> Modest Alley</p> <p> Enhanced Alley</p> <p> Iconic Alley</p> <p> Not Feasible</p> <p> Main Street as Complete Street Improvements with Bike Sharrows</p>	<p> Planned Crosswalk Improvements</p> <p> Potential Crosswalk Improvements</p> <p> Ped-Bike-Bus Connection</p> <p> Planned Ped. Bridge</p> <p> Proposed PATH Trail</p> <p> Proposed Crosswalk Improvements by PATH</p>
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4.2 MOBILITY FRAMEWORK cont....

Mobility Framework - Streets

The existing street grid closely aligns with the 1891 grid plan except for the loss of a few streets: 2nd Street between Block A and B, 5th Street in Block D and H, and 3rd Avenue in Block G and H. The streetscape improvements on Main Street significantly improved the pedestrian environment of Downtown between Lavista Road and Lawrenceville Highway. The ongoing construction of the Phase II streetscape on 1st Avenue, 4th Street (north of railroad), 2nd Street, and Lynburn Drive will further extend the pedestrian connectivity in Downtown.

The existing Overlay Districts of Downtown provide detailed requirements for streets and sidewalks that will help in creating an interconnected road system and pedestrian environment. The street framework plan presented here would be subject to and reinforce those requirements.

Some highlights of the City's Overlay District requirements are:

- Pedestrian zone on Main Street and 1st Avenue: 15-foot-wide consisting of a 5-foot-wide landscape zone and 10-foot-wide sidewalk zone
- Pedestrian zone on Lawrenceville Highway, Lavista Road and Fellowship Road: 15-foot-wide consisting of a 8-foot-wide landscape zone and 7-foot-wide sidewalk zone
- Pedestrian zone other than above listed streets: 11-foot-wide consisting of a 5-foot-wide landscape zone and 6-foot-wide sidewalk zone
- Consistent sidewalks
- Landscape zones with street trees at a maximum distance of 30 feet on center; select plant materials from the plant list in Overlay Zoning
- Street furniture such as benches, trash cans, and bike racks within the landscape zone for streets listed under a and b.
- Place utilities underground except for major electric transmission
- Locate street lights (max. 180 feet on center) and pedestrian lights (max. 90 feet on center) within landscape zone at a maximum for streets listed in a and b

In addition to the above streetscape requirements, this street framework plan recommends a few more improvements to these streets -

- Main Street Complete Street:** Main Street has 25 mph traffic speed and could qualify for bike sharrows. It already has a transit route, on-street parking, and pedestrian amenities. Evaluate feasibility of adding bike sharrows to make it a complete street.
- Railroad Avenue and 3rd Avenue Streetscape:** Within 50-ft-wide ROW, 18-ft-wide head-in parking, 22-ft-wide 2-way drive lane, 10-ft-wide pedestrian zone with sidewalk and landscape
- Fourth Street Streetscape:** Within 100-ft-wide ROW, 18-ft-wide head-in parking, 24-ft-wide 2-way drive lane, 15-ft-wide pedestrian zone on both sides, and 14-ft-wide green buffer on both sides (Alternate to Phase II Streetscape by the City)
- Alley and Street Intersections:** Create safe crosswalks where alley and street intersect for pedestrian and bike movement complying with ADA standards

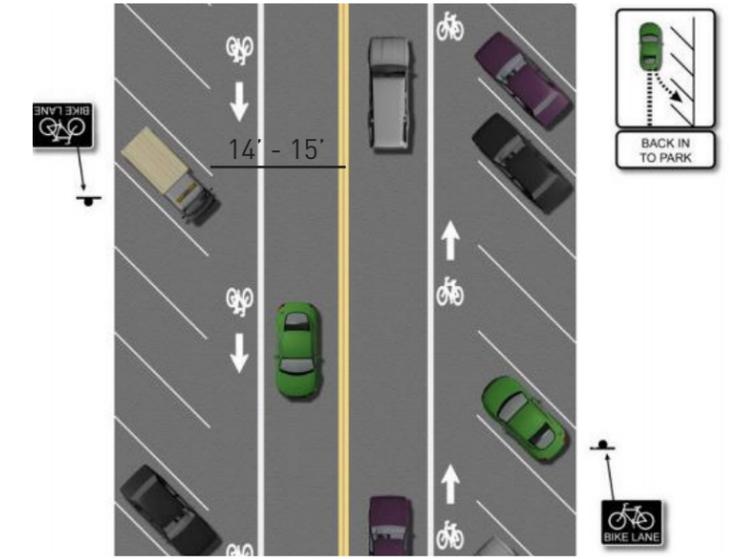


Complete Street Illustrative Diagram. Source: NACTO.com Urban Street Design Guide

What are Complete Streets?

The National Complete Streets Coalition definitions of Complete Streets and Complete Streets Policy:

“Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a Complete Street.”



Source: Richmond Bicycle Master Plan. Back-in angled parking



Crosswalk Improvement Illustrative Diagram. Source: NACTO.com Urban Street Design Guide

MOBILITY FRAMEWORK - STREETS

Potential Opportunities



-  Primary Streets
-  Downtown Complete Street
-  Secondary Streets
-  Potential Future Street
-  Not Feasible
-  Existing Bus Transit
-  Planned Crosswalk Improvements
-  Potential Crosswalk Improvements
-  Potential Ped/Bike Connection
-  Planned Ped. Bridge

4.3 OPEN SPACE FRAMEWORK

COMMUNITY GREEN

Downtown Tucker lacks a true community green space or town center. During events and festivals, the City closes Main Street from Lavista Road to Railroad Avenue. Examples include: Tucker Day, Tucker Cruise In, Chili Cook-Off, to name a few. During the planning process, a long-time property owner in Downtown and TNCID Board Member, Mr. Chip Cofer expressed an interest in creating a community green concept for his property located in Block A and B along Railroad Avenue. This property, roughly 1.6 acres, is currently utilized for RV parking. It was envisioned as future community space and public parking in several other planning efforts and was further studied here.

During this master planning process, Mr. Cofer shared his vision to prepare various design concepts that would have a synergy with the Phase 1A PATH Trail planned through his property. The three design concepts shown below are intend to achieve the following goals:

- Fully integrate and connect the trail with the future community green space
- Provide flexible and multipurpose open space to accommodate a variety of events, programs, and festivals
- Include public parking on Railroad Avenue and, perhaps in temporary arrangements within the community green space
- Improve site infrastructure and visual character of space
- Enhance Railroad Avenue streetscape

It should be noted, these “community green” design studies are not intended to supersede or replace any current City of Tucker plans, including those shown in the Downtown Master Plan. Rather, they are intended to provide additional concepts for consideration.

PRIVATE GREEN SPACE / OUTDOOR SEATING

Along the alley network, there are limited opportunities to create larger open spaces. Most of the land is owned by private businesses. Either through temporary land leases between the City and owners or solely by owners or as part of new development, some land could be

carved out for future small green spaces that could be utilized for outdoor seating. Those opportunities are highlighted in the Open Space Framework plan and potential concepts illustrated in Figures 4-a, 4-b, and 4-c.

ALLEY FRONTAGE

Using alleys as outdoor gathering places is not a new concept. Building on the success stories of many cities in the country and recommendations from the other planning efforts in Tucker, this master plan outlines alley restoration and improvement strategies. In addition to PATH Phase 1A trail, improvements of the existing city-owned alleys would contribute almost 1.2 acres of new outdoor open space. This combined with a community green space on Railroad Avenue and other private green space in the area, Downtown Tucker could gain as much as +/- 3.0 acres of new open space. This would be a significant increase from only +/-1.2 acres of Main Street that is currently used for community activities.

Once improved, the alleys could be used for outdoor dining, seating, public art, farmer’s market, recreation, festival gatherings, and many other outdoor programs. They could also serve as the “front door” for local businesses, safe pedestrian zones with limited vehicular access, bicycle amenities, and (green) infrastructure.

STREETScape

As described in the mobility framework, streetscape improvements on all Downtown streets would provide a pedestrian-friendly environment and improve connectivity to alleys and open spaces.

“STREAM” ALLEY

Block G has a unique condition where there is a natural stream in the 20-ft-wide public ROW. Due to the significant topographic challenge, this alley can only be improved if most of Block G is redeveloped. It could provide a unique design opportunity for a cascading water feature or terraced public space in this block, but would require an additional level of study.



Figure 4-a Block B, vacant land behind E&B Jewelry as outdoor dining amenity

Note: Conceptual design for illustration purpose only and not intended to be an actual development proposal.



Figure 4-b Block C, outdoor dining and seating for Ford’s BBQ (Freemasons Square)

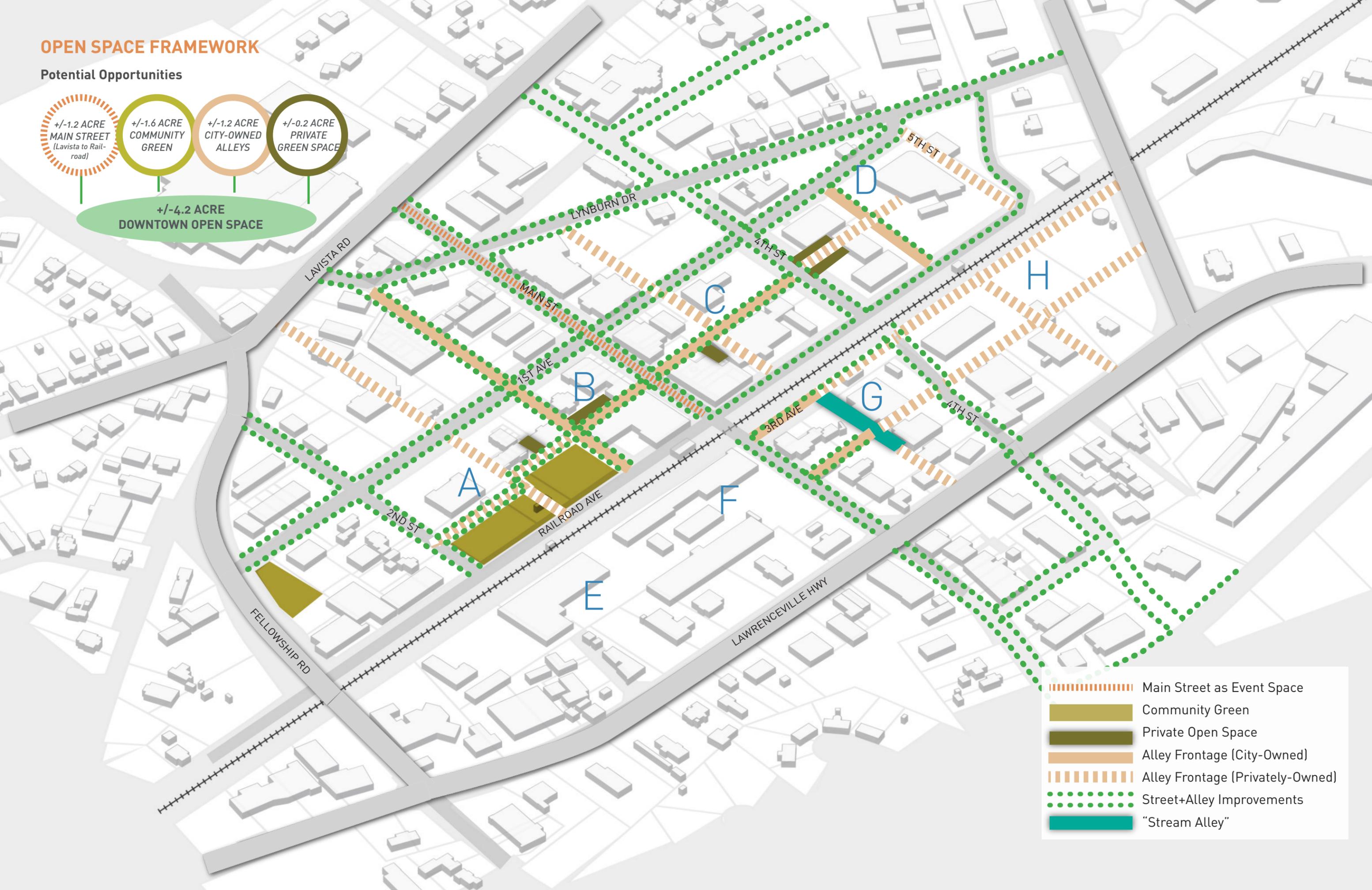


Figure 4-c Block C, vacant land behind Village Burger as outdoor seating and multipurpose plaza space

OPEN SPACE FRAMEWORK

Potential Opportunities

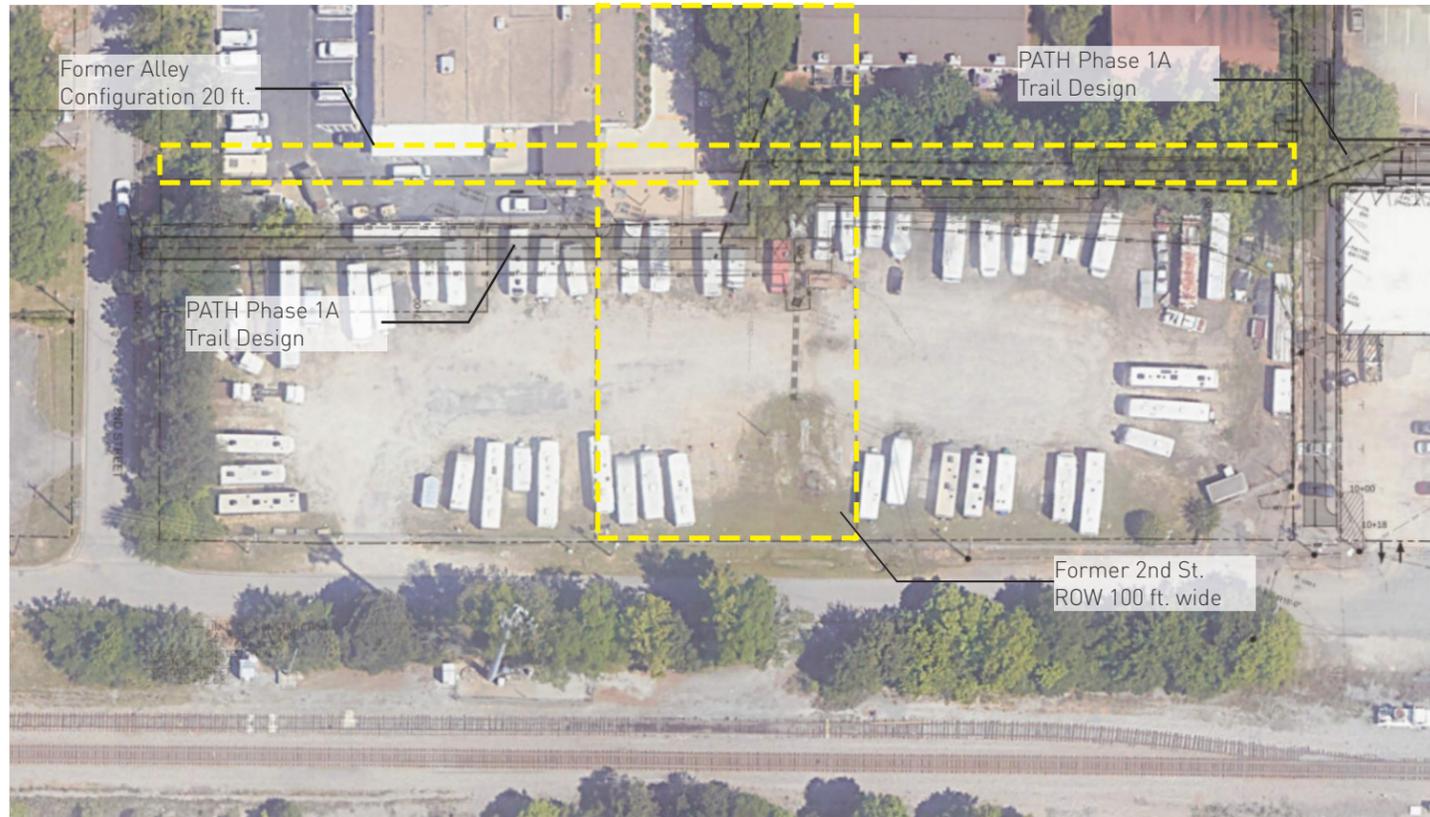
- +/-1.2 ACRE MAIN STREET (Lavista to Railroad)**
- +/-1.6 ACRE COMMUNITY GREEN**
- +/-1.2 ACRE CITY-OWNED ALLEYS**
- +/-0.2 ACRE PRIVATE GREEN SPACE**
- +/-4.2 ACRE DOWNTOWN OPEN SPACE**



- Main Street as Event Space
- Community Green
- Private Open Space
- Alley Frontage (City-Owned)
- Alley Frontage (Privately-Owned)
- Street+Alley Improvements
- "Stream Alley"

COMMUNITY GREEN VISIONING CONCEPTS

EXISTING

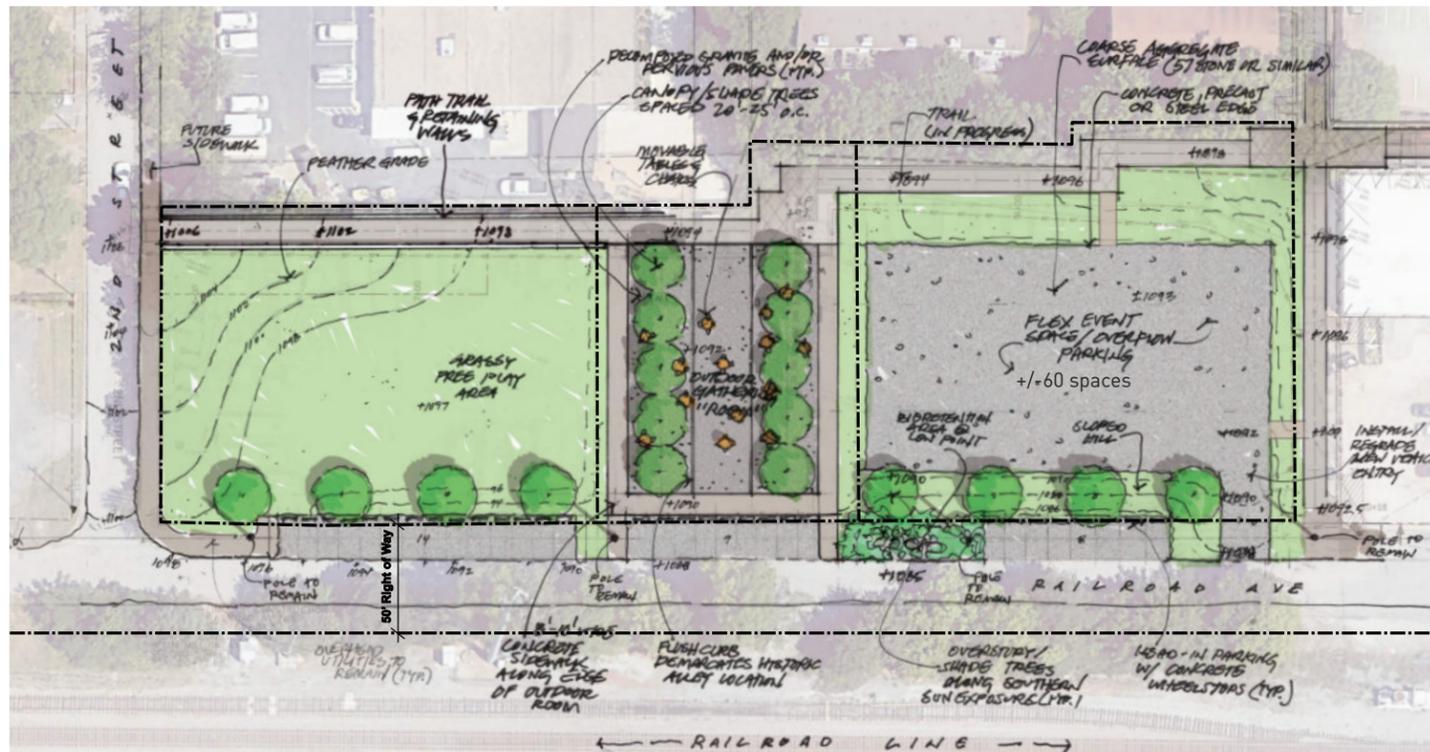


Existing Property - Opportunities

- Proximity to Main Street and part of Downtown Grid
- Railroad Avenue 50-ft-wide Right-of-Way (ROW)
- Planned and funded PATH Phase IA Trail
- Phase II Streetscape Improvement ongoing on 1st Avenue and 2nd Street
- Former 2nd Street (100-ft-wide ROW as per 1891 plan)

OPTION A MODERATE IMPROVEMENTS

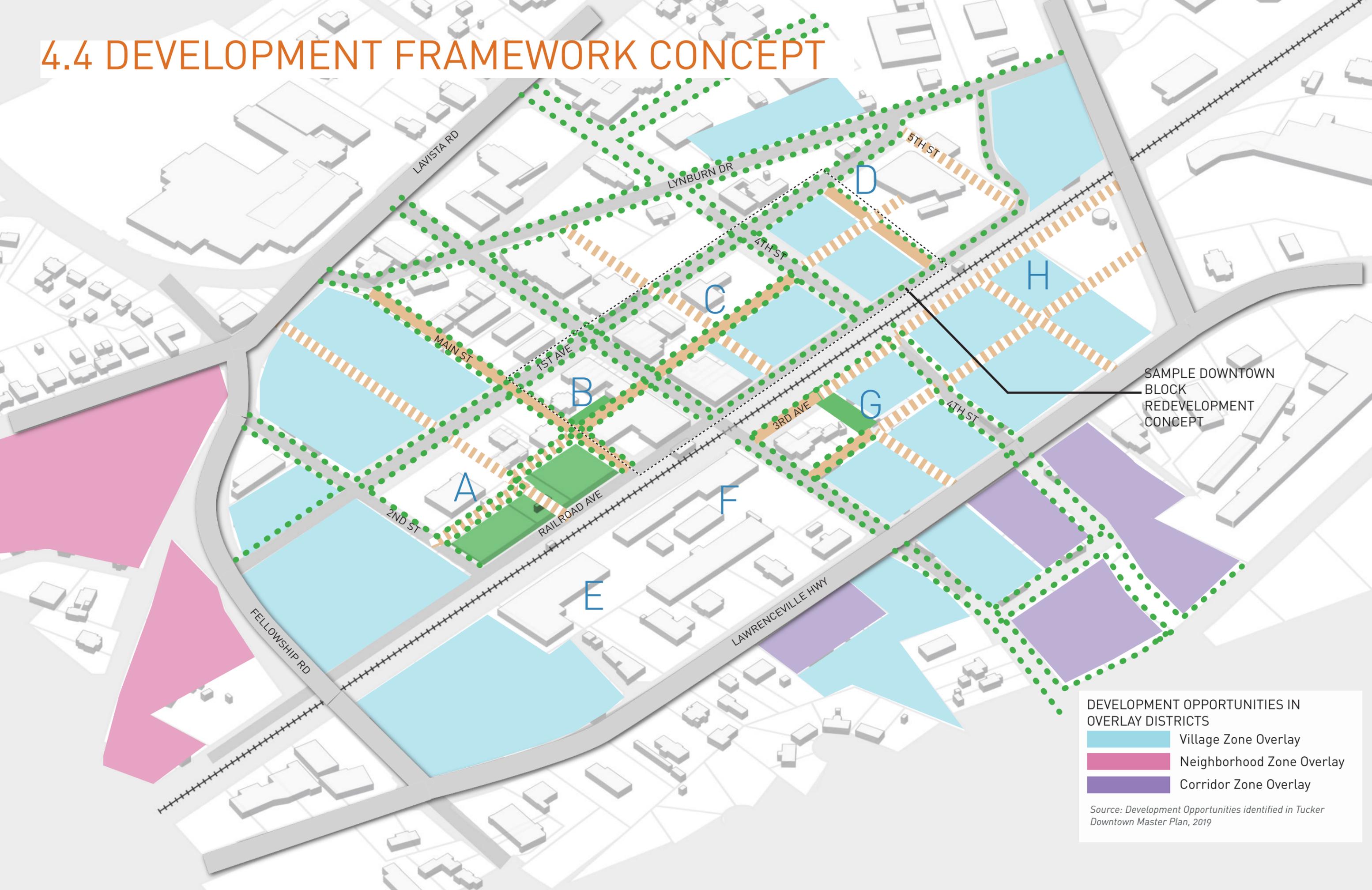
0 20 40 60 80 Note: Conceptual design for illustration purpose only and not intended to be an actual development proposal.



Option A Opportunities

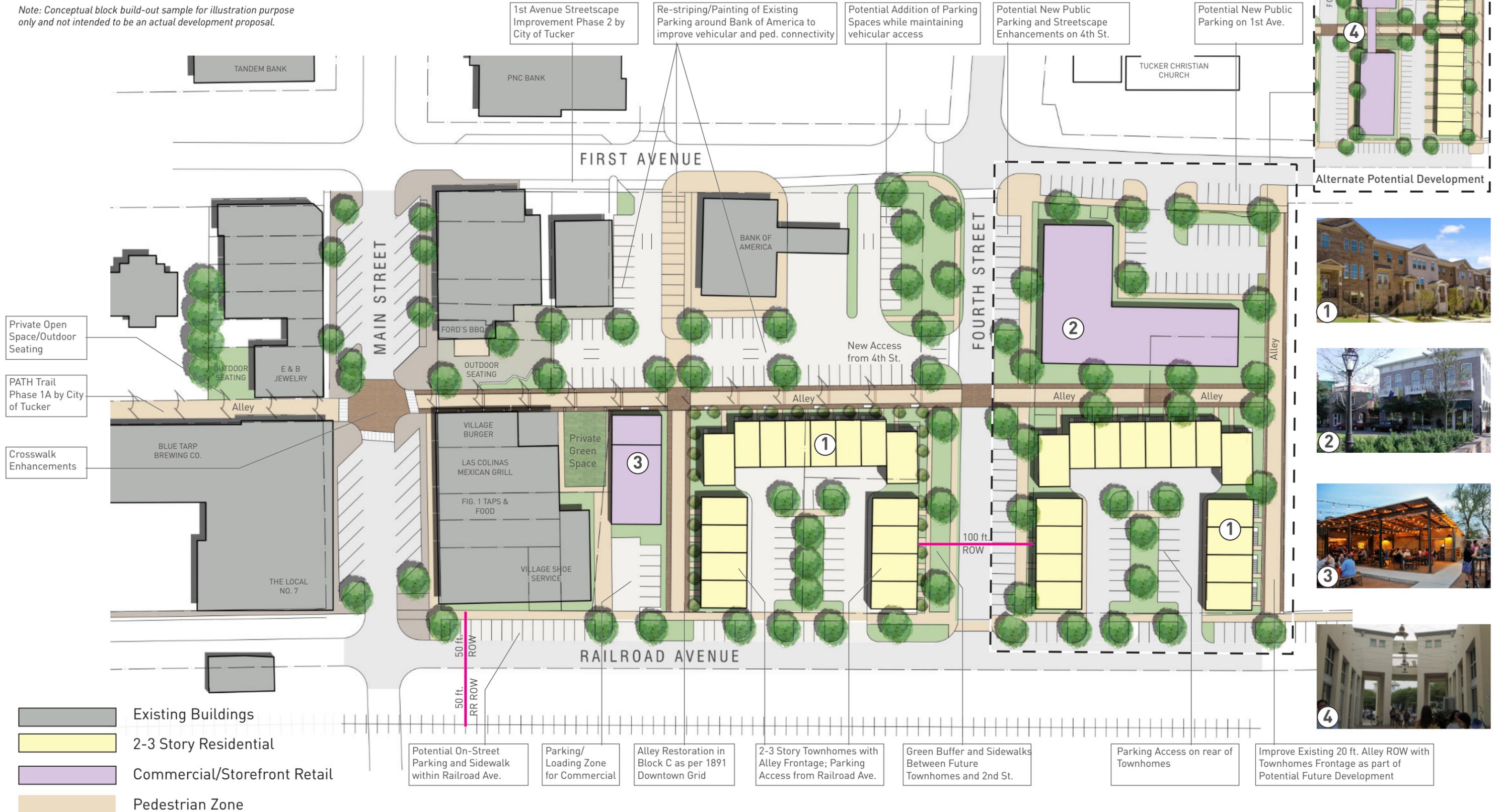
- Open space cleanup for multi-use activities and minimal programming
- Infrastructure improvements (existing underground stormwater pipe, grading, power, drainage etc.)
- Tree planting on the property edges to create visual interest and safety
- Head-in parking (31 spaces) on Railroad Avenue with installation of wheel-stop but not necessarily curb & gutter to be cost effective
- Open green field on the west side of the property with potential feathering to work with the grade
- Designated performance area with power outlet and basic services, but NO permanent stage structure
- Gravel area on the east side (near the brewery) that could be used for parking (+/-60 spaces), music venue, temporary seating, farmers market, etc.
- Improve the former 2nd Street ROW with decomposed granite/pavers and tree promenade. Potential uses - movable seating, farmers market, and picnic area.

4.4 DEVELOPMENT FRAMEWORK CONCEPT



SAMPLE DOWNTOWN BLOCK REDEVELOPMENT CONCEPT

Note: Conceptual block build-out sample for illustration purpose only and not intended to be an actual development proposal.

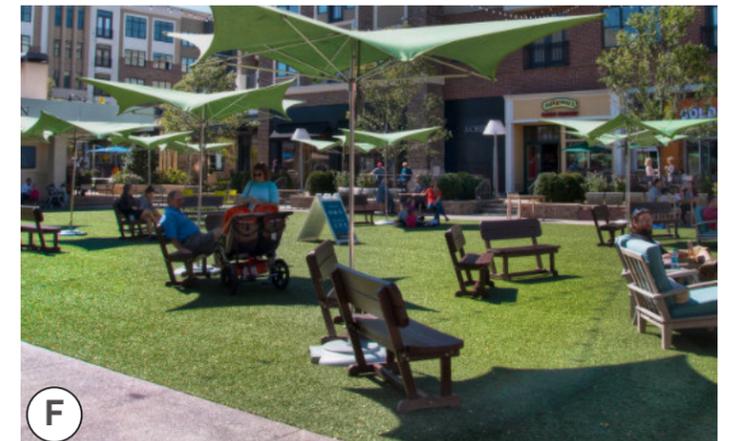


SAMPLE DOWNTOWN BLOCK REDEVELOPMENT CONCEPT



Note: Conceptual design for illustration purpose only and not intended to be an actual development proposal.

SAMPLE DOWNTOWN BLOCK REDEVELOPMENT CONCEPT



Note: Conceptual design for illustration purpose only and not intended to be an actual development proposal.

ALLEY IMPROVEMENT VISION - BLOCK C (ICONIC TYPOLOGY)



View 1 QR Code to access Virtual Reality Rendering



<https://api2.enscape3d.com/v3/view/606d6a86-4340-4ba0-8c10-1981ce5d292a>

Note: Conceptual design for illustration purpose only and not intended to be an actual development proposal.

ALLEY IMPROVEMENT VISION - BLOCK B (ICONIC TYPOLOGY)



View 2 QR Code to access Virtual Reality Rendering



<https://api2.enscape3d.com/v3/view/98214d6b-97c8-4def-a3fc-42768fcd51e>

Note: Conceptual design for illustration purpose only and not intended to be an actual development proposal.



5

IMPLEMENTATION

- 5.1 IMPLEMENTATION AND FUNDING STRATEGIES
- 5.2 ZONING / DESIGN GUIDELINES CONSIDERATIONS
- 5.3 ACQUISITION STRATEGIES
- 5.4 TIERS OF IMPROVEMENTS
- 5.5 ACTION PLAN AND PROJECTS

5.1 IMPLEMENTATION AND FUNDING STRATEGIES

Strong partnerships are key to advancing and implementing alley revitalization efforts. Whether a support or funding partner, local municipalities across the State have benefited from different supportive organizations that complement the vision and intent of street alley transformation initiatives. Downtown Tucker's historic and connected grid system, interest in green stormwater infrastructure and economic development potential provides opportunities for exploring multiple locations and sources to implement a street alley placemaking plan.

Implementation support opportunities can be sought at the federal, state, regional, and local levels to help make the Downtown Tucker street alley improvement plan a reality. For example, the Georgia Department of Transportation's Local Maintenance and Improvement Grant program can be utilized for improving and paving street alleys, as was done to enhance Apple Tree Alley in the City of Cornelia. In 2018, the City of Fairburn won a Community Development Assistance Program grant from the Atlanta Regional Commission to craft the Fairburn Creative Placemaking Strategy Plan, which included integrating placemaking initiatives and public art into its downtown, including the alley between the City's Southside Theatre Guild and the municipal court building. Additionally, there is a potential opportunity for the TNCID to seek grant funding and support from the Trust for Public Land's (TPL) Green Alleys program, as was implemented in Los Angeles, California. TPL has collaborated on numerous efforts across the Atlanta region to preserve, maintain, and revitalize green space, including areas abutting the Atlanta BeltLine and parks across Metro Atlanta's urban neighborhoods. The following are examples of public and private sector partnerships and funding opportunities that may be available for Tucker's Downtown alley improvements.

FEDERAL

Environmental Protection Agency (EPA)

Partnership/Funding Opportunity:

Greening America's Communities

Information/ Criteria/ Local Match Requirements:

This program offers technical support for communities exploring the use of green infrastructure. For 2021, the program is seeking applicants that are focusing in on green infrastructure as it addresses disaster resiliency. Future cycles may expand eligibility criteria

Environmental Protection Agency (EPA)

Partnership/Funding Opportunity:

Building Blocks for Sustainable Communities

Information/ Criteria/ Local Match Requirements:

- Selected communities receive assistance in the form of a facilitated process that includes one or two days in the community with a team of national experts in disciplines that match the community's needs.

Eligibility:

- Local, county, tribal governments, or nonprofit organizations that have the support of the local government on whose behalf they are applying.
- A letter of interest must be sent accompanied by a short letter of support signed by an official government representative of the community

National Endowment for the Arts

Partnership/Funding Opportunity:

Our Town Grant Program

Information/ Criteria/ Local Match Requirements:

Eligibility:

- Applications must involve primary partnership of at least one arts/design nonprofit and a local government entity

Criteria involves at least one of the following:

- Arts engagement
- Cultural planning
- Design
- Artist and creative industry support
- NHPA or NEPA review

Cost Share:

- \$25,000 to \$125,000 with a min cost share equal to the grant amount

STATE

Georgia Environmental Protection Division (EPD)

Partnership/Funding Opportunity:

Regional Water Plan Seed Grant Funds

Information/ Criteria/ Local Match Requirements:

This grant is capped at \$75,000 and is limited to 60% of the total project cost.

Eligibility:

- Applications must include letter of endorsement signed by the Regional Water Planning Council Chair
- Must schedule and participate in project development pre-application meeting with EPD staff

Criteria involves at least one of the following:

- Programs to address critical information and/or data needs identified in the Regional Water Plan. Reducing non-point source pollution in downtown Tucker through green infrastructure could be applicable for this funding source.

- Provide technical assistance to support Implementation of Regional Water Plan management practices in two or more water planning regions
- Tracking and analyzing available monitoring data and reporting on water resource conditions as identified in the Regional Water Plans
- Undertaking other specific implementation activities identified in the Regional Water Plan

Match:

- A minimum of 40% of the total project cost, of which 10% is in the form of cash expenditure

Georgia Department of Transportation (GDOT)

Partnership/Funding Opportunity:

Local Maintenance & Improvement Grant (LMIG) program

Information/ Criteria/ Local Match Requirements:

- Street alleys are eligible to apply for resurfacing costs.

Georgia Department of Economic Development (GDEcD)

Partnership/Funding Opportunity:

Tourism Product Development Grant

Information/ Criteria/ Local Match Requirements:

- Grant funds \$5,000 to \$10,000 per year.

Eligibility:

- City to complete a TPD Resource Team Report (year long process), as seen here: <https://industry.exploregeorgia.org/tourism-product-development/reports>

5.1 IMPLEMENTATION AND FUNDING STRATEGIES cont...

REGIONAL

Atlanta Regional Commission (ARC)

Partnership/Funding Opportunity:

Community Development Assistance Program

Information/ Criteria/ Local Match Requirements:

This program provides planning and technical support and grants (in the tens of thousands).

Eligibility:

- Applicant must be city or county government or CID. Nonprofits are eligible for assistance only
- For assistance programs, must be able to make a local contribution based on funding structure (~\$2,000 – \$10,000)

Criteria involves at least one of the following:

- Access to healthy food.
- Creative placemaking.
- Green infrastructure.
- Historic preservation.
- Housing affordability.
- Lifelong communities.
- Smart communities.
- Workforce development.

Match:

- A minimum of 20% of the total project

NONPROFIT

The Trust for Public Land

Partnership/Funding Opportunity:

Green Alleys

Information/ Criteria/ Local Match Requirements:

- Trust for Public offers technical support and partnership opportunities.

PRIVATE

National Association of Realtors

Partnership/Funding Opportunity:

Smart Growth Program & Grant

Information/ Criteria/ Local Match Requirements:

This grant awards up to \$5,000 for seed funding to enable an association to make the initial efforts to engage local land-use/transportation policy issues with other stakeholders and elected officials.

Eligibility:

- Application must be submitted by state or local REALTOR association

Criteria:

- Alignment with Smart Growth Program
- Articulation of issue
- Quality of the proposed activity
- Level of commitment
- Strength of partnerships

Match:

- A minimum of 10% of requested amount

National Association of Realtors

Partnership/Funding Opportunity:

Placemaking Program & Grant

Information/ Criteria/ Local Match Requirements:

This grant awards up to \$5,000 for temporary and/or quick build placemaking projects.

Eligibility

- State or local REALTOR association must be main partner

Criteria:

- REALTOR Association and member engagement
- Meets requirements for place making project type
- Multi-functional and community oriented

Match:

- A minimum of 10% of requested amount

5.2 ZONING/DESIGN GUIDELINES CONSIDERATIONS

The items below are presented for consideration only and are not intended to be absolute proposals. In addition, the Downtown Tucker Grid Plan does not suggest specific zoning language or amendments, only "recommendations for further study/action." City officials will have to decide whether/how/when to codify any of these elements. Some elements not suitable for codification could be considered as external "guidelines" only or could be incorporated as "encouraged" rather than required (similar to other existing standards in DT zoning).

THROUGH ACCESS

Elements:

1. Establish a regulating plan that codifies historic street and alley locations including a continuous connection between two public streets

Comment: Intended to ensure that historic alleys or original street locations that are currently in private ownership will be reinstated during any future redevelopment of the parcel. Not all original grid locations may be feasible or need to be included. Through access areas can be private, public (through donation or acquisition) or can be easements. If private or through easement, a new alley or street created could perhaps be counted within open space and lot coverage standards/calculations so as not to inhibit new development. The regulatory plan could serve to supplement Blocks & Lots Standards within existing DT Zoning.

2. Alleys - Ensure a through-width at the ground floor (no permanent building structures) of 20 feet and a minimum clear-zone of 10 feet

Comment: Intended to generally match historic alley dimensions

3. Allow for shared vehicular and bike/ped access

Comment: Given narrow alley widths, vehicular access may need to be one-way travel

4. Ensure all improved alleys are fully ADA accessible

Comment: Intended to ensure safe and accessible routes, should tie to crosswalk improvements in public ROW.

5. Allow vehicular cross access of alleys to take advantage of interparcel connectivity

Comment: Might require markings/signage/mountable curb conditions, etc. to ensure bike/ped safety in perpendicular paths of travel

ADJACENT DEVELOPMENT

Elements:

1. Establish a build-to-line (ground floor only) for any new development adjacent to existing or new alleys

Comment: Does not need to be 100% of all building frontage, but needs to be enough to activate and frame in the alley or street. Upper level encroachments, bridges, etc. should be encouraged as long as it doesn't create a tunnel (max. overhead coverage or length?)

2. Provide pedestrian access to buildings and tenant spaces facing existing or new alleys

Comment: Intended to help activate alleys. Consider updating Building Form & Design: Pedestrian Access/Entrances within existing DT zoning.

3. Require ground floor activation along existing or new alleys

Comment: Intended to help activate alleys. Consider updating Building Form & Design: Active Ground Floor Uses within existing DT zoning. Requirements could be less stringent than those along public streets

4. Require minimum levels of fenestration along existing or new alleys

Comment: Intended to help activate alleys. Consider updating Building Form & Design: Fenestration within existing DT zoning. Requirements could be less stringent than those along public streets

5. Control form of adjacent development to support alley activation

Comment: Consider expanded definition of "adjacent open space" to include improved alleys. Impacts several standards within Building Form & Design within existing DT zoning.

6. Allow flexibility for new development to accommodate new alley through-ways without overly compromising the ability for new development

Comment: Consider allowing flexibility in how DT Dimensional Requirements are calculated so as to allow donated (or easement) areas for alleys to count towards open space, lot coverage and density metrics.

FURNITURE AND FIXTURES

Elements:

1. Provide additional alley standards for pedestrian lighting

Comment: Consider updating Streets & Streetscapes and Outdoor Lighting within existing DT zoning. Requirements should be less stringent than those along public streets (fewer lights, closer spacing, no street lights, ability to achieve minimum lighting standard through any combination of: ped lights, bollards, building lights, ground lights, overhead string lights, etc.).

2. Allow the use of temporary outdoor furniture in existing and new alleys

Comment: Consider updating Streets & Streetscapes and Outdoor Dining within existing DT zoning. Temporary/movable furniture in improved alleys can perhaps be other than the current specs., but must come with restrictions on how long they can be left within alleys (only during hours of operation)

PARKING

Elements:

1. Require screening of parking lots adjacent to improved alleys

Comment: Consider updating Parking: Off-Street Parking within existing DT zoning. Expand definition of "public street."

PUBLIC ART

Elements:

1. Encourage the use of public art within improved alleys

Comment: Perhaps create a mechanism which allows curation and/or limits application to just alleys

MAINTENANCE & OPERATIONS

Elements:

1. Prohibit vehicular drive-thru facilities in existing or new alleys that have been improved (walk-up/bike-up service windows okay)

Comment: While vehicular service and access should be allowed in improved alleys, they should be considered primarily used for bike/ped activities. Consider updating Drive-Thru Facilities in existing DT zoning.

2. Allow for shared trash and building service within shared alleys and off-site locations (with approved maintenance agreements)

Comment: Intended to provide flexibility and off-site solutions in order to limit over use of dumpsters and heavy utilities within improved alleys.

3. Allow for and encourage environmentally sustainable stormwater systems within improved alleys

Comment: Could include the use of rain gardens, pervious pavement, etc.

4. Provide for maintenance and use covenants/easements

Comment: Intended to ensure public access for privately owned alleys along with clear expectations and responsibilities for maintenance.

5.3 ACQUISITION STRATEGIES

The ultimate goal of the Grid Plan is to restore the original Downtown grid and to utilize the alleys as true public space amenities. In order to do that, clarity in property ownership is critical for the long-term maintenance and operation of the public realm. However, the originally planned 1891 grid network is not fully publicly-owned. The originally intended locations of many alleys and some streets are currently privately owned and, therefore, cannot easily be used for public purposes or amenitized. For these areas, various strategies could be employed in order to more fully realize the vision of this Grid Plan.

Alley/Street Right-of-way Donation

The Downtown Development Authority (DDA) and the City of Tucker could provide incentives to business owners, property owners, and developers to donate the alley ROW. The actual improvement of the alleys and streets could be done using any combination of implementation strategies, but the operation and maintenance could be managed and funded by the City, once the ROW is transferred to the City. Incentives could include property tax reductions and tax credits while preserving development calculations (i.e., allowing owners to still count donated ROW areas in density and open space calculations). Other incentives could include prioritizing implementation funds in areas that are donated. In this way, owners would be immediately rewarded with adjacent amenity areas.

Pros:

- By donating the ROW, property owners would reduce the size of their landholding thus lowering the taxable area..
- The operation and maintenance cost could be provided by the City and not the developer/property owner.
- If the ROW is publicly owned, the City would have better control over the design to create a consistent character and branding for alleys and streets.
- An improved and amenitized alley could increase property values and improve business for adjacent private property owners.

Cons:

- By donating the ROW, the property owner would lose developable land (and corresponding loss of intensity of use)
- Donated ROW areas could create physical constraints in laying out a site for new development.

Alley/Street Right-of-way Acquisition

In cases where private property owners are unwilling to donate land for new street/alley ROWs, the City of Tucker, or other implementation agencies (such as Atlanta Regional Commission) could outright purchase ROW areas. The actual improvement of the alleys and streets could be done using any combination of implementation strategies, but the operation and maintenance could be done by the City, once the ROW is purchased.

Pros:

- Purchased ROW areas ensures permanent public use and access and provides the City with the greatest amount of control.
- Purchased ROW provides compensation to existing property owners who may be forgoing longer term flexibility for redevelopment.
- If the ROW is publicly owned, the City would have better control over the design to create a consistent character and branding for alleys and streets.

Cons:

- ROW acquisition is a costly and time consuming effort.
- The high costs required for the actual ROW along with the associated costs for deed research, attorneys fees, etc., take away funds that could otherwise be used toward improvements and amenities.

Lease Agreements

In the event that alley and street rights-of-way cannot be easily purchased or where owners are unwilling to donate property, the use of Lease Agreements can be a useful fall-back strategy. In these arrangements, property owners maintain ownership of the land but provide either short term or long term easements through their property. These agreements may or may not have a monetary fee associated with them.

Pros:

- Provides an easier mechanism to preserve through-way areas without having to spend exorbitant ROW acquisition dollars and efforts.
- Lease agreements can provide a guarantee of public use/access for a fixed period of time.

Cons:

- The nature of lease agreement where property owners maintain ownership may create limitations or restrictions on the use of public funds for improvements.
- The City does not have long term assurances of “permanent” use/access and therefore may be reticent to make substantial improvements.
- Lease agreements create an ongoing relationship between property owner and the City and will require clear maintenance and operations responsibilities. Given that individuals may change over time (on both sides), the ongoing relationship can deteriorate over disagreements regarding interpretation of responsibilities.

5.4 TIERS OF IMPROVEMENTS

Whereas the typologies described earlier in Section 4 vary in their level of complexity, cost, permanence and design elements, the alley Tiers described here vary based on their level of feasibility, importance, and ease of implementation. In this way, Tiers should be considered to be a level of prioritization and phasing. Factors include ownership status, ease of acquisition, existing use and development, physical constraints, connectivity, and proximity to downtown core. The Tiers are based on certain assumptions made from existing conditions analysis and feedback received at the work session with the TNCID board members and the City of Tucker staff. The Tiers do not necessarily recommend a specific timeframe, but do generally represent a likely sequence of improvement due to their feasibility (e.g., Tier 1 improvements should be tackled first). For instance, due to the current constraints and opportunities, Tier 1 alleys have better feasibility of implementation compared to Tier 3 and Tier 4 alleys. It is important to note, however, that the assignment of Tiers of improvements could be altered in the future if/when currently unknown private development plans and market feasibility come to the forefront (e.g., segments with difficult feasibility now, could become easier if a private property owner decides to fully redevelop their property).

TIER 1 ALLEYS

CRITERIA

- The Tier 1 alleys are the “low-hanging fruits” and could be improved in the short-term without property acquisition. The Tier 1 alley right-of-way (ROW) is owned by the City of Tucker in most of the Downtown blocks (except for the RV lot property on Block A and B).
- PATH Segment 1A Trail Implementation: As per the PATH Trail Master Plan, the City of Tucker has funded (through DeKalb County SPLOST) the Segment 1A trail going through Block A, Block B, and the alley adjacent to the City Hall Annex. In addition to pedestrian and bike amenities, the City has also proposed landscape, lighting, infrastructure, and safety enhancements for the alleys. (See appendix for PATH Segment 1A trail construction documents.)

TIER 2 ALLEYS

CRITERIA

- The Tier 2 alleys are privately owned and they are currently used as parking or vehicular access by the businesses.
- These alleys help in extending the pedestrian connections of the Tier 1 alleys and in defining the Downtown blocks/grid in the short-term without significant investments.
- Through short-term lease agreements or other public-private partnership efforts, Tactical or Modest improvements could be done without altering the existing use of the space.
- The Tier 2 alleys could be fully restored as Tier 1 alleys (Enhanced/Iconic Typology) through future infill development of the private properties.

TIER 3 ALLEYS

CRITERIA

- The Tier 3 alleys are privately owned and most of them are built out with permanent structures. These alleys have been occupied by businesses for more than 30-35 years.
- These alleys are in close proximity to the Downtown core and connected to the Tier 1 and Tier 2 alleys hence they have potential for alley restoration, but typically only through future redevelopment of the properties as a whole.
- The redevelopment would require thorough parcel deeds research and will have a significant acquisition cost.
- The Tier 3 alley restoration could be done through public-private partnership efforts depending on the development feasibility.
- Alley design standards could be incorporated into the Zoning Overlay Districts in order to create a cohesive Downtown Grid.

TIER 4 ALLEYS

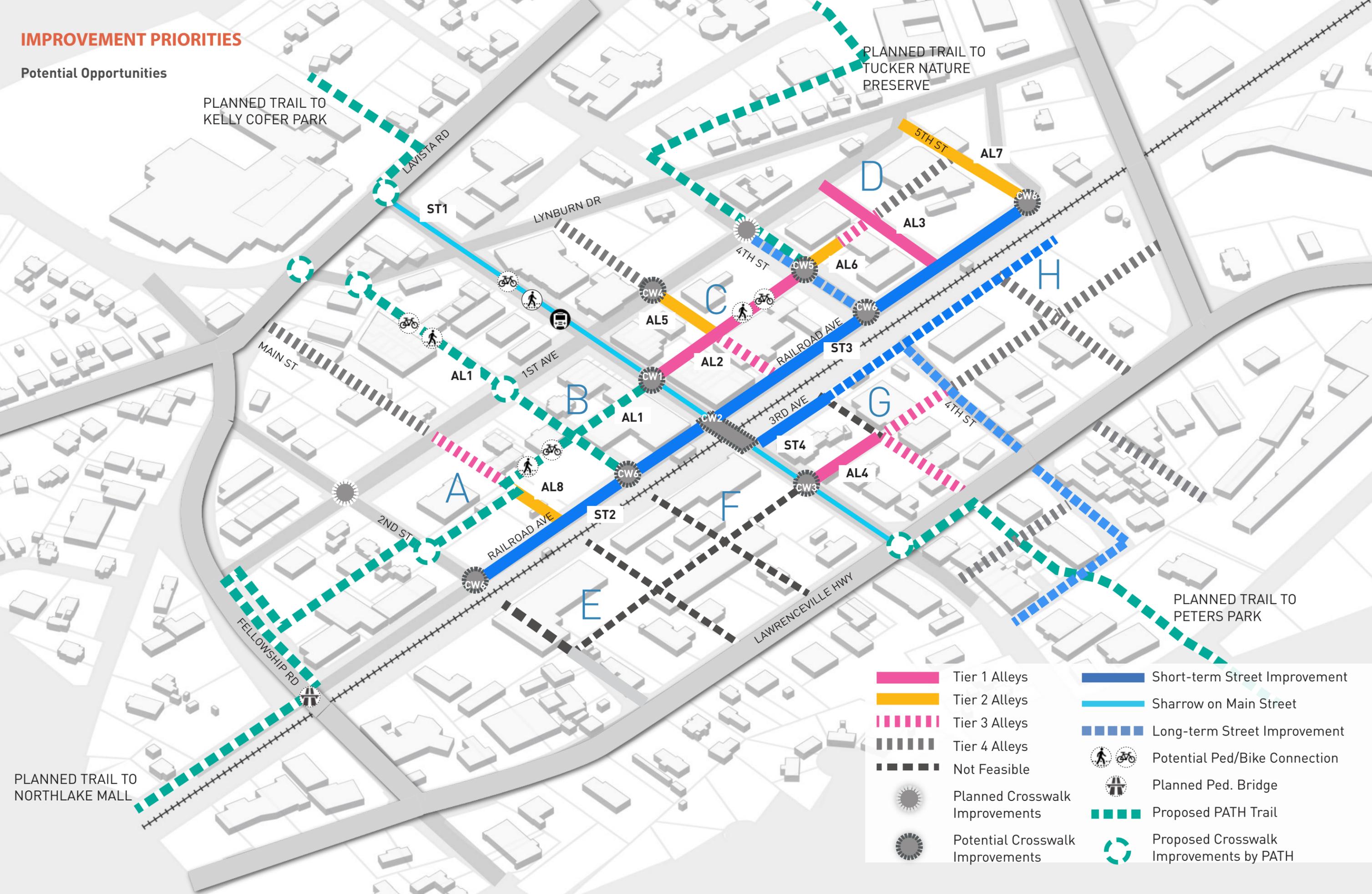
CRITERIA

- Similar to Tier 3, Tier 4 alleys are also privately owned and built out with long time business uses and structures.
- Block H is somewhat disconnected from the Downtown Core and the USPS property is unlikely to redevelop in the near future. Though these two blocks were part of the original Downtown Grid, the redevelopment and grid restoration in these locations will likely be long-term.
- There is potential for the Downtown Grid expansion north of Block A, B, and C once the Phase 2 streetscape project is complete on First Avenue. This effort would be long-term as well due to significant property acquisition and redevelopment.



IMPROVEMENT PRIORITIES

Potential Opportunities



PLANNED TRAIL TO KELLY COFER PARK

PLANNED TRAIL TO TUCKER NATURE PRESERVE

PLANNED TRAIL TO PETERS PARK

PLANNED TRAIL TO NORTHLAKE MALL

- | | | | |
|--|----------------------------------|--|---|
| | Tier 1 Alleys | | Short-term Street Improvement |
| | Tier 2 Alleys | | Sharrow on Main Street |
| | Tier 3 Alleys | | Long-term Street Improvement |
| | Tier 4 Alleys | | Potential Ped/Bike Connection |
| | Not Feasible | | Planned Ped. Bridge |
| | Planned Crosswalk Improvements | | Proposed PATH Trail |
| | Potential Crosswalk Improvements | | Proposed Crosswalk Improvements by PATH |

5.5 ACTION PLAN AND PROJECTS

The Action Plan organizes the list of transportation projects described in the Mobility Framework Plan section into short-term (0-5 years) and long-term (6-10 years) projects. The project list is included at the end of this section and includes alley improvements, street improvements, bike facility, and intersection improvement projects. The list also highlights potential costs and funding sources. Conceptual level costs were based on recently completed projects of similar scale and type. They include estimated construction cost, engineering (15% of construction cost), and right-of-way (ROW) acquisition costs based on the conceptual designs described in this plan. It should be noted that these are “planning-level” cost estimates and intended to be used for budgetary purposes only. More detailed cost estimates will be generated and updated as the implementation of individual projects is pursued.

5-YEAR ACTION PLAN

Considering the limited availability and competitive nature of LCI funding and the City’s resources, it may be difficult to implement all the projects listed in the short-term recommendations. Hence, projects have been prioritized to indicate the top three projects deemed to have the most impact and highest feasibility for early success. Based on conversations with the TNCID staff, city stakeholders, ARC staff, and the planning team, the following projects are the most likely to be competitive for LCI funding in the short-term.

- **Alley Improvements:** Tier 1 and Tier 2 Alley Improvements (as described in Section 5.4 and illustrated in Improvement Priorities map on previous page)
 - Project Length: +/-1,860 FT.
 - Total Project Cost: +/--\$970,550

(Cost includes estimated construction, engineering, deed research, survey, estimated public-private agreement costs)

- **Street Improvements:** Main Street Complete Street, Railroad Avenue, and Block G 3rd Avenue
 - Total Project Cost: +/--\$2,467,900
- Pedestrian Crosswalk Improvements
 - Total Project Cost: +/--\$636,000

Cost Estimate Assumptions:

- The engineering cost is about 15%-20% of the construction cost.
- The intersection improvement costs could vary depending on the traffic calming measures and ADA requirements.
- For simplicity, the acquisition cost is considered to be \$50/SF for the whole study area. In reality, the land value may vary depending on location and market conditions.
- “Other” costs include estimated attorney fees and/or temporary lease agreements between a public entity and a private owner. This applies to where the City does not own the ROW but could use Tactical alley improvements on private properties.
- Cost for various typologies:
 - Tactical - \$30/LF
 - Modest - \$150/LF
 - Enhanced - \$500/LF
 - Iconic - \$800/LF

The open space improvements projects are typically not funded under ARC’s LCI implementation grant; however, the Tucker Community Green project would play a significant role in complementing and activating the PATH Phase 1A trails. Through public-private-partnership between the owner, City of Tucker, and TNCID, there is a potential to implement the project in relatively short-term. An order of magnitude costs for the three options of community green space are included in the Action Plan matrix.

LONG-TERM PROJECT RECOMMENDATIONS

In addition to the short-term transportation projects, the grid plan also lays out long-term projects (Tier 3 and Tier 4 alley improvements) to achieve the future mobility network and economic development in the next 6-10 years. The vision and long-term recommendations will guide the TNCID board and the City of Tucker during the review, approval, and implementation process for future new developments.

OTHER RECOMMENDATIONS

- A detailed zoning study to include design guidelines or amendments to existing Tucker Overlay Districts (Downtown, Neighborhood, and Corridor) for alley improvements using alley typologies, development, and open space along alleys, and grid network implementation throughout Downtown.
- Public Arts Program to activate alleys
- Incentivize private property owners to create outdoor seating and green space along the alley network
- Incentivize private developers to embrace the implementation and placemaking of alleys and the grid network as part of future development

5.5 ACTION PLAN AND PROJECTS cont....

SHORT-TERM MOBILITY PROJECTS (2-5 YEARS)											
Project Number	Description	Type of Improvement	Units (length: FT; Area: SF; No. of pieces)	Cost/Unit (LF-Linear Feet)	ROW \$50/SF	Design & Engineering Costs (15%-20% of Const. Cost)	Construction Costs	Other Costs	Total Project Costs	Responsible Party	Local Source Match & Amount
Alley Improvements			*Alley Length FTx20 FT ROW = Area SF								
AL1	Phase 1A PATH Trail Enhancements	Enhanced Typology underway by City of Tucker. Add enhanced lighting, art program, and street furnishings.	1,700 FT. (34,000 SF*)	\$30/LF	\$0		\$51,000		\$51,000		
AL2	Block C East-West segment	Iconic Typology	420 FT. (8,400 SF*)	\$800/LF	\$0	\$50,400	\$336,000		\$386,400		
AL3	Block D North-South segment	Enhanced Typology	350 FT (7,000 SF*)	\$500/LF	\$0	\$26,250	\$175,000		\$201,250		
AL4	Block G West segment	Modest Typology	200 FT. (4,000 SF*)	\$200/LF	\$0	\$6,000	\$40,000		\$46,000		
AL5	Block C North segment	Tactical Typology	175 FT. (3,500 SF*)	\$30/LF	\$0	0	\$5,250	\$3,000	\$8,250		
AL6	Block D West segment	Tactical Typology	100 FT. (4,000 SF*)	\$30/LF	\$0	0	\$3,000	\$3,000	\$6,000		
AL7	Block D - former 5th Street	Modest Typology	350 FT (7,000 SF*)	\$200/LF	\$0	\$10,500	\$70,000	\$5,000	\$85,500		
AL8	Block A-B - former 2nd Street	Enhanced Typology and pedestrian plaza	170 FT (17,000 SF*)	\$8/SF	TBD	\$20,400	\$136,000	\$30,000	\$186,400		
Street Improvements											
ST1	Main Street Complete Street	Lavista Road to Lawrenceville Highway Shared Bike Lane Sign/Sharrows	1,800 FT.	\$10/LF	\$0	\$2,700	\$18,000		\$20,700		
ST2	Railroad Avenue (west of Main St.)	2nd Street to Main Street Streetscape improvements on one side of existing street - resurface, sidewalk curbing, trees, lighting, head-in parking	760 FT.	\$1,300/LF	\$0	\$148,200	\$988,000		\$1,136,200		
ST3	Railroad Avenue (east of Main St.)	Main Street to Burns Avenue Streetscape improvements on one side of existing street - resurface, sidewalk curbing, trees, lighting, head-in parking	1,000 FT.	\$1,000/LF	\$0	\$150,000	\$1,000,000		\$1,150,000		
ST4	Block G 3rd Avenue	Streetscape improvements on existing street - resurface, curbing on one side, lighting, on-street parking reconfiguration	200 FT.	\$700/LF	\$0	\$21,000	\$140,000		\$161,000		
Pedestrian Crosswalk Improvements											
CW1	Intersection of Alley on Main Street @ Village Burger	New paving, crosswalk, signage (3,000 SF)	1	\$50,000		\$10,000	\$50,000		\$60,000		
CW2	Railroad Crossing on Main Street from Railroad Avenue to 3rd Avenue	New paving, crosswalk, ADA ramp, signage (7,000 SF)	1	\$130,000		\$26,000	\$130,000		\$156,000		
CW3	Intersection of Alley on Main Street @ Cofer Bros. Inc.	New paving/crosswalk, ADA ramp, signage (1,500 SF)	1	\$50,000		\$10,000	\$50,000		\$60,000		
CW4	Intersection of Alley on 1st Avenue @Bank of America	New paving/crosswalk, ADA ramp, signage (1,000 SF)	1	\$50,000		\$10,000	\$50,000		\$60,000		
CW5	Intersection of Alley on 4th Street	New paving/crosswalk, ADA ramp, signage (2,000 SF)	1	\$50,000		\$10,000	\$50,000		\$60,000		
CW6	Intersection on Railroad Avenue	At 2nd Street, Block B north-south alley, 4th Street, Burns Ave. New crosswalks and traffic calming	4	\$50,000		\$40,000	\$200,000		\$240,000		

5.5 ACTION PLAN AND PROJECTS cont....

Project Number	Description	Type of Improvement	Units (length: Ft; Area: SF; No. of pieces)	Cost/Unit	ROW \$50/SF	Design & Engineering Costs (15%-20% of Const. Cost)	Construction Costs	Other Costs	Total Project Costs	Responsible Party	Local Source Match & Amount
Open Space Improvements											
OS1	Block A-B Community Green along Railroad Avenue Option A	Multipurpose open space, parking, Railroad Avenue improvements (minor or modest level), former 2nd Street improvement as plaza space, infrastructure, and site furnishings					\$620,000	\$40,000	\$660,000*		
	Block A-B Community Green along Railroad Avenue Option B					\$995,000	\$340,000	\$1,335,000*			
	Block A-B Community Green along Railroad Avenue Option C					\$995,000	\$340,000	\$1,335,000*			
*Total cost includes modest improvements of Railroad Avenue along community green and former 2 nd Street											

LONG-TERM MOBILITY PROJECTS (6-10 YEARS OR LONGER)			*Alley Length FTx20 FT ROW = Area SF								
Project Number	Description	Type of Improvement	Units (length: Ft; Area: SF)	Cost/Unit (LF-Linear Feet)	ROW \$50/SF	Design & Engineering Costs (15%-20% of Const. Cost)	Construction Costs	Other Costs	Total Project Costs	Responsible Party	Local Source Match & Amount
L1	Block C South Segment	Iconic Typology	175 FT. (3,400 SF*)	\$800/LF	\$170,000	\$21,000.00	\$140,000		\$331,000		
L2	Block D West Segment	Modest Typology	100 FT. (2,000 SF*)	\$150/LF	\$100,000	\$2,250.00	\$15,000		\$117,250		
L3	Block D East Segment (Post Office)	Tactical Typology	100 FT. (2,000 SF*)	\$30/LF	\$0	\$0.00	\$3,300	\$3,000	\$6,300		
L4	Block G North Segment (Stream)	Modest Typology	175 FT. (3,500 SF*)	\$150/LF	\$0	\$3,937.50	\$26,250		\$30,188		
L5	Block G South Segment	Tactical Typology	175 FT. (3,500 SF*)	\$30/LF	\$175,000	\$787.50	\$5,250		\$181,038		
L6	Block G East Segment	Modest Typology	175 FT. (3,500 SF*)	\$30/LF	\$175,000	\$3,937.50	\$26,250		\$205,188		
L7	Block H East-West Segment	Modest Typology	420 FT. (8,400 SF*)	\$150/LF	\$420,000	\$9,450.00	\$63,000		\$492,450		
L8	Block H North-South Segment	Modest Typology	350 FT (7,000 SF*)	\$150/LF	\$350,000	\$7,875.00	\$52,500		\$410,375		
									\$1,773,788		
L9	4th Street	Block C and Block D Streetscape improvements on existing street 100 FT right-of-way, sidewalk, trees, lighting, head-in parking on one side	400 FT (40,000 SF) Linear FTx100 FT. ROW= Area SF	\$600	0	\$36,000	\$240,000		\$276,000		
L10	Former 3rd Avenue	Block G and Block H New Street with 50 FT. right-of-way, resurface, sidewalk curbing, trees, lighting, on-street parking	750 FT (37,500 SF) Linear FTx50 FT. ROW= Area SF	\$900	\$1,875,000	\$101,250	\$675,000		\$2,651,250		
L11	4th Street	Block G and Block H Streetscape improvements on existing street - ROW realignment, resurface, sidewalk curbing, trees, lighting, on-street parking	350 FT (14,000 SF) Linear FTx40 FT. ROW= Area SF	\$900	\$350,000	\$47,250	\$315,000		\$712,250		
TOTAL									\$5,137,288		

Note: Estimated cost in 2020 dollars. The cost may change based on the implementation timeframe.