Master Plan Study

Executive Summary: CID Board Meeting

May 6, 2015
Executive Summary

1. Study Vision
2. Key Recommendations
3. Next Steps
Study Area – 2,600 Acres
Study Vision
This study seeks to create a VIBRANT, WALKABLE, and ECONOMICALLY THRIVING Tucker-Northlake where:

The small town charm of Tucker’s Main Street thrives with shops and restaurants;

Northlake’s regional commercial and industrial centers develop into mixed use, walkable destinations;

Lavista Road and Lawrenceville Highway are inviting multi-modal connectors for these activity centers.
Study Vision

LCI Goals

Market + Analysis

Focus

Community
• Study to be Grandfathered into LCI program as update to previous LCI studies.

• Planning grants for local governments and nonprofits to
  • Encourage a mixed income live, work play & shop activity centers.
  • Accessible by transit, roadways, walking, and biking to all uses.
  • Public outreach involving all the stakeholders.

• **Eligible for Transportation Funding through the ARC**
Community Goals

- 3 Community Meetings
- 3 Steering Committee Meetings + Design Workshop
- Community Survey
- Project Website
- Stakeholder Interviews
Community Goals

What would you like to create?

Gateway “You are in Northlake/Tucker”

**Higher-end Restaurants and Retail**
- Complete Streets
- Brain Train
- Bike Lanes

**Health Food Store**

**Park/Greenspace**

**Events and Festivals**
- Music festival/venues
- Community theater
- Arts and Culture
- Concerts at lunch
- Farmers Market
- Street Life
Key Recommendations
Master Plan Concepts
10-25 Year Vision
Master Plan Concepts
Transportation

- Street Connectivity
- Restriping Projects
- Pedestrian and Bicycle Enhancements
Master Plan Concepts
Transportation

- I-285 Interchange Redesign
- Tucker Triangle Reconfiguration
- Rail and Trail Concept
Master Plan Concepts
Transportation

Tucker-Northlake Rail-Trail Concept
Segment 1: Northlake Connection

- Local streets in the Montreal Industrial area to connect back to Lavista Road.
- Option 1A: Trail is entirely within the Montreal Industrial and Montreal Road right-of-way, using the east side of Montreal to avoid conflicts with driveways.
- Option 1B: Trail uses the right-of-way of a spur railroad connecting to industrial properties and completes its connection using Weems Road.
**Segment 2: Crossing I-285**

- Trail crosses under I-285 bridge span, adjacent to the rail.
- East of I-285, the trail connects via local streets and property easements.
- Trail is aligned east of Northlake Parkway on its connection to the rail corridor - allows the trail to stay clear of the CSX rail tracks under the Northlake Parkway bridge and to maintain a reasonable grade change.
Master Plan Concepts
Transportation

Tucker-Northlake Rail-Trail Concept: Segment 3

Segment 3: Rail Alignment
• Trail follows the CSX rail right-of-way.
• Easements or acquired right-of-way is necessary for the trail to follow the CSX right-of-way as closely as possible to take advantage of the level grade.
Segment 4: Moon Street

- Trail is aligned in the Moon Street right-of-way.
- This keeps it clear of buildings and facilities for the industrial land uses that abut the CSX right-of-way.
Master Plan Concepts
Transportation

**Tucker-Northlake Rail-Trail Concept: Segment 5**

**Segment 5: Railroad Avenue**
- Segment 5 is generally the project recommended in the original Tucker LCI.
- Trail extends west to Brockett.
- Crossing of Brockett would align the trail to continue into the Moon Street right-of-way.
Master Plan Concepts
Transportation

Tucker Triangle Intersection Concept

Existing Conditions

- High volumes of traffic and independently timed signals.
- Ongoing challenge for transportation planners and traffic engineers.
- Area experiences significant congestion due to short spacing between intersections and a high demand for turning movements.
- Constrained right-of-ways.
- Properties inside the triangle have a high market value.
Tucker Triangle Intersection Concept

Proposed Conditions

- Treat the triangle as a roundabout.
- Convert each leg of the triangle to one-way traffic flow and divert certain movements.
- Increase length that vehicles have to queue and storage space for certain key movements.
Master Plan Concepts
Transportation

Lavista-Northlake Interchange Concept

Key Attributes

• Added street network improves local access.
• Added I-285 crossing helps to lessen burden on Lavista.
• Reduced interchange footprint increases development potential.
Master Plan Concepts

Northlake Mixed Use Retail District
Master Plan Concepts
Northlake Retail Mixed Use District

LEGEND
1. GATEWAY IMPROVEMENTS
2. LAVISTA RD MULTIMODAL IMPROVEMENTS
3. DEKALB VISITOR’S CENTER RELOCATION
4. NORTHLAKE FESTIVAL REDEVELOPMENT
5. UNDER-CONSTRUCTION MULTI-FAMILY REDEVELOPMENT
6. PEDESTRIAN PLAZA PER BRIARCLIFF REALIGNMENT
7. MALL RETROFIT AND NEW MAIN STREET
8. SOCCER FIELDS
9. NORTHLAKE BEACH
Master Plan Concepts
Northlake Mixed Use Retail District
5 Year Priority

Northlake Festival Retrofit
Under-construction Residential Development
DeKalb Visitor’s Center
Gateway Improvements
Permitted Retail Development
Master Plan Concepts
Northlake Medical & Industrial District

Legend:
- Existing Roads
- Proposed Roads
- Proposed Trails
- Proposed Building
- Greenspace
- Study Area
- Streams
- Water Body
Master Plan Concepts
Northlake Medical & Industrial District

LEGEND
1. MIXED USE NEIGHBORHOOD RETAIL
2. GATEWAY IMPROVEMENTS
3. MEDICAL MIXED USE DISTRICT
4. CONFERENCE CENTER AND HOTEL
5. PEDESTRIAN IMPROVEMENTS TO BRIDGE
6. MIXED USE OFFICE WITH GATEWAY PARK
7. POCKET PARKS
8. LAWRENCEVILLE HWY MULTI-MODAL IMPROVEMENTS
9. WELLNESS TRAIL
Master Plan Concepts
Northlake Medical & Industrial District
5 Year Priority

- Neighborhood Retail
- Gateway Improvements at vacant lot across from interstate exit
- greenhouse improvements at interchange greenspace
- Industrial Expansion
- Wellness Trail
Master Plan Concepts
Downtown Tucker District

LEGEND
1. TOWNHOMES FRONTING STREET AROUND EXISTING PARKING
2. PARALLEL PARKING
3. TOWN GREEN
4. MAIN STREET EXPANSIONS AND STREET TREES
5. RESIDENTIAL REDEVELOPMENT
6. STRUCTURED PARKING ALONG RAILROAD
Master Plan Concepts
Downtown Tucker District
5 Year Priority

Residential Development
Main Street Expansion & Trees
Townhomes to Front Street
Next Steps
Next Steps

1. County Commissioners to adopt master plan as an amendment to the Comprehensive Plan

2. Recommended Priority Projects

3. Funding Strategies
Recommended 5-year Projects:

• DeKalb County Commissioners to Adopt Plan
• Explore Funding Opportunities: TAD, SDT, OZ, GMA
• Marketing and Branding Campaign
• Overlay Updates (with partners)
• Lawrenceville Highway Feasibility Study
• Interchange Gateway Improvements
• Rail-Trail Supplemental Study
• Wellness Trail (with partners)
• Shared Parking Pilot
• Main Street Trees
• DeKalb Visitor Center and Offices (with partners)
• Pedestrian Improvements at Lynburn Drive/Lawrenceville Highway
• Idlewood Road Sidewalk and Bicycle Corridor (with partners)
• Signage Funding Program
• Henderson Mill Connector Restriping
• Briarcliff Road/Fielding Drive Pedestrian Enhancements
• Lavista Road Bicycle Lanes
• Bus Shelter Upgrades
• Henderson Mill Road/Fielding Drive Intersection
Recommended 1-year Projects:

- DeKalb County Commissioners to Adopt Plan
- Attract Supplemental LCI Funds for:
  - Lawrenceville Highway Feasibility Study
  - Interchange Gateway Beautification
  - Rail/Trail Supplemental Study
  - Wellness Trail (with partners)
  - Overlay Updates (with partners)
- Tax Allocation District Feasibility Study
- Shared Parking Pilot
- Main Street Trees
- Restriping: Henderson Mill Connector, Lavista Road and Idlewood Road bike lanes (with partners)
- Pedestrian Enhancements: Lynburn Drive/Lawrenceville Highway
- Wayfinding Signage (example: up lit CID signage)
Recommended Northlake Overlay Updates:

- Expand existing boundary south to match CID southern boundary.
- Incorporate ideal street sections for Lavista Road and Lawrenceville Highway.
- Decrease maximum densities to allow incentives to have traction.
- Incentivize compliance of signage requirements for existing properties.
- Consider making inter-parcel connectivity a requirement.
- Incorporate block size requirements.
- Incentivize shared parking.
- Increase minimum street tree caliber to 6”.
- Incorporate trail connection requirements.
- Include economic incentives to draw redevelopment to the area.
Recommended Tucker Overlay Updates:

- Incorporate ideal street sections for Lavista Road and Lawrenceville Highway.
- Incentivize compliance of signage requirements for existing properties.
- Incorporate block size requirements.
- Incentivize share parking.
- Increase minimum street tree caliber to 6”.
- Incorporate trail connection requirements.
- Include economic incentives to draw redevelopment to the area.
Funding Strategies

• ARC
  • LCI Supplemental Funds
  • Community Choice Grant

• GDOT Funding
  • CMAQ – Traffic Signalization
  • TAP – Trail/Bike lanes/Sidewalks
  • STP – Road and Intersection Improvements
  • Traffic Safety – Pedestrian Safety/Intersection Improvements
  • Gateway Funds
  • Transportation Enhancement Program

• SPLOST

• CDBG

• SRTA
Funding Strategies to Explore:

- Tax Allocation District
- Special District Tax
- Opportunity Zone
- Georgia Municipal Association Grants
Thank you!