



Mayor & City Council
Regular Meeting Agenda

Monday, April 12, 2021, 7:00 PM
Tucker City Hall & Video Conference
1975 Lakeside Pkwy, Suite 350 Tucker, GA 30084

Members:

Frank Auman, Mayor
Pat Soltys, Council Member District 1, Post 1
Matt Robbins, Council Member District 2, Post 1
Michelle Penkava, Council Member District 3, Post 1
Vacant, Council Member District 1, Post 2
Noelle Monferdini, Council Member District 2, Post 2
Anne Lerner, Council Member District 3, Post 2

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This meeting's held in person and electronically pursuant to O.C.G.A. § 50-14-1(g):
via ZOOM link; <https://us02web.zoom.us/j/87676266601> or Telephone: 877 853 5247 (Toll Free) ID: 876 7626 6601

Pages

A.	CALL TO ORDER	
B.	ROLL CALL	
C.	PLEDGE OF ALLEGIANCE	
	The pledge will be led by the 5 th grade students from Livsey Elementary School.	
D.	MAYOR'S OPENING REMARKS	
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E.	PUBLIC COMMENTS	
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	H.1. City Manager Report	15
I.	OLD BUSINESS	
	I.1. Ordinance O2021-03-03 (Robert Porche)	117

Public Hearing and Second Read of an Ordinance of the Mayor and City Council of Tucker, Georgia, for the Purpose of Amending the 2021 Fiscal Year Budget

- I.2. Ordinance O2021-03-04 121
(Courtney Smith)

Public Hearing and Second Read of an Ordinance for a Special Land Use Permit (SLUP-21-0001) in Land Lot 209 of the 18th District to allow CDC Federal Credit Union Branch with drive-through lanes and canopy at 4816 Briarcliff Road NE, for applicant Consultants and Builders Inc., c/o Scott Foerst.

- I.3. Ordinance O2021-03-05 193
(Courtney Smith)

Public Hearing and Second Read of an Ordinance of The Mayor and City Council of Tucker, Georgia, for the Purpose of a Text Amendment (TA-21-0001) to the City of Tucker City Code, Chapter 46: Zoning, Including Revising Article 5, Section 46-1251 Regarding Corner Lots; and Revising Article 9 to Amend the Definition for Yard, Corner Side and to Remove an Illustration that is Illegible.

J. NEW BUSINESS

- J.1. Contract Award for Pool Amenities 200
(Carlton Robertson)

- J.2. Contract Award for Engineering Design - Chamblee Tucker Road Safety Improvements 206
(Ken H.)

- J.3. Contract Amendment – Hugh Howell Road at Flintstone Drive Intersection 210
Improvement (Ken H.)

- J.4. Resolution R2021-04-10 (Ken 218
Hildebrandt)

A Resolution to Adopt the Tucker Summit Community Improvement District (CID) Freight Cluster Plan

- J.5. Resolution R2021-04-11 364

A Resolution Calling for a Municipal Special Election to be held in the City of Tucker to fill a vacancy in the office of City Council.

K. MAYOR AND COUNCIL COMMENTS

L. EXECUTIVE SESSION

- If required for personnel, real estate or litigation

M. ACTION AFTER EXECUTIVE SESSION

- As needed

N. ADJOURNMENT



MEMO

To: Honorable Mayor and City Council Members
From: Communications Department
CC: Tami Hanlin, City Manager
Date: April 7, 2021
RE: New Employee Introductions

Introduction of new employees: Jen Young, Jessica Holmes and Kylie Thomas

Jen Young is our new Recreation Leader, working in the Parks and Rec Department. Jen will be in charge of a number of activities, including our popular Tucker Summer Camp. She comes to us after a long stint working in recreation at the YMCA of Metro Atlanta. Originally from Michigan, Jen enjoys backpacking, camping and spending time with her dog and two cats.

Jessica Holmes is our new Building Department Coordinator. She comes to us from a similar position with DeKalb County. Jessica, a longtime metro Atlanta resident, is a graduate of the University of Maryland University College. In her free time she enjoys reading, cooking and watching Netflix.

Kylie Thomas is our new city planner. She has several years of experience in the planning field, working most recently for Gwinnett County. Kylie is an Alabama alum and a huge Crimson Tide football fan.

Recommendation:

Mayor Auman to introduce new employees.



**MAYOR & CITY COUNCIL
REGULAR MEETING MINUTES**

**Monday, March 8, 2021, 7:00 PM
Tucker City Hall
1975 Lakeside Pkwy, Ste 350, Tucker, GA 30084**

Members Present: Frank Auman, Mayor
Pat Soltys, Council Member District 1, Post 1
Matt Robbins, Council Member District 2, Post 1
Michelle Penkava, Council Member District 3, Post 1
Noelle Monferdini, Council Member District 2, Post 2
Anne Lerner, Council Member District 3, Post 2

Members Absent: Vacant Seat District 1, Post 2

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**This meeting's held in person and electronically pursuant to O.C.G.A. 50-14-1(g):
via ZOOM link; <<https://us02web.zoom.us/j/85010771941>>**

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A. CALL TO ORDER

Mayor Auman called the meeting to order at 7:01 PM

B. ROLL CALL

The above were in attendance:

C. PLEDGE OF ALLEGIANCE

The pledge was led by Christian and Philip Holmes.

D. MAYOR'S OPENING REMARKS

Mayor Auman presented a certificate to the graduates of the third annual University of Government Affairs of Tucker, mentioned how to sign up for the In-Tucker Magazine, and gave a COVID-19 update.

E. PUBLIC COMMENTS

Public comments were heard from 2 citizens on the urban camping ordinance, the budget and impact fees.

F. APPROVAL OF THE AGENDA

Motion to approve the agenda as presented passed unanimously.

MOVER: N. Monferdini

SECONDER: M. Robbins

AYES: (6): F. Auman, P. Soltys, M. Robbins, M. Penkava, N. Monferdini, and A. Lerner

ABSENT: (1): Vacant, Council Member District 1, Post 2

APPROVED (6 to 0)

G. APPROVAL OF THE MINUTES

G.1 Regular Meeting Minutes - February 8, 2021

Motion to approve the minutes as presented passed unanimously.

MOVER: N. Monferdini

SECONDER: M. Penkava

AYES: (6): F. Auman, P. Soltys, M. Robbins, M. Penkava, N. Monferdini, and A. Lerner

ABSENT: (1): Vacant, Council Member District 1, Post 2

APPROVED (6 to 0)

G.2 Work Session Minutes - February 22, 2021

Motion to approve the minutes as presented passed unanimously.

MOVER: N. Monferdini

SECONDER: M. Penkava

G.3 Regular Meeting Minutes - February 22, 2021

Motion to approve the minutes as presented passed unanimously.

MOVER: N. Monferdini

SECONDER: M. Penkava

AYES: (6): F. Auman, P. Soltys, M. Robbins, M. Penkava, N. Monferdini, and A. Lerner

ABSENT: (1): Vacant, Council Member District 1, Post 2

APPROVED (6 to 0)

H. STAFF REPORTS - None

I. NEW BUSINESS

I.1 Award Contract for JHP Home Stabilization

Carlton Robertson, Parks and Recreation Director, spoke on the bid to stabilize the historic house and 2 outbuildings located at Johns Homestead Park due to the age of the buildings and years of deferred maintenance. This project will be funded completely through money allocated by DeKalb County Commissioner Steve Bradshaw.

Motion to approve the contract award to Macallan Works for \$24,000 passed unanimously.

MOVER: M. Robbins

SECONDER: N. Monferdini

AYES: (6): F. Auman, P. Soltys, M. Robbins, M. Penkava, N. Monferdini, and A. Lerner

ABSENT: (1): Vacant, Council Member District 1, Post 2

APPROVED (6 to 0)

I.2 Award Contract for Trail Bridge at Kelly Cofer Park

Carlton Robertson, Parks and Recreation Director, spoke on the bid to add a new bridge along what will become our Cofer Park Trail segment. As the area continues to hold water, it has created a need to construct and extend a bridge for crossing from the top part of Cofer Park trail to the ballfield connection. The work consists of installing a 75' timber board walk, removal of the old pallet walkway and improvements to the trail leading to this crossing.

Motion to approve the contract award to Steele & Associate for \$49,600.00 passed unanimously.

MOVER: A. Lerner

SECONDER: M. Penkava

AYES: (6): F. Auman, P. Soltys, M. Robbins, M. Penkava, N. Monferdini, and A. Lerner

ABSENT: (1): Vacant, Council Member District 1, Post 2

APPROVED (6 to 0)

I.3 Award Contract for TRC UV Lighting Filtration System

Carlton Robertson, Parks and Recreation Director, spoke on the quote with ESTES for installing a UV Lighting filtration system at the Tucker Recreation Center. This system provides improved HVAC system efficiency, cleaner coil and drain pans for better long-term maintenance and overall indoor air quality.

Motion to approve the contract with ESTES for \$38,425.00 passed unanimously.

MOVER: M. Penkava

SECONDER: P. Soltys

AYES: (6): F. Auman, P. Soltys, M. Robbins, M. Penkava, N. Monferdini, and A. Lerner

ABSENT: (1): Vacant, Council Member District 1, Post 2

APPROVED (6 to 0)

I.4 Resolution R2021-03-09

Carlton Robertson, Parks and Recreation Director, spoke on the adoption of a resolution to accept and allocate grant funds of \$25,000 to partially pay for an outdoor fitness court in our historic downtown.

Motion to approve Resolution R2021-03-09 to accept and allocate grant funds passed unanimously.

MOVER: M. Penkava

SECONDER: A. Lerner

AYES: (6): F. Auman, P. Soltys, M. Robbins, M. Penkava, N. Monferdini, and A. Lerner

ABSENT: (1): Vacant, Council Member District 1, Post 2

APPROVED (6 to 0)

I.5 Award Contract for 2021 Street Resurfacing

Ken Hildebrandt, City Engineer, spoke on the bid for the 2021 Street Resurfacing of 64 streets, which nine bids were received. Pittman Construction Company submitted the low bid, which is under budget, so an additional 4 streets were added to the list.

Motion to award the contract to Pittman Construction Company at the submitted unit price with a not to exceed amount of \$4,052,375.00 passed unanimously.

MOVER: N. Monferdini

SECONDER: M. Robbins

AYES: (6): F. Auman, P. Soltys, M. Robbins, M. Penkava, N. Monferdini, and A. Lerner

ABSENT: (1): Vacant, Council Member District 1, Post 2

APPROVED (6 to 0)

I.6 Award Contract for Task Order for Resurfacing Construction Inspections

Ken Hildebrandt, City Engineer, spoke on the On-Call Engineering Task Order #25 for the 2021 Resurfacing Construction Engineering and Inspection (CEI) services. Southeastern Engineering Inc. (SEI) is one of our approved On-Call Engineering firms and provided the road resurfacing inspection service previously.

Motion to award the contract to SEI for \$63,000.00 passed unanimously.

MOVER: M. Penkava

SECONDER: A. Lerner

AYES: (6): F. Auman, P. Soltys, M. Robbins, M. Penkava, N. Monferdini, and A. Lerner

ABSENT: (1): Vacant, Council Member District 1, Post 2

I.7 Ordinance O2021-03-03

Robert Porche, Finance Director, spoke on the first read of an ordinance to amend the FY21 Budget:

- The largest part of this budget amendment is the receipt of a \$500,000 LMIG additional Grant for the Flintstone project.
- Probst Memorial Contributions are coming in the amount of \$57,850 to date.
- Recognize additional Tree Bank money from Branch Hugh Howell Association
- Closing projects and re-allocating those funds to other similar projects.
- Property Abatement funds for Planning & Zoning

Mayor Auman opened the public hearing. Nobody spoke in favor or opposition. The public hearing was closed.

FIRST READ - O2021-03-03. Second Read will be on April 12, 2021.

I.8 Ordinance O2021-03-04

Courtney Smith, Planning & Zoning Director, spoke on the first read of an ordinance for a Special Land Use Permit (SLUP-21-0001) to allow CDC Federal Credit Union Branch with drive-through lanes and canopy at 4816 Briarcliff Road NE.

Mayor Auman opened the public hearing. The applicants spoke in favor and nobody spoke in opposition. The public hearing was closed.

FIRST READ - O2021-03-04. Second Read will be on April 12, 2021.

I.9 Ordinance O2021-03-05

Courtney Smith, Planning & Zoning Director, spoke on the first read of an ordinance for a text amendment (TA-21-0001) to the City Code, Chapter 46: Zoning, revising Article 5, Section 46-1251 regarding corner lots; and revising Article 9 to amend the definition for yard, corner side and to remove an illustration that is illegible.

Mayor Auman opened the public hearing. Nobody spoke in favor or in opposition. The public hearing was closed.

FIRST READ - O2021-03-05. Second Read will be on April 12, 2021.

J. OLD BUSINESS

J.1 Ordinance O2021-01-01

Courtney Smith, Planning & Zoning Director, spoke on the second read of an ordinance amending the City Code Chapter 30: Offenses to adopt regulations regarding Urban Camping.

Motion to adopt Ordinance O2021-01-01 with exhibit A to amend CH 30: Offenses as presented in the packet passed unanimously.

MOVER: A. Lerner

SECONDER: N. Monferdini

AYES: (6): F. Auman, P. Soltys, M. Robbins, M. Penkava, N. Monferdini, and A. Lerner

ABSENT: (1): Vacant, Council Member District 1, Post 2

APPROVED (6 to 0)

K. MAYOR AND COUNCIL COMMENTS

The Mayor and Council thanked everyone for attending, thanked staff for all they do, especially during budget season, thanked all who attended and graduated from the Tucker University of Government Affairs (UGA), that Restaurant Week was a gigantic success, and to continue to wear a mask and social distance,

L. EXECUTIVE SESSION - None

M. ACTION AFTER EXECUTIVE SESSION - None

N. ADJOURNMENT

MOVER: M. Penkava

SECONDER: F. Auman

Motion to Adjourn at 8:44 PM passed unanimously.

AYES: (6): F. Auman, P. Soltys, M. Robbins, M. Penkava, N. Monferdini, and A. Lerner

ABSENT: (1): Vacant, Council Member District 1, Post 2

APPROVED (6 to 0)

APPROVED: Frank Auman, Mayor

ATTEST: Bonnie Warne, Clerk

Date Approved



MAYOR & CITY COUNCIL

WORK SESSION MINUTES

**Monday, March 22, 2021, 7:00 PM
Tucker City Hall & Video Conference
1975 Lakeside Pkwy, Suite 350 Tucker, GA 30084**

Members Present: Frank Auman, Mayor
Pat Soltys, Council Member District 1, Post 1
Matt Robbins, Council Member District 2, Post 1
Michelle Penkava, Council Member District 3, Post 1
Noelle Monferdini, Council Member District 2, Post 2
Anne Lerner, Council Member District 3, Post 2

Members Absent: Vacant, Council Member District 1, Post 2

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**This meeting's held in person and electronically pursuant to O.C.G.A. 50-14-1(g):
via ZOOM link; <<https://us02web.zoom.us/j/85010771941>>**

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A. CALL TO ORDER

Mayor Auman called the meeting to order at 7:00 PM.

B. ROLL CALL

The above were in attendance:

C. MAYOR'S OPENING REMARKS

D. APPROVAL OF THE AGENDA

Motion to approve the agenda as presented passed unanimously.

MOVER: N. Monferdini

SECONDER: P. Soltys

AYES: (6): F. Auman, P. Soltys, M. Robbins, M. Penkava, N. Monferdini, and A. Lerner

ABSENT: (1): Vacant, Council Member District 1, Post 2

APPROVED (6 to 0)

E. STAFF REPORTS

E.1 January 2021 Interim Financials

(Robert Porche)

Finance Director Robert Porche gave a presentation on the January 2021 Interim Financials:

General Fund Revenues are \$240,182 above the prior fiscal year. Currently, occupational tax certificates are at \$1.2m before all renewals for 2021 are received. It is mitigating the effects of other declining revenues. The upcoming 2021 OTC renewal season will come into focus in April 2021. Property taxes collected are at 1.768m; which is \$268,391 over the budgeted amount. Building Permits are at 80% of budget with the Spring season ahead of us. Several Revenue streams are down: Parks & Recreation revenues are down as programs, leagues and camps were limited at the beginning of FY21. Municipal Court has been impacted by COVID with Revenues significantly down. The COT portion of Hotel Taxes are still down as well.

General Fund Expenditures are at 55.22% of budget including fully funding the Transfer to Capital of 3.4m. It is still anticipated that expenditures will not exceed budgeted amounts.

E.2 Economic Development Update

(John McHenry)

Community & Economic Development Director/Assistant City Manager John McHenry gave an update on the developments, highlighting that the residential demand is strong for single family, townhomes, multifamily in both affordable resale and new construction, highlighting on industrial properties, and the renovations underway for Emory Healthcare.

E.3 Other Department Updates

(Tami Hanlin)

Parks and Recreation Director Carlton Robertson gave an update on the youth baseball program, Spring Break Week Camp, Egg Hunt event on the different field for age groups, and the Adult Field Day in May.

F. NEW BUSINESS**F.1 Presentation of Chamblee Tucker Road Safety Study**

(Ken Hildebrandt)

City Engineer Ken Hildebrandt gave a presentation on the review of the traffic study and to discuss next steps: Complete engineering design, Budget the funds, Implement construction.

The City contracted with VHB to conduct this study. The purpose of the study was to analyze the speeding and safety of the Chamblee Tucker Road corridor from Tucker Norcross Road to Lavista Road. Speed data and accident data was obtained, and a number of safety alternatives were considered. Two alternatives are recommended for consideration:

Alternative No. 1 – Install pedestrian hybrid signals at 4 to 6 locations to provide safer pedestrian crossings.

Alternative No. 2 – Install a lane diet by restriping the road for a single thru lane in each direction, a center lane, and bike lanes on each side. This plan would also include the installation of 6 to 8 flashing pedestrian beacons and some raised islands.

No financial impact at this time:

Alternative No. 1 is estimated to cost between \$560,000 and \$840,000, depending on the number of signalized crossings.

Alternative No. 2 is estimated to cost between \$480,000 and \$640,000, depending on the number of pedestrian crossings and traffic islands installed. This does not include the cost for resurfacing Chamblee Tucker Road (approximately \$700,000).

F.2 Discussion of Tucker Summit CID Freight Cluster Plan (Ken Hildebrandt)

City Engineer Ken Hildebrandt gave a presentation of the revised Freight Cluster Plan for discussion and acceptance of the plan; approve resolution at the next City Council Meeting.

This plan was funded by the Atlanta Regional Commission with the objective of implementing transportation improvements to enhance the movement of freight throughout the Mountain Industrial Boulevard corridor and surrounding areas. A draft plan was presented at the October 26, 2020 Work Session by Larry Kaiser representing the Tucker Summit Community Improvement District, and Wade Carroll with Metro Analytics.

The Freight Cluster Plan has analyzed the existing MIB corridor and developed a strategy to implement improvements to improve the transportation efficiency of freight. The plan has sections including a Work Program Development, Short-Term Roadway Projects, Short-Term Pedestrian Projects, and Long-Term Strategies. Once adopted, it will be the objective of the TSCID and the City to implement projects as funding allows, and pursue federal / state funding as opportunities develop.

Below is a summary of the specific amendments that have been made to the document since the previous presentation to Council.

- Removed the one-way pair concept from the long-range aspirational project list
- Truck parking opportunities – removed the table and map referencing specific locations for potential truck parking opportunities; recommend no overnight parking within the right-of-way; amended language per Council comments
- Amended language regarding economic development per John McHenry's request
- Identified an area of potential transit opportunities rather than referring to a specific site.

Added a reference to the current MIB Corridor Study to consider whether the arterial should be part of the state route system (page 94).

There is no financial commitment at this time. As projects develop there will be potential funding partnerships between the City of Tucker, Tucker Summit CID, and the Georgia Department of Transportation for multiple transportation Improvements.

F.3 Discussion of possible text amendments regarding auto uses (Courtney Smith)

Planning and Zoning Director Courtney Smith spoke on the issue of vehicle storage that Staff first brought before City Council at the January 27, 2020 work session. Since that

time Staff has worked with local businesses on making sure they have OTC's and that they are following the provisions we have in place for each type of auto related business. During this process we have learned a lot about how the business operate and expand over time. Staff would like to update you on these findings and discuss options for additional text amendments for auto uses.

The city currently has regulations for automobile and truck sales, automobile repair (major and minor), automobile service stations, automobile/truck/trailer lease and rental, vehicle maintenance, boat and boat trailer sales, retail automobile parts and tire stores, trailer and RV sales, automobile recovery/storage yards for damaged or confiscated automobiles, used parts dealers, and auto brokers.

Request for feedback to initiate a text amendment regarding auto use regulations.

G. EXECUTIVE SESSION

MOVER: M. Penkava

SECONDER: P. Soltys

Motion to enter into executive session for the purpose of real estate, litigation and/or personnel at 9:03 PM passed unanimously.

AYES: (6): F. Auman, P. Soltys, M. Robbins, M. Penkava, N. Monferdini, and A. Lerner

ABSENT: (1): Vacant, Council Member District 1, Post 2

APPROVED (6 to 0)

MOVER: N. Monferdini

SECONDER: M. Robbins

Motion to exit executive session and return to the work session at 10:08 PM passed unanimously.

AYES: (6): F. Auman, P. Soltys, M. Robbins, M. Penkava, N. Monferdini, and A. Lerner

ABSENT: (1): Vacant, Council Member District 1, Post 2

APPROVED (6 to 0)

H. ACTION AFTER EXECUTIVE SESSION - None

I. ADJOURNMENT

MOVER: M. Penkava

SECONDER: P. Soltys

Motion to adjourn at 10:11 PM passed unanimously.

AYES: (6): F. Auman, P. Soltys, M. Robbins, M. Penkava, N. Monferdini, and A. Lerner

ABSENT: (1): Vacant, Council Member District 1, Post 2

APPROVED (6 to 0)

APPROVED: Frank Auman, Mayor

ATTEST: Bonnie Warne, Clerk

Date Approved



MEMO

To: Honorable Mayor and City Council Members
From: Tami Hanlin, City Manager and Robert Porche, Finance Director
Date: April 9, 2021
RE: Draft FY2022 Budget

Attached is the first draft of the FY2022 budget. This is not a balanced budget, or the charter required submission, but a place to start the discussion. The expenditures exceed revenues by about \$1.9m in the general fund in this draft. The path to achieving a balanced budget include capital project reduction, use of reserves or reduction of operating costs or any combination of these. It is likely that we will end this fiscal year (FY2021) with a surplus but that will not be certain until the end of June. We currently have about \$6m in reserves that can be allocated by the Mayor and Council.

This submittal is based on information currently available; and adjustments may be necessary as the current fiscal year continues and if any additional information becomes available. Expenditures and capital projects are based on departmental submissions and meetings held with each department.

This budget book includes:

- Overview – Fund level summaries of revenues and expenditures and the transfers between funds.
- General Fund Overview – Summary of revenues and department expenditures in the General Fund.
- General Fund Revenues – Information on all revenues for the General Fund focusing on the 5 largest revenue streams.
- Operating Expenditures by Department – High level summaries of requested and recommended amounts along with historical data grouped by personnel costs and other operating costs. The summaries are followed by detailed information for each non-personnel line item.
- Capital Projects – Overall five-year plan and detailed descriptions of FY 2022 recommended projects for capital projects and SPLOST projects.
- Other Funds – information on revenues and expenditures for funds other than the General Fund.
- Fee Schedule – This is a proposed fee schedule with all fees for the City.

Budget Highlights

2022 Revenue Projection

Revenue projections were estimated using the latest trend analysis and staff considered any external influences that might affect the March 31st numbers going forward. Normally, Revenue projections within 3 percentage points of actuals is considered a solid estimate; but this year is far from normal. Projections were conservative with some optimism built-in trying to achieve the correct balance. FY22 General Fund Revenues are estimated to be down slightly to \$14.2m from \$14.5m. This conservative estimate is based on the actuals through March 31st and forward-looking factors.

2022 Expenditures

There were three primary factors that affected the expenditures in the current budget. The first item was Personnel changes and requests:

A) ½ Planner added to the Jacobs' contract.

B) Adding a Plan Reviewer to the Jacobs' contract.

C) Jacobs' contract escalation.

D) Adding an Economic Development City employee position.

E) Adding an Intern program under the City Manager's department.

The second factor was creating a "Land Acquisition" project totaling \$300,000 for potential redevelopment opportunities. This will also cover the Downtown Development Authority's request to acquire property. This project is listed under the City Manager's Capital project budget.

The third factor was the Parks & Recreation department staffing up for a full season of programs, leagues & events along with the City pools to open as normal. The operating expenditures were up incrementally over last fiscal year.

The total General Fund expenditures are a \$1m lower than last fiscal year due to the reduction in Operating Contingency.

Contingency

Contingency was decreased significantly in the proposed budget. The decrease was done to properly align the risk and uncertainty with the forward-looking projections of both expenditures & revenues. This reduction was from \$2m to \$300,000 for FY22.

Capital Projects

The transfer to capital projects from the General Fund is increased significantly from FY 2020. The project request originally received from the departments for Capital was \$6.5M. Through collaboration with the departments, staff worked to identify projects with the highest need to move forward in the current request. Additionally, current approved projects were reviewed to determine the status and overall project workload. There are several projects remaining from those currently funded and approved. Staff will be focusing on completing the approved FY 2021 projects and the FY22 projects that are presented.

SPLOST projects submitted are \$5.2M up from FY 2020. The overall SPLOST amounts have not been as drastically reduced in the budget as other revenue items. As SPLOST expenditures are based on SPLOST receipts it will be through carefully monitoring in FY2022 that we will determine what projects can move forward. Staff will complete first all prior year SPLOST projects. Then the FY 2022 projects will be funded based on priority and SPLOST receipts.

Other Funds

The other funds of the City include Hotel/Motel, Rental Motor Vehicle, Capital Projects, and SPLOST. The balanced revenue and expenditures for each of these funds has been included in the FY 2022 budget.

Fee Schedule

The fee schedule included is the overall fee schedule for the City. This represents fees that have been previously presented by ordinance to Council. The intent will be that from this budget forward the fee schedule and any recommended changes will be presented in the budget. This will allow for a one source reference for any fees.

[Click or tap here to enter text.](#)

FY 2022 BUDGET ALL FUNDS

General Fund - 100

Revenues	14,216,950	
Expenditures	16,178,220	(1,961,270)
Balance	-	

Tree Bank - 206

Revenues	50,000	
Expenditures	50,000	
Balance	-	

Hotel/Motel Fund - 275

Revenues	900,000	
Expenditures	900,000	
Balance	-	

Rental Motor Vehicle Fund -280

Revenues	42,000	
Expenditures	42,000	
Balance	-	

Capital Projects - 300

Revenues	6,509,000	
Expenditures	6,509,000	
Balance	-	

SPLOST - 320

Revenues	5,200,000	
Expenditures	5,200,000	
Balance	-	

Total Revenue	26,867,950	
Total Expenditures	28,829,220	

Transfers:

From	To	
General Fund	Capital	6,340,250
Hotel/Motel	Capital	168,750
Hotel/Motel	General Fund	371,250
Motor Vehicle	General Fund	42,000

100 - General Fund

Summary of General Fund Revenues and Expenditures									
Top 5 Revenue sources (sorted by magnitude)		FY 2018	FY 2019	FY 2020	FY2021			FY2022	
Account	Description	Actuals	Actuals	Actuals	Revised	YTD	Annualized	Proposed	Change
100-0000-31.61000	Business & Occupation Taxes	3,361,455	3,137,684	3,282,347	3,200,000	3,089,779	3,250,000	3,200,000	-
100-0000-31.17000	Franchise Fees	2,123,778	2,813,263	2,931,054	2,800,000	2,342,872	2,700,000	2,700,000	(100,000)
100-0000-31.62000	Insurance Premium Tax	5,950	2,390,575	2,540,008	2,400,000	2,680,797	2,680,797	2,600,000	200,000
100-6210-33.70000	Millage From Dekalb	-	1,763,630	1,678,897	1,500,000	1,784,901	1,784,901	1,780,000	280,000
100-7210-32.22000	Building Permits	543,678	661,561	1,262,241	600,000	652,539	685,000	690,000	90,000
	Other Revenues	2,266,689	2,596,413	3,940,226	4,033,476	3,404,631	3,711,096	3,246,950	(786,526)
Subtotal - Revenue		8,301,550	13,363,126	15,634,773	14,533,476	13,955,519	14,811,794	14,216,950	(316,526)

Expenditures									
Account	Description	Actuals	Actuals	Actuals	Revised	YTD	Annualized	Proposed	Change
100-1110	City Council	143,901	142,055	142,055	160,949	84,292	137,469	166,616	5,667
100-1320	City Manager	308,795	237,081	258,395	263,400	177,221	267,637	297,441	34,041
100-1330	City Clerk	157,914	58,867	90,046	122,284	56,843	74,221	257,241	134,957
100-1500	Facilities & Buildings	200,618	205,678	219,430	481,257	366,696	487,932	516,037	34,780
100-1510	Finance	15,325	39,133	279,393	620,901	418,421	554,138	581,341	(39,560)
100-1513	Contingency	-	-	-	2,068,882	-	-	300,000	(1,793,331)
100-1530	Legal Services	269,510	316,464	359,648	435,600	238,839	366,630	651,600	216,000
100-1535	IT/GIS	518,318	632,172	754,889	760,751	374,544	614,148	766,339	5,588
100-1570	Communications	66,258	105,281	107,850	503,248	343,758	467,968	578,821	75,573
100-1595	General Operations	2,786,213	3,670,535	4,005,351	713,089	466,801	675,769	749,626	36,537
100-2650	Municipal Court	5,750	44,108	50,649	609,991	329,243	411,095	427,548	(182,443)
100-4100	City Engineer	63,285	996	11,181	258,692	188,694	258,126	278,770	20,078
100-6210	Parks and Recreation	557,940	1,244,333	1,710,284	2,268,553	1,347,812	1,787,292	2,444,835	176,282
100-7210	Community Development	5,099	13,920	24,872	557,386	415,272	508,489	558,786	1,400
100-7400	Planning and Zoning	-	-	-	731,216	549,570	681,950	782,616	51,400
100-7520	Economic Development/DDA	-	7,151	107,349	331,631	205,199	317,120	480,354	148,723
Subtotal - Expenditures		5,098,926	6,717,774	8,121,392	10,887,830	5,563,205	7,609,982	9,837,970	(1,074,309)

BALANCE		3,202,624	6,645,352	7,513,381	3,645,646	8,392,314	7,201,812	4,378,980	757,783
Transfers Out	Transfers		7,855,949	6,202,631	3,645,646	4,116,197	3,645,646	6,340,250	2,694,604
Change to Fund Balance		3,202,624	(1,210,597)	1,310,750	-	4,276,117	3,556,166	(1,961,270)	

Revenues									
Top 5 Revenues (sorted by magnitude)		FY 2018	FY 2019	FY 2020	FY2021			FY2022	
Account	Description	Actuals	Actuals	Actuals	Revised	YTD	Annualized	Proposed	Change
100-0000-31.61000	Business & Occupation Taxes	3,361,455	3,137,684	3,282,347	3,200,000	3,089,779	3,250,000	3,200,000	-
100-0000-31.17000	Franchise Fees	2,123,778	2,813,263	2,931,054	2,800,000	2,342,872	2,700,000	2,700,000	(100,000)
100-0000-31.62000	Insurance Premium Tax	5,950	2,390,575	2,540,007	2,400,000	2,680,797	2,680,797	2,600,000	200,000
100-6210-33.70000	Millage From Dekalb	-	1,763,630	1,678,897	1,500,000	1,784,901	1,784,901	1,780,000	280,000
100-7210-32.22000	Building Permits	543,678	661,561	1,262,241	600,000	652,539	685,000	690,000	90,000
Subtotal - Top 5 Revenues		6,034,861	10,766,713	11,694,546	10,500,000	10,550,888	11,100,698	10,970,000	470,000
Other Revenues (sorted by object code)		FY 2018	FY 2019	FY 2020	FY2021			FY2022	
Account	Description	Actuals	Actuals	Actuals	Revised	YTD	Annualized	Proposed	Change
100-0000-31.13100	Motor Vehicle Tax	-	-	7,162	3,500	7,360	7,360	3,500	-
100-0000-31.13150	Title Ad Valorem Tax	-	-	554,100	500,000	584,183	675,000	775,000	275,000
100-0000-31.13400	Intangible Taxes	-	-	266	-	1,143	1,143	-	-
100-0000-31.16000	Real Estate Transfer Taxes	-	-	16	-	200	200	-	-
100-0000-31.42000	Alcoholic Beverage Excise Tax	434,931	430,232	472,426	450,000	330,940	496,410	450,000	-
100-0000-31.43000	Local Option Mixed Drink	90,196	98,646	103,546	100,000	86,517	129,776	115,000	15,000
100-0000-31.63000	Financial Institution Taxes	74,409	118,524	157,457	150,000	114,970	114,970	125,000	(25,000)
100-0000-31.90000	Penalties And Interest	16,661	11,916	27,919	25,000	12,627	15,000	15,000	(10,000)
100-0000-32.11000	Alcoholic Beverages	278,745	332,368	323,330	350,000	332,450	335,000	335,000	(15,000)
100-0000-32.12200	Insurance License	34,064	40,913	43,375	41,000	47,420	48,000	48,000	7,000
100-0000-33.10000	State Grants Received	364,300	541,121	401,289	359,847	859,847	859,847	360,000	153
100-0000-33.70001	Park Bond Dekalb	-	100,000	-	-	-	-	-	-
100-0000-34.11900	Other Fees	2,700	1,092	2,291	1,200	3,534	3,534	1,200	-
100-0000-34.93000	Bad Check Fees	-	-	80	-	-	-	-	-
100-0000-36.10000	Interest	-	95,665	168,986	-	(9,193)	5,500	5,000	5,000
100-0000-37.10000	Contributions / Donations	11,713	41,760	257,859	265,000	319,200	319,200	-	(265,000)
100-0000-38.10000	Rents & Royalties	-	-	3,500	0	-	-	-	-
100-0000-38.10001	Miscellaneous Revenue	125	-	2,240	-	5,708	5,708	-	-
100-0000-39.20000	Use Of Fund Balance/Tree Fund Rev	-	-	-	201,350	201,350	-	-	(201,350)
100-2650-35.10000	Municipal Court	11,244	66,225	66,321	50,000	117,784	170,314	300,000	250,000
100-2650-35.11000	Traffic Court	-	-	-	750,000	-	-	-	(750,000)
100-6210-31.91100	Penalties & Interest On Delinquent Taxes	-	-	11,186	-	6,369	6,200	5,000	5,000
100-6210-34.72001	City Pools	-	21,054	37,306	15,000	29,187	35,000	25,000	10,000
100-6210-34.75000	Program Fees -- Summer Camp	28,965	132,688	46,458	100,000	5,434	7,500	166,500	66,500
100-6210-34.75002	Program Fees - Leagues	59,503	4,810	28,379	20,000	35,972	39,500	25,000	5,000
1006210-34.75003	Program Fees - Other	-	-	2,659	-	7,773	7,850	12,000	12,000
100-6210-38.10000	Rents & Royalties	22,456	72,601	91,666	45,000	38,483	40,000	45,000	-
100-7210-32.22100	Development Permits	45,489	27,420	28,482	25,000	21,650	22,500	22,500	(2,500)
100-9000-39.12000	Transfer From Hotel	680,502	367,811	390,635	453,750	216,501	324,752	371,250	(82,500)
100-9000-39.12200	Transfer From Rental Car	110,686	91,567	84,821	90,000	27,222	40,833	42,000	(48,000)
	Transfer from Capital/Grant Fund	-	-	626,467	37,829	-	-	-	(37,829)
Subtotal - Other Revenues		2,266,689	2,596,413	3,940,222	4,033,476	3,404,631	3,711,096	3,246,950	(786,526)
TOTAL REVENUES		8,301,550	13,363,126	15,634,768	14,533,476	13,955,519	14,811,794	14,216,950	(316,526)

Revenue Detail: Business Occupation Tax

Purpose

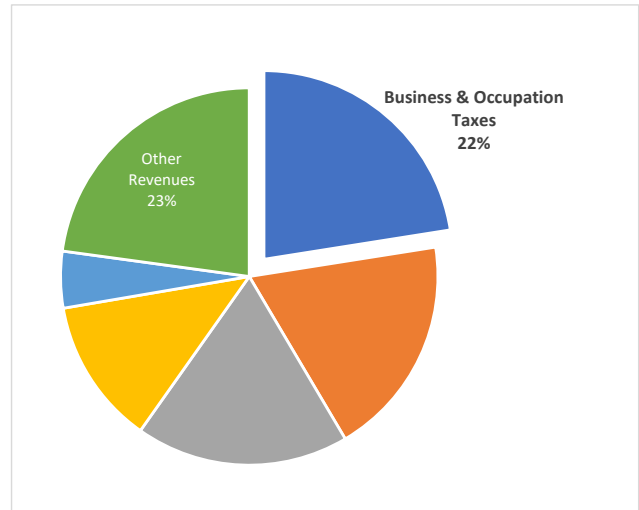
Business and Occupation Taxes are taxes imposed on businesses located within the City for the purpose of raising revenue for the provision of local government services.

Mechanics

City council adopts a schedule of fees establishing the taxation method and scale for occupations within the City. The current methodology utilizes a combination of profitability ratios, gross receipts, and number of employees to reach a final tax number. Businesses must pay their occupation taxes annually by April 15th, and state law mandates that the occupation tax for a new business be paid within thirty (30) days of commencing the business.

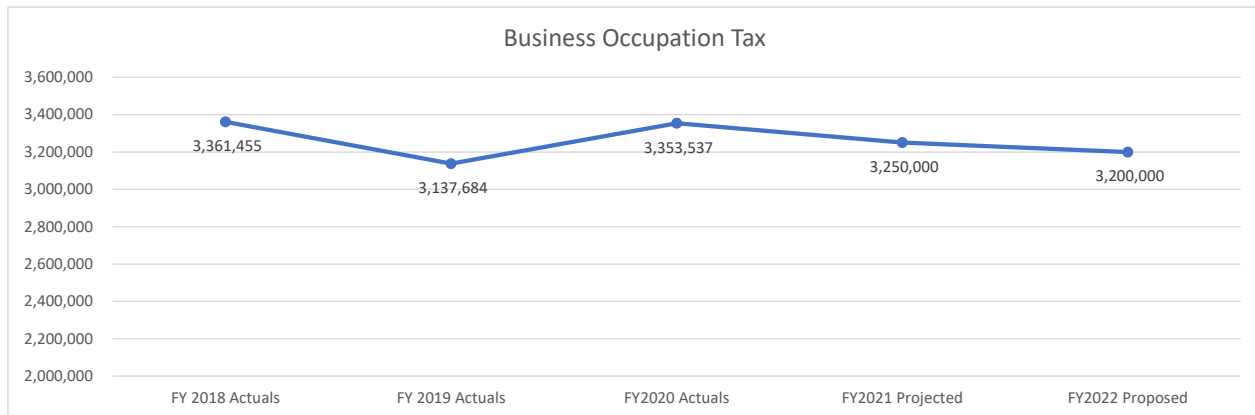
Current Rate

The current rate establishes 6 profitability ratio tiers based on NAIC (North American Industry Classification) codes with corresponding tax rates, ranging from \$0.30 to \$1.30 per thousand dollars gross revenue. An additional employee rate is also charged based on the NAIC code. A flat fee of \$125 for administrative and application fees is included in the final taxes due. Professional practitioners, as identified by state law, may choose to pay a \$400 flat rate in lieu of the gross receipt/profitability ratio classification.



Projection

The revenue projection for FY22 represents a **\$50,000 decrease** over the FY2021 budgeted revenues and is based on a review of historical as well as conservative forecasting based on current conditions.



Revenue Detail: Franchise Fees

Purpose

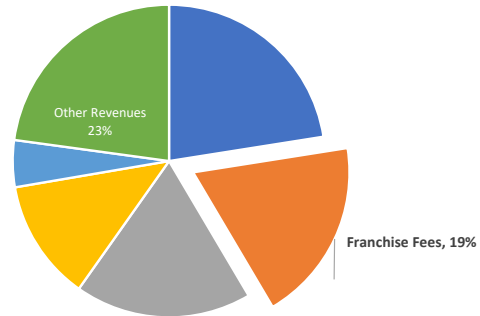
Franchise fees are implemented as part of a service agreement executed between the City and a utility company that grants the company usage of the City's rights-of-way. The fees are intended to reimburse the City for the use and maintenance of the right-of-way. Traditionally, the fees are also viewed as compensation for the awarding by the local governments of the exclusive rights to specific public utility companies to provide service in specific areas.

Mechanics

The City currently collects franchise fees from Georgia Power, Walton EMC, Bellsouth, Comcast, Atlanta Gas Light, Level 3 Communications, and Verizon. The majority of the franchise fees are collected quarterly except for Georgia Power and Walton EMC. Georgia power submits payments yearly and Walton EMC submits monthly.

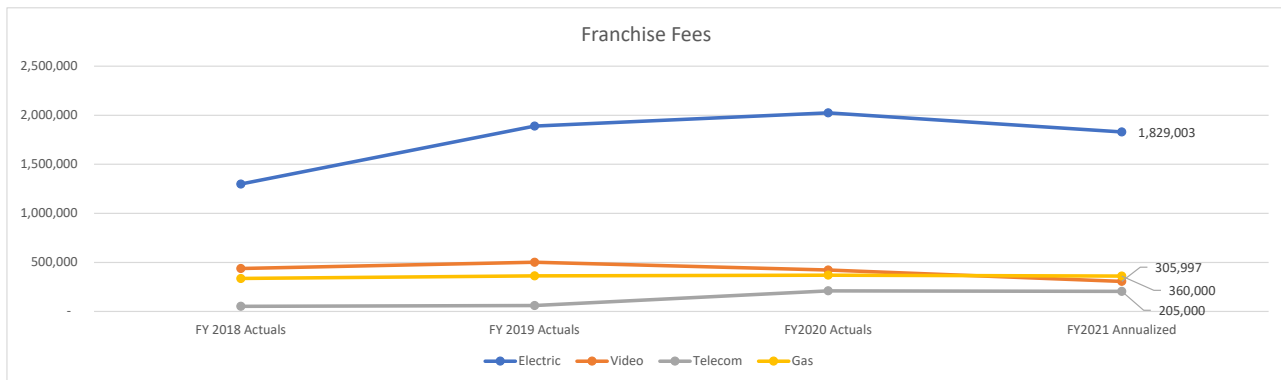
Current Rate

The franchise fee rate varies by type of utility. The majority of revenues are based on gross sales with a percentage distribution. The current percentages are video-5%, electric-4%, and telecommunication- 3%. Natural gas is based on a flat rate per Design Day Capacity. The current gas rate is \$14.59.



Projection

The revenue projection for FY22 represents a **decrease of 3.6%** over the FY2021 budgeted revenues and is based on a review of historical actuals and projected total receipts for FY2022.



	FY 2018 Actuals	FY 2019 Actuals	FY2020 Actuals	FY2021 Annualized	FY2022 Projected
Electric	1,298,837	1,888,872	2,024,104	1,829,003	1,790,000
Video	436,745	501,571	422,200	305,997	350,000
Telecom	51,998	60,904	209,540	205,000	200,000
Gas	336,198	361,916	369,436	360,000	360,000
Total	2,123,778	2,813,263	3,025,280	2,700,000	2,700,000

Revenue Detail: Insurance Premium Tax

Purpose

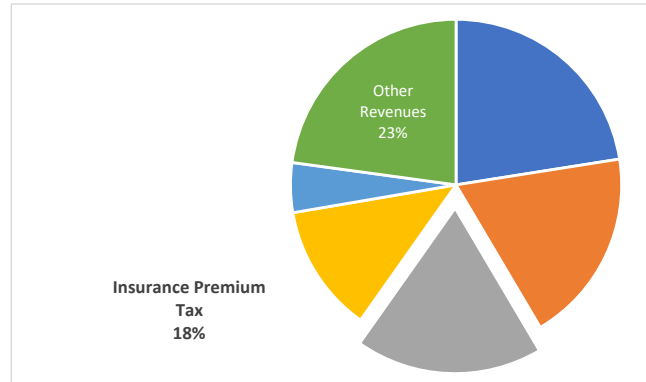
The Insurance Premium Tax is levied on gross direct premiums on life, accident, and sickness insurance policies written on persons residing within the boundaries of the City, and other types of insurance policies written by all companies doing business in the State of Georgia.

Mechanics

Insurance Premium Taxes are collected by the Georgia Commissioner of Insurance and distributed to municipalities based on premiums allocated on a population ratio formula (population of Tucker/population of all other municipalities in Georgia). The tax is distributed in a lump sum payment each fall.

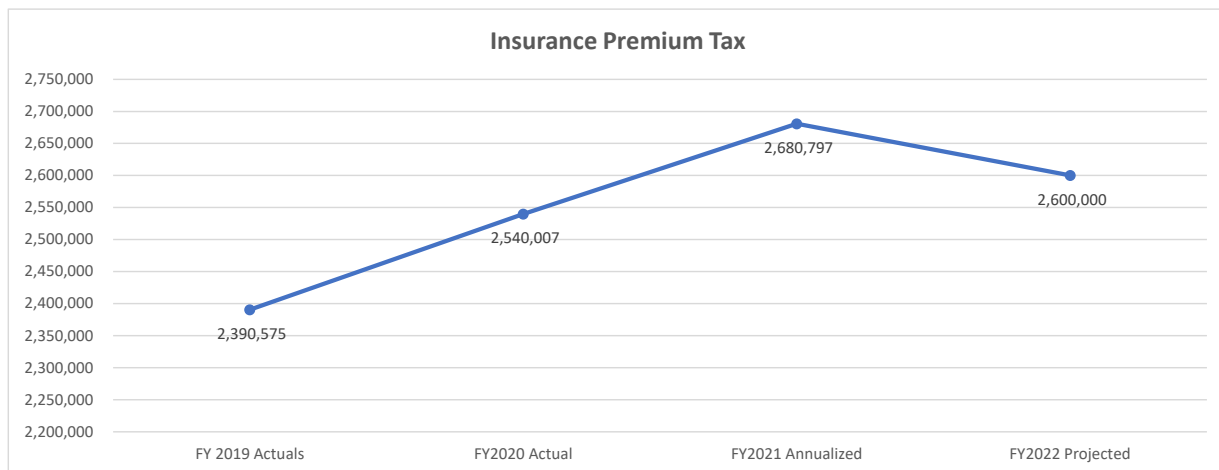
Current Rate

The current rates are 1% on gross direct premiums for life, accident and sickness policies, and 2.5% on gross premiums of all other types of insurance



Projection

The revenue projection for FY22 represents a **decrease of 3.1%** over the FY2021 revenues and is based on a review of historical actuals and projected total receipts for FY2021.



Revenue Detail: Millage from Dekalb

Purpose

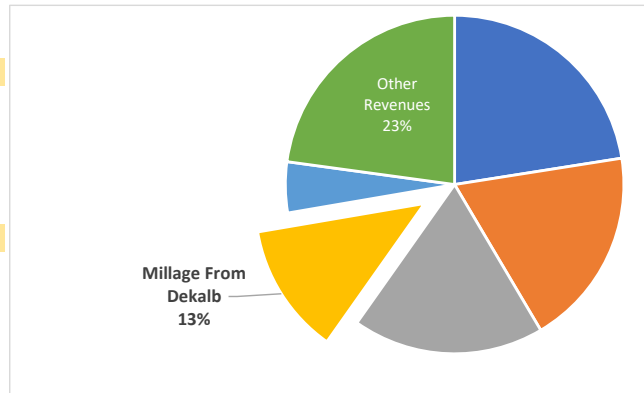
Real and Personal Property Tax is for the purpose of raising revenues to defray the costs of operating the parks and recreation department for the City.

Mechanics

By Ordinance, the City Council establishes a millage rate for the City property tax. The millage rate is capped at 1.00 mil, unless a higher millage rate is recommended by Resolution of the City Council.

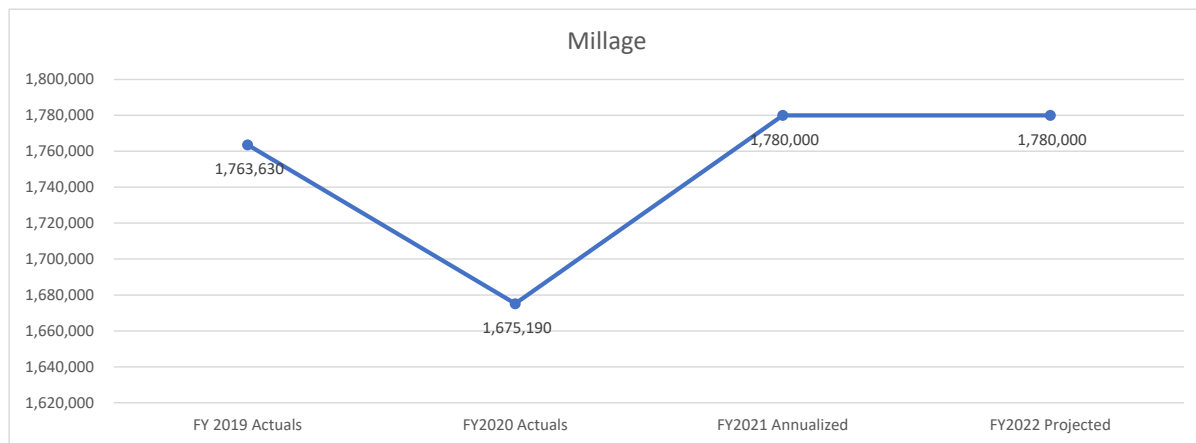
Current Rate

The current rate is set to 0.9 mills, or \$0.90 for every \$1,000 of net assessed value. The assessed value is calculated by taking 40% of the appraised value. The assessed value of all properties within the City is the total tax digest.



Projection

The revenue projection for FY22 represents **no change** over the FY2021 revenues and is based on a review of historical actuals and projected total receipts for FY2021.



Revenue Detail: Building Permits

Purpose

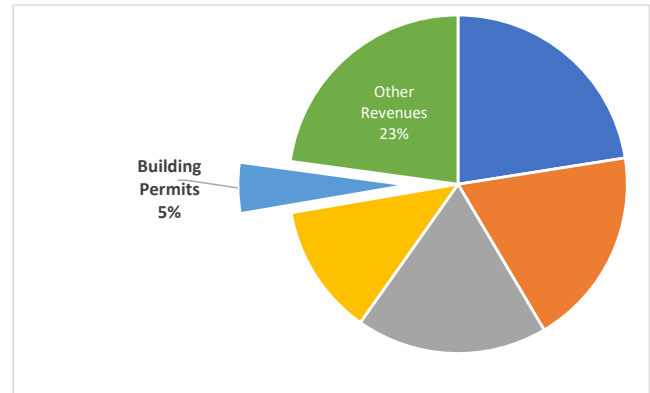
Building Permit fees are charged for performing inspections and providing enforcement of building regulations and other City codes to ensure compliance with building and trade codes and standards.

Mechanics

A fee schedule is adopted by Council that sets the rates for various types of inspections and permits related to both residential and commercial construction.

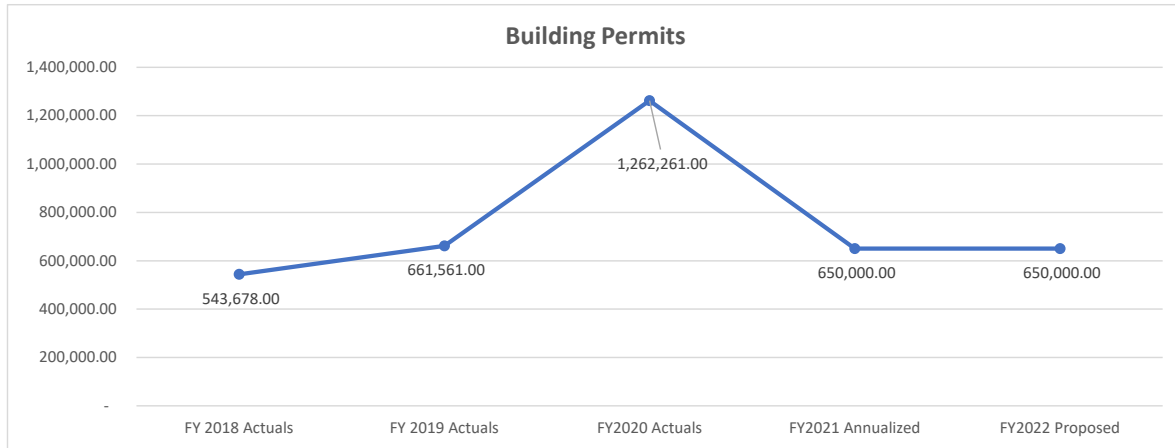
Current Rate

A detailed fee schedule is adopted that addresses various types of work permits issued in the City for both residential and commercial structures. These include both construction and trade permits. Trade permits include items such as mechanical, electrical, gas, and plumbing.



Projection

The revenue projection for FY22 represents **no change** over the FY2021 anticipated revenues and is based on a review of historical actuals and projected total receipts for FY2021.



General Fund Departmental Summary

Expenditures		FY 2018	FY 2019	FY 2020	FY2021			FY2022	
Account	Description	Actuals	Actuals	Actuals	Revised	YTD	Annualized	Proposed	Change
100-1110	City Council	143,901	151,394	142,055	160,949	84,292	137,469	166,616	5,667
100-1320	City Manager	308,795	308,795	237,081	263,400	177,221	267,637	297,441	34,041
100-1330	City Clerk	157,914	157,914	58,867	122,284	56,843	74,221	257,241	134,957
100-1500	Facilities & Buildings	200,618	200,618	205,678	481,257	366,696	487,932	516,037	34,780
100-1510	Finance	15,325	15,325	39,133	620,901	418,421	554,138	581,341	(39,560)
100-1513	Contingency	-	-	-	2,093,331	-	-	300,000	(1,793,331)
100-1530	Legal Services	269,510	269,510	316,464	435,600	238,839	366,630	651,600	216,000
100-1535	IT/GIS	518,318	518,318	632,172	760,751	374,544	614,148	766,339	5,588
100-1570	Communications	66,258	66,258	105,281	503,248	343,758	467,968	578,821	75,573
100-1595	General Operations	2,786,213	2,786,213	3,670,535	713,089	466,801	675,769	749,626	36,537 *
100-2650	Municipal Court	5,750	5,750	44,108	609,991	329,243	411,095	427,548	(182,443)
100-4100	City Engineer	63,285	63,285	996	258,692	188,694	258,126	278,770	20,078
100-6210	Parks & Recreation	557,940	557,940	1,244,333	2,268,553	1,347,812	1,787,292	2,444,835	176,282
100-7210	Community Development	5,099	5,099	13,920	557,386	415,272	508,489	558,786	1,400
100-7400	Planning and Zoning	-	-	-	731,216	549,570	681,950	782,616	51,400
100-7520	Economic Dev/DDA	-	-	7,151	331,631	205,199	317,120	480,354	148,723
Total Department Expenditures		5,098,926	5,106,419	6,717,774	10,912,279	5,563,205	7,609,982	9,837,970	(1,074,309)

*The FY20 budget year included a lump sum for CH2M in the General Operations Department. This budget the amount has been allocated to each department.

Description	2018 Actuals	2019 Actuals	2020 Actuals	2021 Revised	2021 Annualized	Amendment 10	Amendment 11	2022 Proposed	Change
Contractual Services - CH2M	2,403,494	3,419,546	3,601,520	2,811,264	2,562,915	2,401,264	2,645,213	2,645,213	243,949
New Department Breakdown:									
General Ops							24,191	290,294	
Community Development (Bldg & Permitting)							48,706	584,470	
Planning & Zoning (Code)							29,029	348,352	
Court							-	-	
Communications							33,868	406,411	
Economic Dev							8,816	105,794	
Finance							-	-	
Community Development (Land Dev)							10,536	126,440	
Planning & Zoning							43,032	516,382	
City Engineer							22,256	267,070	
Total FY 2022 Proposed							220,434	2,645,213	

City Council (1110)

Personnel		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals		Revised	YTD	Annualized	Proposed	Change
51.11000	Regular Salaries	104,000	107,627	109,143	104,000	70,974	100,500	104,000	-
51.22000	FICA/Medicare	7,956	6,831	4,315	4,113	2,853	4,721	4,721	608
51.24000	Retirement 401A	-	2,989	6,320	6,200	4,342	6,200	6,200	-
51.26000	Unemployment Expense	-	6,577	2,109	4,736	979	1,795	1,795	(2,941)
Subtotal - Personnel		111,956	124,024	121,887	119,049	79,148	113,216	116,716	(2,333)

Operations		FY 2018	FY 2019		FY2020			FY2021	
Account	Description	Actuals	Actuals		Revised	YTD	Annualized	Proposed	Change
52.32000	Cell Phones	-	7,609	6,440	6,900	4,835	7,253	6,900	-
52.37000	Education & Training	18,226	11,431	4,930	12,000	(495)	1,000	20,000	8,000
53.10000	Operating Supplies - Mayor	-	2,316	2,536	5,000	704	5,000	5,000	-
53.10001	Operating Supplies - Dist 1 Post 1	-	245	225	3,000	50	500	3,000	-
53.10002	Operating Supplies - Dist 1 Post 2	-	1,157	1,609	3,000	-	2,000	3,000	-
53.10003	Operating Supplies - Dist 2 Post 1	-	2,270	638	3,000	50	2,000	3,000	-
53.10004	Operating Supplies - Dist 2 Post 2	-	2,342	390	3,000	-	2,500	3,000	-
53.10005	Operating Supplies - Dist 3 Post 1	-	-	3,000	3,000	-	3,000	3,000	-
53.10006	Operating Supplies - Dist 3 Post 2	-	-	400	3,000	-	1,000	3,000	-
53.16000	Mayor Supplies	3,845	-		-	-	-	-	-
53.16500	Council Supplies	9,874	-		-	-	-	-	-
Subtotal - Operations		31,945	27,370	20,168	41,900	5,144	24,253	49,900	8,000

TOTAL DEPARTMENT		143,901	151,394	142,055	160,949	84,292	137,469	166,616	5,667
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City of Tucker

FY 2022 Department Operational Budget Request

Council -1110

Contact:

Bonnie Warne

INSTRUCTIONS: Please use the form below for your FY 2022 operational requests. This form includes the operational requests from FY 2021 as finalized in the Budget Book highlighted in grey. Please use the white cells under each object code to enter any changes for FY 2022. Make sure to use the cells in Column A to choose one of the following: Addition, Deletion, Increase, or Decrease. The new total operational request will sum at the bottom of the page.

52.32000	Cell Phones	Vendor Name	Est. Cost per unit	No. Units	Cost
	Cell Phones and Hotspots	Verizon	\$500	12	\$ 6,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 6,000
Addition	Increase	Verizon	\$75	12	\$ 900
			FY 2022 Changes Subtotal		\$ 900
FY 2022 TOTAL - Cell Phones					\$ 6,900

52.37000	Education & Training	Vendor Name	Est. Cost per unit	No. Units	Cost
	GMA Registration	GMA	\$3,000	2	\$ 6,000
	Various Conferences for Local Government	Various	\$14,000	1	\$ 14,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 20,000
				1	\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Education & Training					\$ 20,000

53.10000	Operating Supplies-Mayor	Vendor Name	Est. Cost per unit	No. Units	Cost
	Mayor Expenses Per Charter	Various	\$5,000	1	\$ 5,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 5,000
			FY 2022 Changes Subtotal		\$ -
FY 2021 TOTAL - Operating Supplies-Mayor					\$ 5,000

53.10001	Operating Supplies-District 1 Post 1	Vendor Name	Est. Cost per unit	No. Units	Cost
	District 1 Post 1 Per Charter	Various	\$3,000	1	\$ 3,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 3,000
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Operating Supplies-District 1 Post 1					\$ 3,000

53.10002	Operating Supplies-District 1 Post 2	Vendor Name	Est. Cost per unit	No. Units	Cost
	District 1 Post 2 Per Charter	Various	\$3,000	1	\$ 3,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 3,000
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Operating Supplies-District 1 Post 2					\$ 3,000

53.10003	Operating Supplies - District 2 Post 1	Vendor Name	Est. Cost per unit	No. Units	Cost
	District 2 Post 1 Per Charter	Various	\$3,000	1	\$ 3,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 3,000
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Operating Supplies-District 2 Post 1					\$ 3,000

53.10004	Operating Supplies - District 2 Post 2	Vendor Name	Est. Cost per unit	No. Units	Cost
	District 2 Post Per Charter	Various	\$3,000	1	\$ 3,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 3,000

			FY 2022 Changes Subtotal	\$	-
FY 2022 TOTAL - Operating Supplies-District 2 Post 2					\$ 3,000
53.10005	Operating Supplies - District 3 Post 1	Vendor Name	Est. Cost per unit	No. Units	Cost
	District 3 Post 1 Per Charter	Various	\$3,000	1	\$ 3,000
Dropdown	FY 2022 Changes		FY 202 Subtotal	\$	3,000
			FY 2022 Changes Subtotal	\$	-
FY 2022 TOTAL - Operating Supplies-District 3 Post 1					\$ 3,000
53.10006	Operating Supplies - District 3 Post 2	Vendor Name	Est. Cost per unit	No. Units	Cost
	District 3 Post 2 Per Charter	Various	\$3,000	1	\$ 3,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal	\$	3,000
			FY 2022 Changes Subtotal	\$	-
FY 2022 TOTAL - Operating Supplies-District 3 Post 2					\$ 3,000
FY2021 Total Council					\$ 49,000
FY 2022 TOTAL -COUNCIL					\$49,900

City Manager (1320)

Personnel		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals		Revised	YTD	Annualized	Proposed	Change
51.11000	Regular Salaries	-	103,628	177,615	180,355	120,859	180,355	207,621	27,266
51.21000	Group Insurance	-	22,658	34,790	15,890	18,787	33,972	21,302	5,412
51.22000	FICA/Medicare	-	1,776	2,510	2,615	1,657	2,539	3,011	396
51.24000	Retirement 401A	-	11,038	17,248	21,436	15,999	17,764	20,762	(674)
51.24001	Retirement 457 Match	-	3,751	6,639	7,214	5,040	7,004	8,305	1,091
51.26000	Unemployment Expense	-	1,338	299	677	256	256	769	92
51.27000	Workers Comp	-	-	288	288	535	288	1,121	833
Subtotal - Personnel		-	144,189	239,389	228,475	163,133	242,178	262,891	34,416

Operations		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals		Revised	YTD	Annualized	Proposed	Change
52.12000	Professional Services	-	-	10,438	21,600	10,967	21,600	21,600	-
52.12100	Contractual Services - CH2M	269,290	88,440		-	-	-	-	-
52.32000	Cell Phones	810	1,752	1,264	1,575	1,076	1,033	1,200	(375)
52.35000	Travel Expense	-	1,934	2,266	4,750	-	-	4,750	-
52.36000	Dues & Fees	-	-	1,472	2,500	1,377	1,377	2,500	-
52.37000	Education & Training	-	-	1,465	2,500	199	199	2,500	-
53.10000	Operating Supplies	-	-	1,808	1,000	469	750	1,000	-
53.17500	Hospitality Supplies	-	766	293	1,000	-	500	1,000	-
54.24000	Computer/Software	38,695	-		-	-		-	-
Subtotal - Operations		308,795	92,892	19,006	34,925	14,088	25,459	34,550	(375)
TOTAL DEPARTMENT		308,795	237,081	258,395	263,400	177,221	267,637	297,441	34,041

City of Tucker

FY 2022 Department Operational Budget Request

City Manager - 1320

Contact:

Tami Hanlin

INSTRUCTIONS: Please use the form below for your FY 2022 operational requests. This form includes the operational requests from FY 2021 as finalized in the Budget Book highlighted in grey. Please use the white cells under each object code to enter any changes for FY 2022. Make sure to use the cells in Column A to choose one of the following: Addition, Deletion, Increase, or Decrease. The new total operational request will sum at the bottom of the page.

52.12000	Professional Services	Vendor Name	Est. Cost per unit	No. Units	Cost
	Various Studies requested by Council	Various	\$21,600	1	\$ 21,600
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 21,600
				FY 2022 Changes Subtotal	\$ -
FY 2022 TOTAL - Professional Services					\$ 21,600

52.32000	Cell Phones	Vendor Name	Est. Cost per unit	No. Units	Cost
	CM, Assist CM, Executive Assist	Verizon	\$600	3	\$ 1,800
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 1,800
Decrease	Execuive Asst.	Verizon	\$600	1	\$ (600)
				FY 2022 Changes Subtotal	\$ (600)
FY 2022 TOTAL - Cell Phones					\$ 1,200

52.35000	Travel Expenses	Vendor Name	Est. Cost per unit	No. Units	Cost
	Hotel and Mileage for GMA Conference (2)	GMA	\$1,000	2	\$ 2,000
	Hotel and Airfare ICMA Conference	ICMA	\$2,000	1	\$ 2,000
	CM State Conference	GCMA	\$750	1	\$ 750
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 4,750
				FY 2022 Changes Subtotal	\$ -
FY 2022 TOTAL - Travel Expenses					\$ 4,750

52.36000	Dues & Fees	Vendor Name	Est. Cost per unit	No. Units	Cost
	ICMA	ICMA	\$2,500	1	\$ 2,500
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 2,500
				FY 2022 Changes Subtotal	\$ -
FY 2022 TOTAL - Dues & Fees					\$ 2,500

52.37000	Education and Training	Vendor Name	Est. Cost per unit	No. Units	Cost
	GMA Registration Winter and Spring	GMA	\$500	2	\$ 1,000
	ICMA National Conference	ICMA	\$1,000	1	\$ 1,000
	ICMA State Conference	GCMA	\$500	1	\$ 500
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 2,500
				FY 2022 Changes Subtotal	\$ -
FY 2022 TOTAL - Education and Training					\$ 2,500

53.10000	Operating Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
	Various	Various	\$1,000	1	\$ 1,000
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 1,000
				FY 2022 Changes Subtotal	\$ -
FY 2022 TOTAL - Operating Supplies					\$ 1,000

53.17500	Hospitality Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
	Food	Various	\$1,000	1	\$ 1,000
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 1,000
					\$ -
				FY 2022 Changes Subtotal	\$ -
FY 2022 TOTAL - Hospitality Supplies					\$ 1,000

FY2021 Total City Manager		\$ 35,150
FY 2022 TOTAL -CITY MANAGER		\$34,550

City Clerk (1330)

Personnel		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals		Revised	YTD	Annualized	Proposed	Change
51.11000	Regular Salaries	-	-	31,113	37,976	26,400	32,343	124,277	86,301
51.21000	Group Insurance	-	-	4,827	5,207	6,032	4,321	22,362	17,155
51.22000	FICA/Medicare	-	-	438	551	356	528	1,802	1,251
51.24000	Retirement 401A	-	-	2,884	3,797	2,753	3,348	12,428	8,631
51.24001	Retirement 457 Match	-	-	1,010	1,519	964	1,172	4,971	3,452
51.26000	Unemployment Expense	-	-	298	339	256	418	513	174
51.27000	Workers Comp	-	-	-	145	-	-	671	526
Subtotal - Personnel		-	-	40,570	49,534	36,761	42,130	167,024	117,490

Operations		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals		Revised	YTD	Annualized	Proposed	Change
52.11000	Election Services	16,335	-	12,847	25,000	-	-	50,000	25,000
52.12000	Professional Services	7,055	-		-	-	-	-	-
52.12100	Contractual Services - CH2M	132,710	44,237		-	-	-	-	-
52.32000	Cell Phones	-	613	482	1,200	712	526	600	(600)
52.33000	Advertising	1,814	3,002	7,426	4,000	1,521	5,000	3,500	(500)
52.35000	Travel Expenses	-	-		975	133	-	200	(775)
52.36000	Dues & Fees	-	-	140	650	-	-	320	(330)
52.37000	Education & Training	-	-		325	49	-	6,200	5,875
53.10000	Operating Supplies	-	-		100	706	-	689	589
54.24000	Computer/Software	-	11,015	28,581	40,500	16,961	26,565	28,708	(11,792)
Subtotal - Operations		157,914	58,867	49,476	72,750	20,082	32,091	90,217	17,467
TOTAL DEPARTMENT		157,914	58,867	90,046	122,284	56,843	74,221	257,241	134,957

City of Tucker

FY 2022 Department Operational Budget Request

City Clerk - 1330

Contact:

Bonnie Warne

INSTRUCTIONS: Please use the form below for your FY 2022 operational requests. This form includes the operational requests from FY 2021 as finalized in the Budget Book highlighted in grey. Please use the white cells under each object code to enter any changes for FY 2022. Make sure to use the cells in Column A to choose one of the following: Addition, Deletion, Increase, or Decrease. The new total operational request will sum at the bottom of the page.

52.11000	Election Services	Vendor Name	Est. Cost per unit	No. Units	Cost
	Election for 3 seats	Dekalb County	\$25,000	1	\$ 25,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 25,000
Addition	RunOff	Dekalb County	\$25,000	1	\$ 25,000
			FY 2022 Changes Subtotal		\$ 25,000
FY 2022 TOTAL - Election Services					\$ 50,000

52.32000	Cell Phones	Vendor Name	Est. Cost per unit	No. Units	Cost
	City Clerk	Verizon	\$600	1	\$ 600
Dropdown	FY 2022 Changes		FY 2022 Subtotal		\$ 600
	Bonnie Only				\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Cell Phones					\$ 600

52.33000	Advertising	Vendor Name	Est. Cost per unit	No. Units	Cost
	Ads for Meetings, Budget, Splost, Etc	Champion	\$3,500	1	\$ 3,500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 3,500
	2022 Meeting Claendar, ITB's, Charter Special Called Mtgs, Qualifying Call for Election				\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Advertising					\$ 3,500

52.35000	Travel Expenses	Vendor Name	Est. Cost per unit	No. Units	Cost
					\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
Addition	Clerk's Conference X 2	Employees	\$100	2	\$ 200
					\$ -
					\$ -
					\$ -
			FY 2022 Changes Subtotal		\$ 200
FY 2022 TOTAL - Travel Expenses					\$ 200

52.36000	Dues & Fees	Vendor Name	Est. Cost per unit	No. Units	Cost
					\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
Addition	Georgia Municipal Clerk Dues	GMA	\$110	2	\$ 220
Addition	Notary Fees	DeKalb County Clerk of Court	\$50	2	\$ 100
					\$ -
					\$ -
			FY 2022 Changes Subtotal		\$ 320
FY 2022 TOTAL - Dues & Fees					\$ 320

52.37000	Education and Training	Vendor Name	Est. Cost per unit	No. Units	Cost
					\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
Addition	Clerks Conference	GMA	\$600	2	\$ 1,200
Addition	LaserFiche	LaserFiche	\$2,500	1	\$ 2,500
Addition	Asst. Clerk Certification	GMA	\$2,500	1	\$ 2,500
					\$ -
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Education and Training					\$ 6,200

53.10000	Operating Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
					\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
Addition	Official Books, office supplies, etc	Staples	\$650	1	\$ 650
Addition	Subscription	The Champion	\$39	1	\$ 39
			FY 2022 Changes Subtotal		\$ 689
FY 2022 TOTAL - Operating Supplies					\$ 689

54.24000	Computer/Software	Vendor Name	Est. Cost per unit	No. Units	Cost
	Accela Granicus IQM2	Granicus	\$9,000	1	\$ 9,000
	Easyvote	Easyvote	\$2,500	1	\$ 2,500
	LaserFiche Maintenance Fee	LaserFiche	\$5,400	1	\$ 5,400
	LaserFiche Extra Service Hours	LaserFiche	\$1,500	1	\$ 1,500
	Municode - Supplemental Pages	Municode	\$5,300	1	\$ 5,300
	Municode - Online Fee (Annual)	Municode	\$550	1	\$ 550
	Municode - Online MyMunicode (Annual)	Municode	\$1,450	1	\$ 1,450
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 25,700
Deletion	Accela Granicus IQM2	Granicus	-\$9,000	1	\$ (9,000)
Addition	LaserFiche Maintenance Fee	LaserFiche	\$100	1	\$ 100
Addition	Escribe Maintenance	Escribe	\$9,938	1	\$ 9,938
Addition	Printer	HP	\$700	1	\$ 700
Addition	JustFoia Link	Just FOIA	\$1,270	1	\$ 1,270
			FY 2022 Changes Subtotal		\$ 3,008
FY 2022 TOTAL - Computer/Software					\$ 28,708

FY2021 Total City Clerk					\$ 54,800
FY 2022 TOTAL -CITY CLERK					\$90,217

Facilities & Buildings (1500)

Operations		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals		Revised	YTD	Annualized	Proposed	Change
52.12000	Professional Services	-	2,996	75	-	-	-	6,000	6,000
52.12200	Natural Gas	1,853	1,975	1,059	-	445	939	-	-
52.13000	Technical Services	15,797	11,219	23,718	29,400	21,114	26,000	26,880	(2,520)
52.21100	Sanitation	3,783	1,000	1,045	-	81	81	-	-
52.21300	Janitorial	-	17,130	19,735	-	3,710	5,430	16,920	16,920
52.22000	Repairs & Maintenance	29,510	20,352	7,916	-	13,881	4,000	-	-
52.23100	Building & Office Leases	130,777	142,696	135,411	401,857	306,682	407,353	401,857	(0)
52.30100	Real Estate Rents/Leases			500		1,375	1,375		
52.39000	Other Expenditures	-		5,274	50,000	5,432	28,654	45,720	(4,280)
53.12100	Water/Sewer	521	64	60	-	80	-	5,160	5,160
53.12300	Electricity	9,643	8,246	14,637	-	3,896	4,100	3,500	3,500
54.23000	Furniture and Fixtures	8,734	-		-	-	-	-	-
54.25000	Other Equipment	-	-	10,000	-	10,000	10,000	10,000	10,000
Subtotal - Operations		200,618	205,678	219,430	481,257	366,696	487,932	516,037	34,780
TOTAL DEPARTMENTS		200,618	205,678	219,430	481,257	366,696	487,932	516,037	34,780

City of Tucker

FY 2022 Department Operational Budget Request

Facilities & Buildings	Contact: Janelle Law
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INSTRUCTIONS: Please use the form below for your FY 2022 operational requests. This form includes the operational requests from FY 2021 as finalized in the Budget Book highlighted in grey. Please use the white cells under each object code to enter any changes for FY 2022. Make sure to use the cells in Column A to choose one of the following: Addition, Deletion, Increase, or Decrease. The new total operational request will sum at the bottom of the page.

52.12000	Professional Services	Vendor Name	Est. Cost per unit	No. Units	Cost
	Castnet - Alarm	Castnet	\$1,500	4	\$ 6,000
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 6,000
					\$ -
				FY 2022 Changes Subtotal	\$ -
FY 2022 TOTAL - Professional Services					\$ 6,000

52.12200	Natural Gas	Vendor Name	Est. Cost per unit	No. Units	Cost
	City Hall	AGL	\$5,200	1	\$ 5,200
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 5,200
Decrease	City Hall	AGL			\$ (5,200)
				FY 2022 Changes Subtotal	\$ (5,200)
FY 2022 TOTAL - Natural Gas					\$ -

52.13000	Technical Services	Vendor Name	Est. Cost per unit	No. Units	Cost
	Internet	Comcast	\$1,600	12	\$ 19,200
	Pest Control	Crocodile Dave	\$200	12	\$ 2,400
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 21,600
Deletion	Pest Control				\$ (2,400)
Addition	Internet	Comcast	\$640	12	\$ 7,680
				FY 2022 Changes Subtotal	\$ 5,280
FY 2022 TOTAL - Technical Services					\$ 26,880

52.21100	Sanitation	Vendor Name	Est. Cost per unit	No. Units	Cost
	Sanitation Services	Dekalb Co	\$200	12	\$ 2,400
Dropdown	FY 2021 Changes			FY 2021 Subtotal	\$ 2,400
Deletion	Sanitation Services				\$ (2,400)
				FY 2022 Changes Subtotal	\$ (2,400)
FY 2022 TOTAL - Sanitation					\$ -

52.21300	Janitorial	Vendor Name	Est. Cost per unit	No. Units	Cost
	City Hall Monthly Cleaning	At Your Service Today	\$550	12	\$ 6,600
	Annex Monthly Cleaning	At Your Service Today	\$870	12	\$ 10,440
	Carpet and Misc Cleaning	At Your Service Today	\$12,960	1	\$ 12,960
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 30,000
Deletion	City Hall Monthly Cleaning				\$ (6,600)
Decrease	Carpet and Misc Cleaning				\$ (6,480)
					\$ -
				FY 2022 Changes Subtotal	\$ (13,080)
FY 2022 TOTAL - Janitorial					\$ 16,920

52.23100	Building & Office Leases	Vendor Name	Est. Cost per unit	No. Units	Cost
	City Hall (July - Dec)	John Galt Properties	\$5,150	6	\$ 30,900
	City Hall (Jan-June)	John Galt Properties	\$5,408	6	\$ 32,445
	Annex (July-Dec)	Various	\$4,250	6	\$ 25,500
	Annex (Jan-June)	Various	\$4,975	6	\$ 29,848
	Condo Dues	Tucker Professional Assoc	\$1,291	12	\$ 15,492
Dropdown	FY 2021 Changes			FY 2021 Subtotal	\$ 134,185
Deletion	CITY HALL				\$ (63,345)
Deletion	ANNEX				\$ (55,348)
Addition	City Hall	CRE Lakeside	\$32,197	12	\$ 386,365
					\$ -

					\$ -
				FY 2022 Changes Subtotal	\$ 267,672
				FY 2022 TOTAL - Building & Office Leases	\$ 401,857

52.39000	Other Expenditures	Vendor Name	Est. Cost per unit	No. Units	Cost
	Mitec Alarm		\$60	12	\$ 720
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 720
Addition	AWARD DISPLAY AREA & PLANTERS				\$ 25,000
Addition	Wall Art/City Hall Improvements/Furniture				\$ 20,000
				FY 2022 Changes Subtotal	\$ 45,000
				FY 2022 TOTAL - Other Expenditures	\$ 45,720

53.12100	Water/Sewer	Vendor Name	Est. Cost per unit	No. Units	Cost
	Water	Dekalb Co	\$430	12	\$ 5,160
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 5,160
					\$ -
				FY 2022 Changes Subtotal	\$ -
				FY 2022 TOTAL - Water/Sewer	\$ 5,160

53.12300	Electricity	Vendor Name	Est. Cost per unit	No. Units	Cost
	Electricity	GA Power	\$1,250	12	\$ 15,000
Dropdown	FY 2021 Changes			FY 2021 Subtotal	\$ 15,000
Decrease	5127 LaVista & 4877 Lawrenceville Hwy 1852 Clark	Ga Power			\$ (2,000)
				FY 2022 Changes Subtotal	\$ (2,000)
				FY 2022 TOTAL - Electricity	\$ 13,000

54.25000	Other Equipment	Vendor Name	Est. Cost per unit	No. Units	Cost
					\$ -
Dropdown	FY 2021 Changes			FY 2021 Subtotal	\$ -
Addition	Flock Cameras			4	\$ 10,000
				FY 2022 Changes Subtotal	\$ 10,000
				FY 2022 TOTAL - Electricity	\$ 10,000

				FY2021 Total FACILITIES & BUILDINGS	\$ 220,265
				FY 2022 TOTAL -FACILITIES & BUILDINGS	\$525,537

Finance (1510)

Personnel		FY 2018	FY 2019	FY 2020	FY2021			FY2022	
Account	Description	Actuals	Actuals		Revised	YTD	Annualized	Proposed	Change
51.11000	Regular Salaries	-	-	138,077	206,700	160,934	228,241	361,813	155,113
51.21000	Group Insurance	-	-	39,153	33,776	46,330	108,709	89,606	55,830
51.22000	FICA/Medicare	-	-	1,917	2,997	2,232	3,155	5,246	2,249
51.24000	Retirement 401A	-	-	13,385	20,670	16,516	23,248	35,706	15,036
51.24001	Retirement 457 Match	-	-	4,954	8,268	6,607	5,124	14,282	6,014
51.26000	Unemployment Expense	-	-	597	1,015	1,331	677	1,283	268
51.27000	Workers Comp	-	-	704	432	535	288	1,955	1,523
Subtotal - Personnel		-	-	198,787	273,858	234,485	369,442	509,891	236,033

Operations		FY 2018	FY 2019	FY 2020	FY2021			FY2022	
Account	Description	Actuals	Actuals		Revised	YTD	Annualized	Proposed	Change
52.11000	Audit Services	10,000	19,500	17,500	25,000	23,000	23,000	30,000	5,000
52.12000	Professional Services	5,325	11,913	56,221	55,650	27,930	27,800	30,000	(25,650)
52.12100	Contractual Services - CH2M	-	-		260,093	130,046	130,046	-	(260,093)
52.32000	Cell Phones	-	690	949	1,200	1,154	1,600	1,950	750
52.35000	Travel Expenses	-	-	1,042	1,500	-	-	3,000	1,500
52.36000	Dues & Fees	-	-	1,950	500	1,280	1,350	1,000	500
52.37000	Education & Training	-	7,030	2,108	2,600	-	250	3,000	400
53.10000	Operating Supplies	-	-	837	500	526	650	2,500	2,000
Subtotal - Operations		15,325	39,133	80,607	347,043	183,936	184,696	71,450	(275,593)
TOTAL DEPARTMENTS		15,325	39,133	279,394	620,901	418,421	554,138	581,341	(39,560)

City of Tucker

FY 2022 Department Operational Budget Request

Finance -1510

Contact:

Robert Porche

INSTRUCTIONS: Please use the form below for your FY 2022 operational requests. This form includes the operational requests from FY 2021 as finalized in the Budget Book highlighted in grey. Please use the white cells under each object code to enter any changes for FY 2022. Make sure to use the cells in Column A to choose one of the following: Addition, Deletion, Increase, or Decrease. The new total operational request will sum at the bottom of the page.

52.11000	Audit Services	Vendor Name	Est. Cost per unit	No. Units	Cost
	Annual External Audit	Mauldin and Jenkins	\$25,000	1	\$ 25,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 25,000
Addition	Single Audit -- CARES ACT		\$5,000		\$ 5,000
					\$ -
					\$ -
			FY 2021 Changes Subtotal		\$ 5,000
			FY 2022 TOTAL - Audit Services		\$ 30,000

52.12000	Professional Services	Vendor Name	Est. Cost per unit	No. Units	Cost
	Tax Payments new parcels	Dekalb County	\$2,500	1	\$ 2,500
	Property Tax Billing	Dekalb County	\$25,000	1	\$ 25,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 27,500
Addition	Fixed Asset & Payroll	BS&A	\$2,500	1	\$ 2,500
					\$ -
					\$ -
			FY 2022 Changes Subtotal		\$ 2,500
			FY 2022 TOTAL - Professional Services		\$ 30,000

52.32000	Cell Phones	Vendor Name	Est. Cost per unit	No. Units	Cost
	Director and Finance Manager	Verizon	\$650	2	\$ 1,300
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 1,300
Addition	Accountant	Verizon	\$650	1	\$ 650
					\$ -
					\$ -
			FY 2022 Changes Subtotal		\$ 650
			FY 2022 TOTAL - Cell Phones		\$ 1,950

52.35000	Travel Expense	Vendor Name	Est. Cost per unit	No. Units	Cost
	Hotel/Mileage/Air	Various	\$1,500	1	\$ 1,500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 1,500
Addition	Hotel/Mileage for Senior Acct		\$1,500	1	\$ 1,500
					\$ -
					\$ -
			FY 2021 Changes Subtotal		\$ 1,500
			FY 2022 TOTAL - Travel Expense		\$ 3,000

52.36000	Dues & Fees	Vendor Name	Est. Cost per unit	No. Units	Cost
	Dues	Various	\$500	1	\$ 500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 500
Addition	Dues for Senior Acct (GGFOA & GFOA)	GGFOA & GFOA	\$500	1	\$ 500
					\$ -
					\$ -
			FY 2021 Changes Subtotal		\$ 500
			FY 2022 TOTAL - Dues & Fees		\$ 1,000

52.37000	Education & Training	Vendor Name	Est. Cost per unit	No. Units	Cost
	Conference Registration and Training	Various	\$1,500	1	\$ 1,500

Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$	1,500
Addition	CVIOG Level I & II	Carl Vincent	\$1,500	1	\$	1,500
					\$	-
					\$	-
			FY 2021 Changes Subtotal		\$	1,500
FY 2022 TOTAL - Education & Training					\$	3,000

53.10000	Operating Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
	Credit Card Expenses	Various	\$500	1	500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 500
Addition	Office Supplies	Staples	\$2,000	1	\$ 2,000
					\$ -
					\$ -
					\$ -
			FY 2022 Changes Subtotal		\$ 2,000
FY 2022 TOTAL - Operating Supplies					\$ 2,500

FY2021 Total Finance					\$	57,800
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Legal (1530)

Operations		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals		Revised	YTD	Annualized	Proposed	Change
52.12000	Professional Services	122,736	17,371	2,196	35,000	75	425	35,000	-
52.12200	Attorney Fees/Anderson	140,149	155,000	198,000	198,000	148,500	198,000	204,000	6,000
52.13000	Other Services/Technical	6,625	78,534	92,309	125,000	41,715	102,153	345,000	220,000
52.13100	Contractual Services	-	63,543	64,344	75,000	47,406	64,302	65,000	(10,000)
52.32000	Cell Phones	-	811	459	600	367	500	600	-
52.36000	Dues & Fees	-	50	225	1,500	124	500	1,500	-
52.37000	Education & Training	-	997	1,664	-	250	250	-	-
53.10000	Operating Supplies	-	158	451	500	402	500	500	-
Subtotal - Operations		269,510	316,464	359,648	435,600	238,839	366,630	651,600	216,000
TOTAL DEPARTMENTS		269,510	316,464	359,648	435,600	238,839	366,630	651,600	216,000

City of Tucker

FY 2022 Department Operational Budget Request

Legal - 1530

Contact:

Brian Anderson

INSTRUCTIONS: Please use the form below for your FY 2022 operational requests. This form includes the operational requests from FY 2021 as finalized in the Budget Book highlighted in grey. Please use the white cells under each object code to enter any changes for FY 2022. Make sure to use the cells in Column A to choose one of the following: Addition, Deletion, Increase, or Decrease. The new total operational request will sum at the bottom of the page.

52.12000	Professional Services	Vendor Name	Est. Cost per unit	No. Units	Cost
	Professional Fees	Various	\$1,000	1	\$ 10,000
	Arbitration Fees	Various	\$5,000	1	\$ 5,000
	Land Surveys	Various	\$15,000	1	\$ 15,000
	Title Searches	Various	\$5,000	1	\$ 5,000
Dropdown	FY 2021 Changes		FY 2021 Subtotal		\$ 35,000
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Professional Services					\$ 35,000

52.12200	Attorney Fees/Anderson	Vendor Name	Est. Cost per unit	No. Units	Cost
	Anderson Fees	Anderson Legal	\$198,000	1	\$ 198,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 198,000
Addition	Anderson Legal Retainer	Anderson Legal	\$6,000	1	\$ 6,000
Addition	Anderson Legal 457 Contribution	Newport	\$8,160	1	\$ 8,160
Decrease	Anderson Legal 457 Contribution	Newport	\$8,160	1	\$ (8,160)
			FY 2022 Changes Subtotal		\$ 14,160
FY 2022 TOTAL - Attorney Fees/Anderson					\$ 204,000

52.13000	Other Services/Technical	Vendor Name	Est. Cost per unit	No. Units	Cost
	Litigation	Various	\$20,000	1	\$ 20,000
	Zoning	Jenkins & Bowen	\$25,000	1	\$ 25,000
	Downtown Development	Various	\$25,000	1	\$ 25,000
	2 Solicitors for 3 Sessions per month	Various	\$30,000	1	\$ 30,000
	Real Estate Closings	Various	\$15,000	1	\$ 15,000
	GMA Telecom	GMA	\$10,000	1	\$ 10,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 125,000
Addition	Urban Redevelopment Agency		\$200,000	1	\$ 200,000
Addition	Code Rewrites		\$20,000	1	\$ 20,000
			FY 2022 Changes Subtotal		\$ 220,000
FY 2022 TOTAL - Other Services/Technical					\$ 345,000

52.13100	Contractual Services	Vendor Name	Est. Cost per unit	No. Units	Cost
	Connect South	Connect South	\$60,000	1	\$ 60,000
	Operation and Admin Support	Various	\$10,000	1	\$ 10,000
	Lexis Nexis	Lexis Nexis	\$5,000	1	\$ 5,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 75,000
Decrease	Operation and Admin Support		-\$10,000	1	\$ (10,000)
			FY 2022 Changes Subtotal		\$ (10,000)
FY 2021 TOTAL - Contractual Services					\$ 65,000

52.32000	Cell Phones	Vendor Name	Est. Cost per unit	No. Units	Cost
	City Attorney	Verizon	\$50	12	\$ 600

Dropdown	FY 2022 Changes		FY 2021 Subtotal	\$ 600
			FY 2022 Changes Subtotal	\$ -
FY 2022 TOTAL - Cell Phones				\$ 600

52.36000	Dues & Fees	Vendor Name	Est. Cost per unit	No. Units	Cost
	Legal Fees	Various	\$1,500	1	\$ 1,500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 1,500
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Dues & Fees					\$ 1,500

52.37000	Education and Training	Vendor Name	Est. Cost per unit	No. Units	Cost
	Solicitor Training x 2	Various	\$0	1	\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Education and Training					\$ -

53.10000	Operating Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
	Operational Supplies	Various	\$500	1	\$ 500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 500
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Operating Supplies					\$ 500

FY2022 Total Legal Services				\$ 435,600
FY 2022 TOTAL -LEGAL SERVICES				\$651,600

IT/GIS (1535)

Operations		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals	Actuals	Revised	YTD	Annualized	Proposed	Change
52.12300	Contractual Srvc Interdev	426,615	464,605	458,865	467,412	289,867	435,283	467,412	-
54.24000	Computer/Software	91,703	167,567	296,024	293,339	84,677	178,865	298,927	5,588
Subtotal - Operations		518,318	632,172	754,889	760,751	374,544	614,148	766,339	5,588
TOTAL DEPARTMENTS		518,318	632,172	754,889	760,751	374,544	614,148	766,339	5,588

City of Tucker

FY 2022 Department Operational Budget Request

IT/GIS - 1535

Contact:

Joseph Blackwell

INSTRUCTIONS: Please use the form below for your FY 2022 operational requests. This form includes the operational requests from FY 2021 as finalized in the Budget Book highlighted in grey. Please use the white cells under each object code to enter any changes for FY 2022. Make sure to use the cells in Column A to choose one of the following: Addition, Deletion, Increase, or Decrease. The new total operational request will sum at the bottom of the page.

52.12300	Contractual Services InterDev	Vendor Name	Est. Cost per unit	No. Units	Cost
	IT Services July - Dec	InterDev	\$9,779	12	\$ 117,354
	IT Services Jan - June	InterDev	\$10,594	12	\$ 127,133
	GIS Services July - Dec	InterDev	\$7,062	12	\$ 84,746
	GIS Services Jan-June	InterDev	\$7,651	12	\$ 91,808
	Project Management	InterDev	\$1,371	1	\$ 1,371
	Additional Resources	InterDev	\$45,000	1	\$ 45,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 467,412
					\$ -
					\$ -
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Contractual Services InterDev					\$ 467,412

54.24000	Computer/Software	Vendor Name	Est. Cost per unit	No. Units	Cost
	Cisco Switches Annual Service	SmartNet	\$4,000	1	\$ 4,000
	Annual Maintenance	BS&A	\$13,485	1	\$ 13,485
	Identity Management	Azure	\$6,120	1	\$ 6,120
	Office 365 Accounts Annual	Microsoft	\$21,603	1	\$ 21,603
	Data Center Server Licensing	Microsoft	\$19,080	1	\$ 19,080
	Adobe Creative Cloud DC Pro	Adobe	\$160	50	\$ 8,000
	Adobe Creative Cloud Full Suite	Adobe	\$936	1	\$ 936
	Adobe Creative Cloud Premier Pro	Adobe	\$400	2	\$ 800
	GIS Cloud Hosted Platform	Mosaic	\$30,000	1	\$ 30,000
	Firewall Support	Fortinet	\$3,500	1	\$ 3,500
	VMWare License Renewals		\$2,000	1	\$ 2,000
	Office Visio	Microsoft	\$75	4	\$ 300
	Office 365 Business Essentials	Barracuda	\$2,184	1	\$ 2,184
	Backup Archiving	Barracuda	\$5,465	1	\$ 5,465
	SSL Certificates		\$254	1	\$ 254
	Advanced Network Monitoring and Mapping	Auvik	\$2,925	1	\$ 2,925
	Online Annual Maintenance	ArcGis	\$2,500	1	\$ 2,500
	Desktop Annual Maintenance	ArcGis	\$1,500	1	\$ 1,500
	O365 Conversion		\$7,500	1	\$ 7,500
	San Hard Drives and Server Memory Upgrades		\$8,000	1	\$ 8,000
	Ups Battery Backup	IDF	\$250	3	\$ 750
	Camera Maintenance and Support	GC&E	\$6,000	1	\$ 6,000
	Annual Circuits - Rec Ctr		\$21,600	1	\$ 21,600
	Annual Circuits - City Hall		\$9,600	1	\$ 9,600
	Annual Circuits - First Ave		\$9,600	1	\$ 9,600
	Security Maintenance - Rec Center		\$540	1	\$ 540
	Additional Training and Services		\$10,000	1	\$ 10,000
	Laptops with Monitors for New Staff		\$3,500	10	\$ 35,000
	Software for New Staff		\$300	10	\$ 3,000
	Network Switches and Support		\$52,000	1	\$ 52,000
	Contingency		\$5,097	1	\$ 5,097
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 293,339
Increase	Cisco Switches Annual Service	SmartNet	\$850	1	\$ 850

Increase	Office 365 Accounts Annual	Microsoft	\$2,397	1	\$	2,397
Increase	Adobe Creative Cloud Full Suite	Adobe	\$936	5	\$	4,680
Deletion	Office Visio	Microsoft	-\$75	4	\$	(300)
Deletion	Office 365 Business Essentials	Microsoft	-\$2,184	1	\$	(2,184)
Increase	Backup Archiving	Barracuda	\$55	1	\$	55
Deletion	O365 Conversion	Microsoft	-\$7,500	1	\$	(7,500)
Deletion	San Hard Drives and Server Memory Upgrades		-\$8,000	1	\$	(8,000)
Deletion	Ups Battery Backup	IDF	-\$250	3	\$	(750)
Increase	Camera Maintenance and Support	GC&E	\$1,500	1	\$	1,500
Addition	Cradlepoint Wireless LTE Adapters		\$150	12	\$	1,800
Addition	Cradlepoint Annula Renewal		\$1,285	1	\$	1,285
Addition	Informacast Fusion Renewal		\$3,655	1	\$	3,655
Addition	APC Warranty		\$1,000	1	\$	1,000
Addition	ARC GIS Licenses		\$500	1	\$	500
Addition	ZOOM month to month Invoice	Zoom	\$550	12	\$	6,600
					\$	-
			FY 2022 Changes Subtotal		\$	5,588
FY 2022 TOTAL - Computer/Software						\$ 298,927

FY2021 Total IT/GIS \$ 760,751

FY 2022 TOTAL -IT/GIS \$766,339

Communications (1570)

Operations		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals	Actuals	Revised	YTD	Annualized	Proposed	Change
52.12100	Contractual Services - CH2M	-	-		375,858	281,893	375,858	406,411	30,553
52.13000	Other Services/Technical	41,657	45,188	17,037	20,500	27,605	18,000	53,500	33,000
52.32000	Cell Phones	-	2,442	2,190	2,700	1,978	2,258	3,000	300
52.32050	Postage	-	8,409	20,864	8,000	4,048	6,578	9,000	1,000
52.34000	Printing	19,411	23,073	44,241	45,000	15,598	28,500	40,600	(4,400)
52.36000	Dues & Fees	-	1,317	-	-	-	-	120	120
53.10000	Operating Supplies	-	3,285	16,082	5,000	2,883	25,774	20,000	15,000
53.17500	Hospitality Supplies	5,190	21,567	2,275	40,000	9,268	5,000	40,000	-
54.24000	Computer/Software	-	-	5,161	6,190	485	6,000	6,190	-
	Subtotal - Operations	66,258	105,281	107,850	503,248	343,758	467,968	578,821	75,573
TOTAL DEPARTMENTS		66,258	105,281	107,850	503,248	343,758	467,968	578,821	75,573

City of Tucker

FY 2022 Department Operational Budget Request

Communications - 1570

Contact:

Matt Holmes

INSTRUCTIONS: Please use the form below for your FY 2022 operational requests. This form includes the operational requests from FY 2021 as finalized in the Budget Book highlighted in grey. Please use the white cells under each object code to enter any changes for FY 2022. Make sure to use the cells in Column A to choose one of the following: Addition, Deletion, Increase, or Decrease. The new total operational request will sum at the bottom of the page.

52.12100	Contractual Services - CH2M	Vendor Name	Est. Cost per unit	No. Units	Cost
	Breakdown for Communications	CH2M	\$375,858	1	\$ 375,858
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 375,858
Addition	Amendment#11	CH2M	\$18,810	1	\$ 30,553
			FY 2022 Changes Subtotal		\$ 30,553
FY 2022 TOTAL - Contractual Services - CH2M					\$ 406,411

52.13000	Other Services/Technical	Vendor Name	Est. Cost per unit	No. Units	Cost
	Fireworks	East Coast Pyrotechnics	\$15,000	1	\$ 15,000
	Police for Fireworks and Movies	Various	\$5,500	1	\$ 5,500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 20,500
Addition	Livestreaming contractor for July 3		\$2,000	1	\$ 2,000
Addition	Sound System for July 3		\$6,000	1	\$ 6,000
Addition	Website Redesign		\$25,000	1	\$ 25,000
					\$ -
			FY 2022 Changes Subtotal		\$ 33,000
FY 2022 TOTAL - Other Services/Technical					\$ 53,500

52.32000	Cell Phones	Vendor Name	Est. Cost per unit	No. Units	Cost
	Cell Phone	Verizon	\$540	5	\$ 2,700
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 2,700
Increase	Cell Phone		\$60	5	\$ 300
			FY 2021 Changes Subtotal		\$ 300
FY 2022 TOTAL - Cell Phones					\$ 3,000

52.32050	Postage	Vendor Name	Est. Cost per unit	No. Units	Cost
	Postage	USPS	\$8,000	1	\$ 8,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 8,000
Increase	Postage		\$1,000	1	\$ 1,000
			FY 2022 Changes Subtotal		\$ 1,000
FY 2022 TOTAL - Postage					\$ 9,000

52.3400	Printing	Vendor Name	Est. Cost per unit	No. Units	Cost
	Monthly Newsletters	Various	\$1,425	12	\$ 17,100
	Citywide Mailing	Various	\$7,700	1	\$ 7,700
	Educational Mailing	Various	\$5,000	1	\$ 5,000
	Magazine	Various	\$15,200	1	\$ 15,200
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 45,000
Deletion	Monthly Newsletters		\$1,425	12	\$ (17,100)
Increase	Citywide Mailing		\$7,700	1	\$ 7,700
Increase	Educational Mailing		\$5,000	1	\$ 5,000
			FY 2022 Changes Subtotal		\$ (4,400)

FY 2022 TOTAL - Printing						\$	40,600
52.36000	Dues & Fees	Vendor Name	Est. Cost per unit	No. Units	Cost		
			\$0	1	\$	-	
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$	-	
Addition	Newspaper Subscription	AJC	\$10	12	\$	120	
			FY 2022 Changes Subtotal		\$	120	
FY 2022 TOTAL - Dues & Fees						\$	120
53.10000	Operating Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost		
	Branding	Various	\$5,000	1	\$	5,000	
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$	5,000	
Addition	Banners (creation and installation)		\$10,000	1	\$	10,000	
Addition	Ornaments		\$5,000	1	\$	5,000	
			FY 2022 Changes Subtotal		\$	15,000	
FY 2022 TOTAL - Operating Supplies						\$	20,000
53.17500	Hospitality Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost		
	Tucker Volunteer Appreciation	Various	\$9,000	1	\$	9,000	
	Volunteer Appreciation Dinner	Various	\$5,000	1	\$	5,000	
	Events	Various	\$26,000	1	\$	26,000	
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$	40,000	
Deletion	Tucker Volunteer Appreciation	Various	\$9,000	1	\$	(9,000)	
Increase	Volunteer Appreciation Dinner	Various	\$9,000	1	\$	9,000	
			FY 2022 Changes Subtotal		\$	-	
FY 2022 TOTAL - Hospitality Supplies						\$	40,000
54.24000	Computer/Software	Vendor Name	Est. Cost per unit	No. Units	Cost		
	Software Computer Upgrades	Various	\$1,160	1	\$	1,160	
	Technology Upgrades	Various	\$2,000	1	\$	2,000	
	Website Hosting Fee	Revize	\$400	1	\$	400	
	MailChimp	MailChimp	\$350	1	\$	350	
	Adobe Creative Cloud	Adobe	\$600	1	\$	600	
	Envato Elements	Envato	\$200	1	\$	200	
	Additional Software	Various	\$360	1	\$	360	
	MailChimp	MailChimp	\$120	1	\$	120	
	Technology Upgrades	Various	\$1,000	1	\$	1,000	
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$	6,190	
					\$	-	
					\$	-	
					\$	-	
					\$	-	
			FY 2022 Changes Subtotal		\$	-	
FY 2022 TOTAL - Computer/Software						\$	6,190
FY2021 Total Communications						\$	503,248
FY 2022 TOTAL - Communications							\$578,821

General Operations (1595)

Operations		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals	Actuals	Revised	YTD	Annualized	Proposed	Change
52.12000	Professional Services	90,634	61,135	132,872	43,000	19,479	29,219	98,000	55,000
52.12100	Contractual Services - CH2M	2,403,494	3,419,546	3,601,520	381,849	240,560	342,176	381,849	-
52.13000	Other Services/Technical	-	1,069	47,072	2,240	21,232	31,848	1,240	(1,000)
52.21400	Landscaping	-	2,603	3,425	5,000	1,125	1,688	5,000	-
52.31000	General Liability Insurance	17,945	35,379	37,635	46,000	42,901	64,352	66,537	20,537
52.32010	Phones	-	-	25,622	30,000	23,910	35,865	30,000	-
52.32050	Postage	8,986	13,484	13,302	10,000	16,548	24,822	15,000	5,000
52.34000	Printing	284	10,696	9,700	15,000	6,463	9,695	18,000	3,000
52.36000	Dues & Fees	-	5,464	10,722	56,000	5,584	8,376	14,000	(42,000)
52.36100	Service Fees - Credit Cards	20,335	36,704	49,990	45,000	35,079	52,619	30,000	(15,000)
52.36101	Service Fees - Banking	-	546	1,157	1,000	6,180	9,270	6,000	5,000
53.10000	Operating Supplies	47,312	45,574	37,382	40,000	21,327	31,991	40,000	-
53.11000	Office Supplies	10,852	19,152	9,473	20,000	9,448	14,172	20,000	-
53.13000	Food Supplies	-	7,790	9,631	5,000	2,745	4,118	7,000	2,000
54.11000	Capital - Land Purchases	175,681	-	-	-	-	-	-	-
54.23000	Furniture	1,258	-	-	-	-	-	-	-
54.23100	Signs	8,365	-	-	-	-	-	-	-
54.24000	Computer/Software	1,067	-	-	-	-	-	-	-
54.25000	Other Equipment	-	11,393	15,847	13,000	14,220	15,561	17,000	4,000
Subtotal - Operations		2,786,213	3,670,535	4,005,350	713,089	466,801	675,769	749,626	36,537
TOTAL DEPARTMENT		2,786,213	3,670,535	4,005,350	713,089	466,801	675,769	749,626	36,537

City of Tucker
FY 2022 Department Operational Budget Request

General Operations

Contact:

INSTRUCTIONS: Please use the form below for your FY 2022 operational requests. This form includes the operational requests from FY 2021 as finalized in the Budget Book highlighted in grey. Please use the white cells under each object code to enter any changes for FY 2022. Make sure to use the cells in Column A to choose one of the following: Addition, Deletion, Increase, or Decrease. The new total operational request will sum at the bottom of the page.

52.12000	Professional Services	Vendor Name	Est. Cost per unit	No. Units	Cost
	GMA Membership Fee	GMA	\$30,000	1	\$ 30,000
	Dekalb Municipal Assoc Membership	Dekalb Municipal	\$25,000	1	\$ 25,000
	Shredding	Shred-It	\$30,000	1	\$ 30,000
	Amendment - Add HR Services	Various	\$13,000	1	\$ 13,000
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 98,000
					\$ -
					\$ -
				FY 2022 Changes Subtotal	\$ -
FY 2022 TOTAL - Professional Services					\$ 98,000

52.12100	Contractual Svcs CH2M	Vendor Name	Est. Cost per unit	No. Units	Cost
	CH2M/Jacobs Base Contract	CH2M	\$281,849	1	\$ 281,849
	Staff Contingency	CH2M	\$100,000	1	\$ 100,000
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 381,849
Decrease	Amendment#11	CH2M	-\$91,555	1	\$ (91,555)
					\$ -
				FY 2022 Changes Subtotal	\$ (91,555)
FY 2022 TOTAL - Contractual Svcs CH2M					\$ 290,294

52.13000	Other Services/Technical	Vendor Name	Est. Cost per unit	No. Units	Cost
	Water Cooler	Quench	\$2,240	1	\$ 2,240
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 2,240
Decrease	Water Cooler				\$ (1,000)
				FY 2022 Changes Subtotal	\$ (1,000)
FY 2022 TOTAL - Other Services/Technical Services					\$ 1,240

52.21400	Landscaping	Vendor Name	Est. Cost per unit	No. Units	Cost
	On call Mowing	Dave's Landscaping	\$5,000	1	\$ 5,000
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 5,000
				FY 2022 Changes Subtotal	\$ -
FY 2022 TOTAL - Landscaping					\$ 5,000

52.31000	General Liability Insurance	Vendor Name	Est. Cost per unit	No. Units	Cost
	Liability Insurance	GMA	\$31,000	1	\$ 31,000
	Insurance Additions	GMA	\$15,000	1	\$ 15,000
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 46,000
Increase	Insurance Additions	GMA	\$20,537	1	\$ 20,537
				FY 2022 Changes Subtotal	\$ 20,537
FY 2022 TOTAL - General Liability Insurance					\$ 66,537

52.32010	Phones	Vendor Name	Est. Cost per unit	No. Units	Cost
	Desk and Conference Phones	InterDev	\$30,000	1	\$ 30,000
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 30,000
				FY 2022 Changes Subtotal	\$ -
FY 2022 TOTAL - Phones					\$ 30,000

52.32050	Postage	Vendor Name	Est. Cost per unit	No. Units	Cost
	Mailings	Neopost	\$10,000	1	\$ 10,000
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 10,000
Addition	Increased Mailing & rate increase	Quadient	\$5,000	1	\$ 5,000
				FY 2021 Changes Subtotal	\$ 5,000
FY 2022 TOTAL - Postage					\$ 15,000

52.34000	Printing	Vendor Name	Est. Cost per unit	No. Units	Cost
	Copier Charges	Milner	\$15,000	1	\$ 15,000
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 15,000
Addition	Copier Charges				\$ 3,000
				FY 2022 Changes Subtotal	\$ 3,000
FY 2022 TOTAL - Printing					\$ 18,000

52.36000	Dues & Fees	Vendor Name	Est. Cost per unit	No. Units	Cost
	Property Tax	Dekalb County	\$8,000	1	\$ 8,000
	Misc Fees	Various	\$1,000	1	\$ 1,000
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 9,000
Addition	Wellness Program		\$5,000	1	\$ 5,000
					\$ -
					\$ -
				FY 2022 Changes Subtotal	\$ 5,000
FY 2022 TOTAL - Dues & Fees					\$ 14,000

52.36100	Service Fees - Credit Card	Vendor Name	Est. Cost per unit	No. Units	Cost
	Credit Card Fees for Payment Processing	Various	\$25,000	1	\$ 25,000
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 25,000
Addition	Increased Credit Card payments		\$5,000	1	\$ 5,000
				FY 2022 Changes Subtotal	\$ 5,000
FY 2022 TOTAL - Service Fees - Credit Card					\$ 30,000

52.36101	Service Fees - Banking	Vendor Name	Est. Cost per unit	No. Units	Cost
	Banking Fees	Synovus	\$1,000	1	\$ 1,000
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 1,000
Addition	Banking Fees				\$ 5,000
				FY 2022 Changes Subtotal	\$ 5,000
FY 2022 TOTAL - Service Fees - Banking					\$ 6,000

53.10000	Operating Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
	Supplies for Office Locations	Various	\$40,000	1	\$ 40,000
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 40,000
				FY 2022 Changes Subtotal	\$ -
FY 2022 TOTAL - Operating Supplies					\$ 40,000

53.11000	Office Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
	General Office Supplies	Staples	\$20,000	1	\$ 20,000
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 20,000
				FY 2022 Changes Subtotal	\$ -
FY 2022 TOTAL - Office Supplies					\$ 20,000

53.13000	Food Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
	Food For Meeting	Various	\$7,000	1	\$ 7,000
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 7,000
					\$ -
				FY 2022 Changes Subtotal	\$ -
FY 2022 TOTAL - Food Supplies					\$ 7,000

554.25000	Other Equipment	Vendor Name	Est. Cost per unit	No. Units	Cost
	Copier Rentals	Delage	\$13,000	1	\$ 13,000
Dropdown	FY 2022 Changes			FY 2021 Subtotal	\$ 13,000
Increase	Copier Rentals				\$ 4,000
				FY 2022 Changes Subtotal	\$ 4,000
FY 2022 TOTAL - Other Equipment					\$ 17,000

FY2021 Total General Operations					\$ 703,089
FY 2022 TOTAL GENERAL OPS					\$658,071

Municipal Court (2650)

Personnel		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals		Revised	YTD	Annualized	Proposed	Change
51.11000	Regular Salaries	-	-		100,476	94,695	128,655	116,934	16,458
51.21000	Group Insurance	-	-		18,422	12,116	23,450	20,069	1,647
51.22000	FICA/Medicare	-	-		1,457	101	-	1,696	239
51.24000	Retirement 401A	-	-		10,048	9,583	12,978	11,693	1,645
51.24001	Retirement 457 Match	-	-		4,019	3,695	4,850	4,677	658
51.26000	Unemployment Expense	-	-		677	763	850	677	-
51.27000	Workers Comp	-	-		288	-	-	631	343
Subtotal - Personnel		-	-		135,387	120,953	170,783	156,378	20,991

Operations		FY 2018	FY 2019		FY2020			FY2021	
Account	Description	Actuals	Actuals		Revised	YTD	Annualized	Proposed	Change
52.12000	Professional Services	5,750	13,967	18,185	215,475	71,860	86,873	215,475	-
52.12100	Contractual Services - CH2M	-	-		187,929	95,206	95,250	-	(187,929)
52.23100	Building & Office Leases	-	22,200	13,600	-	-	-	-	-
52.32000	Phones	-	-		-	83	350	1,020	-
52.36000	Dues & Fees	-	-	235	1,000	88	88	1,000	-
52.36101	Service Fees - Banking	-	-	-	10,000	-	-	-	(10,000)
52.37000	Education & Training	-	425	1,765	7,600	658	987	4,825	(2,775)
53.10000	Operating Supplies	-	-	9,877	20,000	17,145	25,718	25,000	5,000
54.24000	Computer/Software	-	7,516	6,986	32,600	23,250	31,046	23,850	(8,750)
Subtotal - Operations		5,750	44,108	50,648	474,604	208,290	240,312	271,170	(203,434)
TOTAL DEPARTMENT		5,750	44,108	50,648	609,991	329,243	411,095	427,548	(182,443)

City of Tucker

FY 2022 Department Operational Budget Request

Municipal Court - 2650

Contact:

Danielle Greene

INSTRUCTIONS: Please use the form below for your FY 2022 operational requests. This form includes the operational requests from FY 2021 as finalized in the Budget Book highlighted in grey. Please use the white cells under each object code to enter any changes for FY 2022. Make sure to use the cells in Column A to choose one of the following: Addition, Deletion, Increase, or Decrease. The new total operational request will sum at the bottom of the page.

52.12000	Professional Services	Vendor Name	Est. Cost per unit	No. Units	Cost
	Judges - Tucker	Various	\$14,000	1	\$ 14,000
	Bailiff	Various	\$11,475	1	\$ 11,475
	Interpreter	Various	\$2,000	1	\$ 2,000
	Judges	Various	\$51,700	1	\$ 51,700
	Judge - Tucker	Various	\$11,000	1	\$ 11,000
	Judges - On Call	Various	\$15,300	1	\$ 15,300
	Solicitors 2 for 11 sessions	Various	\$110,000	1	\$ 110,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 215,475
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Professional Services					\$ 215,475
52.12100	Contractual Services - CH2M	Vendor Name	Est. Cost per unit	No. Units	Cost
					\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Contractual Services - CH2M					\$ -
52.23100	Building & Office Leases	Vendor Name	Est. Cost per unit	No. Units	Cost
					\$ -
Dropdown	FY 2022 Changes		FY 2020 Subtotal		\$ -
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Building & Office Leases					\$ -
52.32000	Phones	Vendor Name	Est. Cost per unit	No. Units	Cost
					\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
Addition	Cell Phones	Verizon	\$510	2	\$ 1,020
			FY 2022 Changes Subtotal		\$ 1,020
FY 2022 TOTAL - Cell Phones					\$ 1,020

52.36000	Dues & Fees	Vendor Name	Est. Cost per unit	No. Units	Cost
	Judges Dues	Various	\$1,000	1	\$ 1,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 1,000
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Dues & Fees					\$ 1,000

52.36101	Service Fees - Banking	Vendor Name	Est. Cost per unit	No. Units	Cost
	Cash Drop Safe	Synovus	\$10,000	1	\$ 10,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 10,000
Decrease	Cash Drop Safe		-\$10,000	1	\$ (10,000)
			FY 2022 Changes Subtotal		\$ (10,000)
FY 2022 TOTAL - Service Fees - Banking					\$ -

52.37000	Education & Training	Vendor Name	Est. Cost per unit	No. Units	Cost
	Judges Training	Various	\$7,600	1	\$ 7,600
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 7,600
Addition	New Clerk 16 Cert	Tifton	\$525	1	\$ 525
Addition	Clerk of Court Training	On Line	\$150	1	\$ 150
Decrease	Judges Training	Various	-\$6,000	1	\$ (6,000)
Addition	GCIC Symposium	GBI	\$850	3	\$ 2,550
			FY 2022 Changes Subtotal		\$ 150
FY 2022 TOTAL - Education & Training					\$ 4,825

53.10000	Operating Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
	Court Operations	Various	\$20,000	1	\$ 20,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 20,000
Increase	Court Files & Jackets	Various	\$5,000	1	\$ 5,000
					\$ -
			FY 2022 Changes Subtotal		\$ 5,000
FY 2022 TOTAL - Operating Supplies					\$ 25,000

54.24000	Computer/Software	Vendor Name	Est. Cost per unit	No. Units	Cost
	Courtware	Courtware	\$940	12	\$ 11,280
	GTA	GTA	\$100	1	\$ 100
	GCIC Equipment	Various	\$2,500	1	\$ 2,500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 13,880
Increase	Courtware	Courtware	\$3,120	1	\$ 3,120
Addition	Annual Maintenance	Central Square	\$2,750	1	\$ 2,750
Addition	GTA-GCIC Reports - Traffic	GTA	\$2,400	1	\$ 2,400
Addition	Printer	GCIC Room	\$700	1	\$ 700
Increase	Laptop for Zoom	Dell	\$1,000	1	\$ 1,000
			FY 2022 Changes Subtotal		\$ 9,970
FY 2022 TOTAL - Computer/Software					\$ 23,850
FY2021 Total Court					\$ 257,955
FY 2022 TOTAL - Court					\$271,170

City Engineer (4100)

Operations		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals		Revised	YTD	Annualized	Proposed	Change
52.12100	Contractual Services - CH2M	-	-		246,992	185,244	246,992	267,070	20,078
52.13000	Other Services/Technical	15,325	-		-	-	-	-	-
52.22000	Repairs & Maintenance	47,960	-	10,017	10,000	2,500	10,000	10,000	-
52.32000	Cell Phones	-	798	1,009	1,200	950	1,114	1,200	-
52.33000	Advertising	-	198	155	500	-	20	500	-
Subtotal - Operations		63,285	996	11,181	258,692	188,694	258,126	278,770	20,078
TOTAL DEPARTMENT		63,285	996	11,181	258,692	188,694	258,126	278,770	20,078

City of Tucker

FY 2022 Department Operational Budget Request

City Engineer - 4100

Contact:

Ken Hildebrandt

INSTRUCTIONS: Please use the form below for your FY 2022 operational requests. This form includes the operational requests from FY 2021 as finalized in the Budget Book highlighted in grey. Please use the white cells under each object code to enter any changes for FY 2022. Make sure to use the cells in Column A to choose one of the following: Addition, Deletion, Increase, or Decrease. The new total operational request will sum at the bottom of the page.

52.12100	Contractual Services - CH2M	Vendor Name	Est. Cost per unit	No. Units	Cost
	Public Works	CH2M	\$246,992	1	\$ 246,992
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 246,992
Addition	Admendment#11	CH2M	\$20,078	1	\$ 20,078
			FY 2022 Changes Subtotal		\$ 20,078
FY 2022 TOTAL - Contractual Services - CH2M					\$ 267,070

52.13000	Other Services/Technical	Vendor Name	Est. Cost per unit	No. Units	Cost
				1	\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2021 TOTAL - Other Services/Technical					\$ -

52.22000	Repairs & Maintenance	Vendor Name	Est. Cost per unit	No. Units	Cost
	Emergency Repairs	Various	\$10,000	1	\$ 10,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 10,000
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Repairs & Maintenance					\$ 10,000

52.32000	Cell Phones	Vendor Name	Est. Cost per unit	No. Units	Cost
	Engineer & Supervisor	Verizon	\$600	2	\$ 1,200
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 1,200
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Cell Phones					\$ 1,200

52.33000	Advertising	Vendor Name	Est. Cost per unit	No. Units	Cost
	Bid Advertising	Champion	\$500	1	\$ 500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 500
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Advertising					\$ 500

FY2021 Total City Engineer \$ 11,700

FY 2022 TOTAL - City Engineer \$278,770

Parks and Recreation (6210, 6211, 6212)

Personnel		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals	Actuals	Revised	YTD	Annualized	Proposed	Change
51.11000	Regular Salaries	-	-	198,117	499,995	299,540	182,784	499,995	-
51.12000	Temporary Salaries	-	-	24,574	100,000	31,108	66,500	182,700	82,700
51.21000	Group Insurance	-	-	59,883	127,639	101,251	128,000	127,639	-
51.22000	FICA/Medicare	-	-	4,596	14,900	7,009	2,521	21,226	6,326
51.24000	Retirement 401A	-	-	18,428	50,000	31,355	48,500	50,000	-
51.24001	Retirement 457 Match	-	-	5,541	15,000	9,574	14,500	15,000	-
51.26000	Unemployment Expense	-	-	4,214	8,795	2,654	4,875	8,795	-
51.27000	Workers Comp	-	-	-	3,744	-	-	13,100	9,356
Subtotal - Personnel		-	-	315,353	820,073	482,491	447,680	918,455	98,382

Operations		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals	Actuals	Revised	YTD	Annualized	Proposed	Change
52.12000	Professional Services	14,150	(8,370)	8,121	20,000	2,528	3,500	30,000	10,000
52.13000	Other Services/Technical		12,439	40,085	30,301	31,547	32,963	30,801	500
52.13100	Contractual Services	258,430	260,415	145,809	100,859	58,671	98,500	83,140	(17,719)
52.21100	Sanitation		15,645	11,683	25,600	15,382	18,500	25,600	-
52.21300	Janitorial		30,203	-	-	6,800	9,350	10,800	10,800
52.21400	Landscaping		377,789	560,915	560,700	378,299	560,700	597,145	36,445
52.22000	Repairs & Maintenance	187,260	391,852	386,900	350,000	193,342	290,798	355,000	5,000
52.23100	Building & Office Leases				-	1,500	1,500	37,500	
53.23200	Equipment and Vehicle Rentals	25,902	3,700		-	-	-	-	-
52.32000	Cell Phones		3,079	2,410	3,120	1,935	2,631	3,744	624
52.33000	Advertising			60	2,500	458	575	2,500	-
52.34000	Printing			456	10,000	-	-	10,000	-
52.35000	Travel			-	-	-	-	500	
52.36000	Dues & Fees		75	1,314	1,500	1,863	1,900	2,250	750
52.37000	Education & Training				-	456	456	500	
53.10000	Operating Supplies	16,211	55,167	76,672	142,500	91,140	127,500	148,000	5,500
53.11000	Office Supplies	2,439	4,955	5,968	12,000	1,692	5,217	9,000	(3,000)
53.12100	Water/Sewer	28	447	20,376	50,000	1,549	26,354	40,000	(10,000)
53.12200	Natural Gas	9,638	28,654	14,398	30,000	10,647	12,095	25,000	(5,000)
52.12300	Electricity		28,650	50,322	99,400	64,098	78,500	104,900	5,500
54.20000	Equipment		21,400		-		-	-	-
54.22000	Vehicles	-	-	59,251	-	34	58,383	-	-
54.23000	Furniture & Fixtures	8,455		8,778	10,000	3,380	8,778	10,000	-
54.23100	Signs	-	-	744	-	-	744	-	-
54.24000	Computer/Software	35,427			-	-	-	-	-
54.25000	Other Equipment		18,233	668	-	-	668	-	-
Subtotal - Operations		557,940	1,244,333	1,394,930	1,448,480	865,321	1,339,612	1,526,380	77,900
TOTAL DEPARTMENT		557,940	1,244,333	1,710,283	2,268,553	1,347,812	1,787,292	2,444,835	176,282

Parks and Recreation - Rec (6210)

Personnel		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals		Revised	YTD	Annualized	Proposed	Change
51.11000	Regular Salaries	-	-	198,117	499,995	299,540	513,497	499,995	-
51.12000	Temporary Salaries	-	-	24,574	100,000	31,108	53,328	182,700	82,700
51.21000	Group Insurance	-	-	59,883	127,639	101,251	173,573	127,639	-
51.22000	FICA/Medicare	-	-	4,596	14,900	7,009	12,015	21,226	6,326
51.24000	Retirement 401A	-	-	18,428	50,000	31,355	53,751	50,000	-
51.24001	Retirement 457 Match	-	-	5,541	15,000	9,574	16,413	15,000	-
51.26000	Unemployment Expense	-	-	4,214	8,795	2,654	4,550	8,795	-
51.27000	Workers Comp	-	-	-	3,744	-	-	13,100	9,356
Subtotal - Personnel		-	-	315,353	820,073	482,491	827,127	918,455	98,382

Operations		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals		Revised	YTD	Annualized	Proposed	Change
52.12000	Professional Services	14,150	(8,370)	8,121	20,000	2,528	4,334	30,000	10,000
52.13000	Other Services/Technical	-	12,439	40,085	-	19,072	32,695	-	-
52.13100	Contractual Services	258,430	260,415	145,809	5,100	3,975	6,814	10,400	5,300
52.21100	Sanitation	-	15,645	11,683	-	-	-	-	-
52.21300	Janitorial	-	30,203	-	-	6,800	11,657	10,800	10,800
52.21400	Landscaping	-	377,789	560,915	-	-	-	-	-
52.22000	Repairs & Maintenance	187,260	391,852	386,900	75,000	58,345	100,020	80,000	5,000
52.23100	Building & Office Leases	-	-	-	-	1,500	1,500	37,500	37,500
52.32000	Cell Phones	-	3,079	2,410	3,120	1,935	3,317	3,744	624
52.33000	Advertising	-	-	60	2,500	458	785	2,500	-
52.34000	Printing	-	-	456	10,000	-	-	10,000	-
52.35000	Travel	-	-	-	-	-	-	500	500
52.36000	Dues & Fees	-	75	1,314	1,500	1,863	3,194	2,250	750
52.37000	Education & Training	-	-	-	-	456	782	500	500
53.10000	Operating Supplies	16,211	55,167	76,672	62,500	42,102	72,175	62,500	-
53.11000	Office Supplies	2,439	4,955	5,968	12,000	1,692	2,901	9,000	(3,000)
53.12100	Water/Sewer	28	447	20,376	20,000	993	1,702	15,000	(5,000)
53.12200	Natural Gas	9,638	28,654	14,398	30,000	10,647	18,252	25,000	(5,000)
53.12300	Electricity	-	28,650	50,322	42,000	32,328	55,419	42,000	-
54.22000	Vehicles	-	21,400	59,251	-	34	58	-	-
54.23000	Furniture & Fixtures	8,455	-	8,778	7,500	3,380	5,794	7,500	-
54.23100	Signs	-	-	744	-	-	-	-	-
54.25000	Other Equipment	61,329	21,933	669	-	-	-	-	-
Subtotal - Operations		557,940	1,244,333	1,394,931	291,220	188,108	321,399	349,194	57,974

TOTAL DEPARTMENT		557,940	1,244,333	1,710,284	1,111,293	670,599	321,399	1,267,649	156,356
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City of Tucker

FY 2022 Department Operational Budget Request

Parks & Recreation - 6210

Contact:

Rip Robertson

INSTRUCTIONS: Please use the form below for your FY 2022 operational requests. This form includes the operational requests from FY 2021 as finalized in the Budget Book highlighted in grey. Please use the white cells under each object code to enter any changes for FY 2022. Make sure to use the cells in Column A to choose one of the following: Addition, Deletion, Increase, or Decrease. The new total operational request will sum at the bottom of the page.

52.13000	Other Services/Technical	Vendor Name	Est. Cost per unit	No. Units	Cost
	Internet	Comcast	\$20,000	1	\$ 20,000
					\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 20,000
Increase	Annual Adjustment				\$ 10,000
			FY 2022 Changes Subtotal		\$ 10,000
FY 2022 TOTAL - Other Services/Technical					\$ 30,000

52.13100	Contractual Services	Vendor Name	Est. Cost per unit	No. Units	Cost
	HVAC Service	Estes	\$5,100	1	\$ 5,100
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 5,100
Addition	Rec Desk Support	Rec Desk	\$5,300	1	\$ 5,300
					\$ -
			FY 2022 Changes Subtotal		\$ 5,300
FY 2022 TOTAL - Contractual Services					\$ 10,400

52.21100	Sanitation	Vendor Name	Est. Cost per unit	No. Units	Cost
					\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Sanitation					\$ -

52.21300	Janitorial	Vendor Name	Est. Cost per unit	No. Units	Cost
					\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
Addition	Janitorial	At Your Service	\$900	12	\$ 10,800
			FY 2022 Changes Subtotal		\$ 10,800
FY 2022 TOTAL - Janitorial					\$ 10,800

52.21400	Landscaping	Vendor Name	Est. Cost per unit	No. Units	Cost
					\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Landscaping					\$ -

52.22000	Repairs & Maintenance	Vendor Name	Est. Cost per unit	No. Units	Cost
	TRC	Various	\$75,000	1	\$ 75,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 75,000
Addition	Vehicle Maintenance	Various	\$5,000	1	\$ 5,000
					\$ -

					\$ -
			FY 2022 Changes Subtotal		\$ 5,000
FY 2022 TOTAL - Repairs & Maintenance					\$ 80,000

52.23100	Building & Office Leases	Vendor Name	Est. Cost per unit	No. Units	Cost
					\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
Addition	Church Parking Lot	St. Andrews	\$1,500	1	\$ 1,500
Addition	Cofer Lot Lease	Cofer	\$20,000	1	\$ 36,000
					\$ -
			FY 2022 Changes Subtotal		\$ 37,500
FY 2022 TOTAL - Repairs & Maintenance					\$ 37,500

52.32000	Cell Phones	Vendor Name	Est. Cost per unit	No. Units	Cost
	Staff Phones	Verizon	\$624	5	\$ 3,120
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 3,120
Increase	Additional Staff Phone	Verizon	\$624		\$ 624
			FY 2022 Changes Subtotal		\$ 624
FY 2022 TOTAL - Cell Phones					\$ 3,744

52.33000	Advertising	Vendor Name	Est. Cost per unit	No. Units	Cost
	Magazines	Various	\$2,500	1	\$ 2,500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 2,500
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Advertising					\$ 2,500

52.34000	Printing	Vendor Name	Est. Cost per unit	No. Units	Cost
	Printing	Various	\$10,000	1	\$ 10,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 10,000
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2021 TOTAL - Printing					\$ 10,000

52.35000	Travel	Vendor Name	Est. Cost per unit	No. Units	Cost
					\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
Addition	Travel to Training	Employee R/I	\$100	5	\$ 500
			FY 2022 Changes Subtotal		\$ 500
FY 2021 TOTAL - Travel					\$ 500

52.36000	Dues & Fees	Vendor Name	Est. Cost per unit	No. Units	Cost
	GRPA/NRPA	GRPA	\$1,500	1	\$ 1,500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 1,500
Addition	District Fees	GRPA			\$ 500
Addition	Certification Fees	GRPA			\$ 250
			FY 2022 Changes Subtotal		\$ 500
FY 2022 TOTAL - Dues & Fees					\$ 2,250

52.37000	Education & Training	Vendor Name	Est. Cost per unit	No. Units	Cost
					\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
Addition	Training	Various	\$500	1	\$ 500
					\$ -

			FY 2022 Changes Subtotal	\$	500
FY 2022 TOTAL - Education & Training					\$ 500
53.10000	Operating Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
	Summer Camp Supplies	Various	\$7,500	1	\$ 7,500
	Janitorial	Various	\$20,000	1	\$ 20,000
	Program Supplies	Various	\$30,000	1	\$ 30,000
	Program Scorekeepers, etc.	Various	\$5,000	1	\$ 5,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal	\$	62,500
					\$ -
					\$ -
			FY 2022 Changes Subtotal	\$	-
FY 2022 TOTAL - Operating Supplies					\$ 62,500

53.1100	Office Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
	General Office Supplies	Various	\$12,000	1	\$ 12,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal	\$	12,000
Decrease	10%				\$ (3,000)
			FY 2022 Changes Subtotal	\$	(3,000)
FY 2022 TOTAL - Office Supplies					\$ 9,000

53.12100	Water/Sewer	Vendor Name	Est. Cost per unit	No. Units	Cost
	TRC & Parks	Dekalb County	\$20,000	1	\$ 20,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal	\$	20,000
Decrease					\$ (5,000)
			FY 2022 Changes Subtotal	\$	(5,000)
FY 2022 TOTAL - Water & Sewer					\$ 15,000

53.12200	Natural Gas	Vendor Name	Est. Cost per unit	No. Units	Cost
	TRC	GA Natural Gas	\$30,000	1	\$ 30,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal	\$	30,000
Decrease					\$ (5,000)
			FY 2022 Changes Subtotal	\$	(5,000)
FY 2022 TOTAL - Natural Gas					\$ 25,000

53.12300	Electricity	Vendor Name	Est. Cost per unit	No. Units	Cost
	TRC	GA Power	\$42,000	1	\$ 42,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal	\$	42,000
					\$ -
					\$ -
			FY 2022 Changes Subtotal	\$	-
FY 2022 TOTAL - Electricity					\$ 42,000

54.23000	Furniture & Fixtures	Vendor Name	Est. Cost per unit	No. Units	Cost
	Replacement and Additional	Various	\$7,500	1	\$ 7,500
Dropdown	FY 2022 Changes		FY 2021 Subtotal	\$	7,500
			FY 2022 Changes Subtotal	\$	-
FY 2022 TOTAL - Furniture & Fixtures					\$ 7,500

FY2021 Total Parks & Recreation					\$ 291,220
FY 2022 TOTAL -Parks & Recreation					\$349,194

Parks and Recreation - Parks (6211)

Operations		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals	Actuals	Revised	YTD	Annualized	Proposed	Change
52.13000	Other Services/Technical	-	-		28,301	11,191	19,185	28,301	-
52.13100	Contractual Services	-	-		24,490	11,870	20,349	22,740	(1,750)
52.21100	Sanitation	-	-		25,600	15,382	26,369	25,600	-
52.21400	Landscaping	-	-		560,700	378,299	648,513	597,145	36,445
52.22000	Repairs & Maintenance	-	-		240,000	123,449	211,627	240,000	-
53.10000	Operating Supplies	-	-		55,000	42,734	73,258	60,500	5,500
53.12100	Water/Sewer	-	-		30,000	556	953	25,000	(5,000)
53.12300	Electricity	-	-		49,000	23,057	39,526	49,000	-
	Subtotal - Operations	-	-		1,013,091	606,538	1,039,779	1,048,286	35,195
TOTAL DEPARTMENT		-	-		1,013,091	606,538	1,039,779	1,048,286	35,195

City of Tucker					
FY 2022 Department Operational Budget Request					
Parks - 6211		Contact: Rip Robertson			
<p>INSTRUCTIONS: Please use the form below for your FY 2022 operational requests. This form includes the operational requests from FY 2021 as finalized in the Budget Book highlighted in grey. Please use the white cells under each object code to enter any changes for FY 2022. Make sure to use the cells in Column A to choose one of the following: Addition, Deletion, Increase, or Decrease. The new total operational request will sum at the bottom of the page.</p>					
52.13000	Other Services/Technical	Vendor Name	Est. Cost per unit	No. Units	Cost
	Park Security Cameras	GA Power	\$28,301	1	\$ 28,301
Dropdown	FY 2022 Changes				FY 2021 Subtotal \$ 28,301
					\$ -
					FY 2022 Changes Subtotal \$ -
					FY 2022 TOTAL - Other Services/Technical \$ 28,301
52.13100	Contractual Services	Vendor Name	Est. Cost per unit	No. Units	Cost
	Playground Guard	Dekalb County	\$3,200	1	\$ 3,200
	Park Pride	Dekalb County	\$19,540	1	\$ 19,540
	Mobile Work Order Service	Upkeep	\$1,750	1	\$ 1,750
Dropdown	FY 2022 Changes				FY 2021 Subtotal \$ 24,490
Decrease	Mobile Work Order Service	Upkeep	-\$1,750	1	\$ (1,750)
					FY 2022 Changes Subtotal \$ (1,750)
					FY 2022 TOTAL - Contractual Services \$ 22,740
52.21100	Sanitation	Vendor Name	Est. Cost per unit	No. Units	Cost
	TRC	Dekalb County	\$4,800	1	\$ 4,800
	Henderson	Dekalb County	\$6,000	1	\$ 6,000
	Cofer	Dekalb County	\$10,000	1	\$ 10,000
	Fitzgerald	Dekalb County	\$4,800	1	\$ 4,800
Dropdown	FY 2022 Changes				FY 2021 Subtotal \$ 25,600
					\$ -
					FY 2022 Changes Subtotal \$ -
					FY 2022 TOTAL - Sanitation \$ 25,600
52.21400	Landscaping	Vendor Name	Est. Cost per unit	No. Units	Cost
	Landscaping	Optech	\$560,700	1	\$ 560,700
Dropdown	FY 2022 Changes				FY 2021 Subtotal \$ 560,700
Increase	Add Rosenfeld Park & pool		\$36,445	1	\$ 36,445
					FY 2022 Changes Subtotal \$ 36,445
					FY 2022 TOTAL - Landscaping \$ 597,145
52.22000	Repairs & Maintenance	Vendor Name	Est. Cost per unit	No. Units	Cost
	Parks	Various	\$240,000	1	\$ 240,000
Dropdown	FY 2022 Changes				FY 2021 Subtotal \$ 240,000
					\$ -
					FY 2022 Changes Subtotal \$ -
					FY 2022 TOTAL - Repairs & Maintenance \$ 240,000
53.10000	Operating Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
	Pine straw, Mulch, Playground	Various	\$55,000	1	\$ 55,000
Dropdown	FY 2022 Changes				FY 2021 Subtotal \$ 55,000
Addition			\$5,500	1	\$ 5,500
					FY 2022 Changes Subtotal \$ 5,500
					FY 2022 TOTAL - Operating Supplies \$ 60,500
53.12100	Water/Sewer	Vendor Name	Est. Cost per unit	No. Units	Cost
	Parks	Dekalb County	\$30,000	1	\$ 30,000
Dropdown	FY 2022 Changes				FY 2021 Subtotal \$ 30,000
Decrease			-\$5,000	1	\$ (5,000)
					FY 2022 Changes Subtotal \$ (5,000)
					FY 2022 TOTAL - Water & Sewer \$ 25,000
53.12300	Electricity	Vendor Name	Est. Cost per unit	No. Units	Cost
	Henderson Park	GA Power	\$18,000	1	\$ 18,000
	Henderson 2	GA Power	\$2,000	1	\$ 2,000
	Cofer Park	GA Power	\$8,400	1	\$ 8,400
	Peters Park	GA Power	\$600	1	\$ 600
	Fitzgerald	GA Power	\$20,000	1	\$ 20,000
Dropdown	FY 2022 Changes				FY 2021 Subtotal \$ 49,000
					\$ -
					FY 2022 Changes Subtotal \$ -
					FY 2022 TOTAL - Electricity \$ 49,000
54.23000	Furniture & Fixtures	Vendor Name	Est. Cost per unit	No. Units	Cost
Dropdown	FY 2022 Changes				FY 2021 Subtotal \$ -
					\$ -
					FY 2022 Changes Subtotal \$ -
					FY 2022 TOTAL - Furniture & Fixtures \$ -
FY2021 Total Parks & Recreation					\$ 1,013,091
FY 2021 TOTAL -Parks & Recreation					\$1,048,286

Dropdown	Description	
Addition	Any new item for FY 2022.	
Deletion	Any current item that is no longer requested in FY 2022.	
Increase	Any change in a current item that results in an increased est. cost per unit, increased no. of units, or an increase in both.	
Decrease	Any change in a current item that results in a decreased est. cost per unit, decreased no. of units, or a decrease in both.	

Parks and Recreation - Pools (6212)

Operations		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals	Actuals	Revised	YTD	Annualized	Proposed	Change
52.13000	Other Services/Technical	-	-		2,000	1,283	2,199	2,500	500
52.13100	Contractual Services	-	-		71,269	42,826	73,416	50,000	(21,269)
52.22000	Repairs & Maintenance	-	-		35,000	11,548	19,797	35,000	-
53.10000	Operating Supplies	-	-		25,000	6,304	10,807	25,000	-
53.12300	Electricity	-	-		8,400	8,713	14,937	13,900	5,500
54.23000	Furniture & Fixtures	-	-		2,500	-	-	2,500	-
	Subtotal - Operations	-	-		144,169	70,674	121,155	128,900	(15,269)
TOTAL DEPARTMENT		-	-		144,169	70,674	121,155	128,900	(15,269)

City of Tucker

FY 2022 Department Operational Budget Request

Pools - 6212

Contact:

Rip Robertson

INSTRUCTIONS: Please use the form below for your FY 2022 operational requests. This form includes the operational requests from FY 2021 as finalized in the Budget Book highlighted in grey. Please use the white cells under each object code to enter any changes for FY 2022. Make sure to use the cells in Column A to choose one of the following: Addition, Deletion, Increase, or Decrease. The new total operational request will sum at the bottom of the page.

52.13000	Other Services/Technical	Vendor Name	Est. Cost per unit	No. Units	Cost
	Inernet	Verizon	\$2,000	1	\$ 2,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 2,000
Increase	Annual Increase		\$500	1	\$ 500
			FY 2022 Changes Subtotal		\$ 500
FY 2022 TOTAL - Other Services/Technical					\$ 2,500

52.13100	Contractual Services	Vendor Name	Est. Cost per unit	No. Units	Cost
	Pool Service	AMI	\$71,269	1	\$ 71,269
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 71,269
Decrease	New Contractor	Swim Atlanta	-\$21,269	1	\$ (21,269)
			FY 2022 Changes Subtotal		\$ (21,269)
FY 2022 TOTAL - Contractual Services					\$ 50,000

52.22000	Repairs & Maintenance	Vendor Name	Est. Cost per unit	No. Units	Cost
	Pool	Various	\$35,000	1	\$ 35,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 35,000
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Repairs & Maintenance					\$ 35,000

53.10000	Operating Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
	Pool Chemicals	Various	\$25,000	1	\$ 25,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 25,000
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Operating Supplies					\$ 25,000

53.12100	Water/Sewer	Vendor Name	Est. Cost per unit	No. Units	Cost
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
			FY 2022 Changes Subtotal		\$ -

FY 2022 TOTAL - Water & Sewer \$ -

53.12300	Electricity	Vendor Name	Est. Cost per unit	No. Units	Cost
	Cofer Park	GA Power	\$8,400	1	\$ 8,400
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 8,400
Addition	Adjustment	GA Power	\$5,500	1	\$ 5,500
			FY 2022 Changes Subtotal		\$ 5,500
FY 2022 TOTAL - Electricity					\$ 13,900

54.23000	Furniture & Fixtures	Vendor Name	Est. Cost per unit	No. Units	Cost
	Replacement and Additional	Various	\$2,500	1	\$ 2,500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 2,500
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2021 TOTAL - Furniture & Fixtures					\$ 2,500

FY2021 Total Parks & Recreation \$ 144,169

FY 2022 TOTAL -Parks & Recreation \$128,900

Community Development (7210)

Operations		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals	Actuals	Revised	YTD	Annualized	Proposed	Change
52.12100	Contractual Services - CH2M	-	-	-	546,486	409,865	500,986	546,486	-
52.13000	Other Services/Technical	-	-	14,880	5,000	3,375	5,000	4,000	(1,000)
52.32000	Cell Phones	-	5,829	4,833	2,400	1,951	2,400	2,400	-
52.33000	Advertising	-	1,465	1,520	-	-	-	-	-
52.36000	Dues & Fees	-	50	-	-	50	50	-	-
52.37000	Education & Training	5,099	6,576	-	500	-	-	4,900	4,400
53.10000	Operating Supplies	-	-	2,812	2,500	31	53	500	(2,000)
53.17500	Hospitality Supplies	-	-	827	500	-	-	500	-
Subtotal - Operations		5,099	13,920	24,872	557,386	415,272	508,489	558,786	1,400
TOTAL DEPARTMENT		5,099	13,920	24,872	557,386	415,272	508,489	558,786	1,400

City of Tucker
FY 2022 Department Operational Budget Request

Community Development - 7210

Contact:

John McHenry

INSTRUCTIONS: Please use the form below for your FY 2022 operational requests. This form includes the operational requests from FY 2021 as finalized in the Budget Book highlighted in grey. Please use the white cells under each object code to enter any changes for FY 2022. Make sure to use the cells in Column A to choose one of the following: Addition, Deletion, Increase, or Decrease. The new total operational request will sum at the bottom of the page.

52.12100	Contractual Services - CH2M	Vendor Name	Est. Cost per unit	No. Units	Cost
	Building and Permitting	CH2M	\$429,551	1	\$ 429,551
	Land Development	CH2M	\$116,935	1	\$ 116,935
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 546,486
Addition	Amendment#11	CH2M	\$44,424	1	\$ 44,424
Addition	Plan Reviewer	CH2M	\$120,000	1	\$ 120,000
			FY 2022 Changes Subtotal		\$ 164,424
FY 2022 TOTAL - Contractual Services - CH2M					\$ 710,910

52.13000	Other Services/Technical	Vendor Name	Est. Cost per unit	No. Units	Cost
	Scanning Permits		\$5,000	1	\$ 5,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 5,000
Decrease	Scanning Permits		-\$5,000	1	\$ (5,000)
Increase	Various Technical Services	CDAP for the Art	\$4,000	1	\$ 4,000
			FY 2022 Changes Subtotal		\$ (1,000)
FY 2022 TOTAL - Other Services/Technical					\$ 4,000

52.32000	Cell Phones	Vendor Name	Est. Cost per unit	No. Units	Cost
	Staff	Verizon	\$300	8	\$ 2,400
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 2,400
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Cell Phones					\$ 2,400

52.33000	Advertising	Vendor Name	Est. Cost per unit	No. Units	Cost
					\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Advertising					\$ -

52.37000	Education & Training	Vendor Name	Est. Cost per unit	No. Units	Cost
	Board and Commission Training	Various	\$500	1	\$ 500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 500
Addition	BS&A Training	BS&A	\$4,400	1	\$ 4,400
			FY 2022 Changes Subtotal		\$ 4,400
FY 2022 TOTAL - Education & Training					\$ 4,900

53.10000	Operating Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
	Books and Supplies	Various	\$2,500	1	\$ 2,500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 2,500
Decrease	Books and Supplies		-\$2,000	1	\$ (2,000)
			FY 2022 Changes Subtotal		\$ (2,000)
FY 2022 TOTAL - Operating Supplies					\$ 500

53.17500	Hospitality Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
	Food	Various	\$500	1	500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 500
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Hospitality Supplies					\$ 500
FY2021 Total Community Development					\$ 557,386
FY 2022 TOTAL - Community Development					\$723,210

Planning and Zoning (7400)

Operations		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals	Actuals	Revised	YTD	Annualized	Proposed	Change
52.12100	Contractual Services - CH2M	-			714,216	545,696	666,962	714,216	-
52.13000	Other Services/Technical	-	-		5,000	-	-	8,000	3,000
52.22000	Repairs & Maintenance				-	-	12,000	50,000	
52.32000	Cell Phones	-	-		3,000	1,553	1,850	2,400	(600)
52.33000	Advertising	-	-		2,500	150	300	2,500	-
52.37000	Education & Training	-	-		4,000	1,330	380	3,000	(1,000)
53.10000	Operating Supplies	-	-		2,000	841	458	2,000	-
53.17500	Hospitality Supplies	-	-		500	-	-	500	-
Subtotal - Operations		-	-		731,216	549,570	681,950	782,616	51,400
TOTAL DEPARTMENT		-	-		731,216	549,570	681,950	782,616	51,400

City of Tucker
FY 2022 Department Operational Budget Request

Planning and Zoning - 7400

Contact:

Courtney Smith

INSTRUCTIONS: Please use the form below for your FY 2022 operational requests. This form includes the operational requests from FY 2021 as finalized in the Budget Book highlighted in grey. Please use the white cells under each object code to enter any changes for FY 2022. Make sure to use the cells in Column A to choose one of the following: Addition, Deletion, Increase, or Decrease. The new total operational request will sum at the bottom of the page.

52.12100	Contractual Services - CH2M	Vendor Name	Est. Cost per unit	No. Units	Cost
	Code Enforcement	CH2M	\$322,164	1	\$ 322,164
	Planning & Zoning	CH2M	\$392,052	1	\$ 392,052
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 714,216
Addition	Admendment#11	CH2M	\$150,518	1	\$ 150,518
					\$ -
			FY 2022 Changes Subtotal		\$ 150,518
FY 2022 TOTAL - Contractual Services - CH2M					\$ 864,734

52.13000	Other Services/Technical	Vendor Name	Est. Cost per unit	No. Units	Cost
	Scanning Permits		\$5,000	1	\$ 5,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 5,000
Decrease	Scanning Permits		-\$5,000	1	\$ (5,000)
Increase	CDAP/ALMA project for Art in the Alley		\$3,000	1	\$ 3,000
Increase	Municode - text changes		\$5,000	1	\$ 5,000
					\$ -
			FY 2022 Changes Subtotal		\$ 3,000
FY 2022 TOTAL - Other Services/Technical					\$ 8,000

52.22000	Repair & Maintenance	Vendor Name	Est. Cost per unit	No. Units	Cost
	2 Properties		\$0	1	\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
Addition	Abatement of signs in ROW		\$10,000	1	\$ 10,000
Addition	Abatement of nuisance properties		\$40,000	1	\$ 40,000
			FY 2022 Changes Subtotal		\$ 50,000
FY 2022 TOTAL - Other Services/Technical					\$ 50,000

52.32000	Cell Phones	Vendor Name	Est. Cost per unit	No. Units	Cost
	Staff	Verizon	\$600	5	\$ 3,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 3,000
Decrease	1 PZ phone; 3 Code Enforcement phones		-\$600	1	\$ (600)
			FY 2022 Changes Subtotal		\$ (600)
FY 2022 TOTAL - Cell Phones					\$ 2,400

52.33000	Advertising	Vendor Name	Est. Cost per unit	No. Units	Cost
	Legal Ads	Champion	\$2,500	1	\$ 2,500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 2,500
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Advertising					\$ 2,500

52.37000	Education & Training	Vendor Name	Est. Cost per unit	No. Units	Cost
	Board and Commission Training	Various	\$4,000	1	\$ 4,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 4,000
Decrease	1 joint training for ZBA and PC		-\$1,000	1	\$ (1,000)
			FY 2022 Changes Subtotal		\$ (1,000)
FY 2022 TOTAL - Education & Training					\$ 3,000

53.10000	Operating Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
	Books and Supplies	Various	\$2,000	1	\$ 2,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 2,000
					\$ -
			FY 2022 Changes Subtotal		\$ -

FY 2022 TOTAL - Operating Supplies					\$	2,000
53.17500	Hospitality Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost	
	Food	Various	\$500	1	\$	500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$	500
					\$	-
			FY 2022 Changes Subtotal		\$	-
FY 2022 TOTAL - Hospitality Supplies					\$	500
FY2021 Total Community Development					\$	731,216
FY 2022 TOTAL - Community Development						\$933,134

Economic Development (7520)

Personnel		FY 2018	FY 2019	FY2020		FY2021		FY2022	
Account	Description	Actuals	Actuals	Actuals	Revised	YTD	Annualized	Proposed	Change
51.11000	Regular Salaries	-	-	47,706	116,460	84,265	133,161	203,750	87,290
51.21000	Group Insurance	-	-	15,205	34,204	28,971	44,400	58,015	23,811
51.22000	FICA/Medicare	-	-	647	1,689	1,148	1,412	2,954	1,265
51.24000	Retirement 401A	-	-	4,423	11,646	8,774	10,850	20,375	8,729
51.24001	Retirement 457 Match	-	-	1,769	4,658	3,510	4,313	8,150	3,492
51.26000	Unemployment Expense	-	-	299	677	256	677	677	-
51.27000	Workers Comp	-	-	-	288	-	-	1,100	812
Subtotal - Personnel		-	-	70,049	169,622	126,924	194,813	295,022	125,400

Operations		FY 2018	FY 2019	FY2020	FY2021			FY2022	
Account	Description	Actuals	Actuals		Revised	YTD	Annualized	Proposed	Change
52.12100	Contractual Services - CH2M	-	-		97,841	73,381	89,687	105,794	7,953
52.13000	Other Services/Technical	-	-		50,000	2,790	29,500	50,000	-
52.32000	Cell Phones	-	-		-	-	-	-	-
52.33000	Advertising	-	40	70	150	10	15	20,585	20,435
52.36000	Dues & Fees	-	397	115	-	-	116	435	435
52.37000	Education & Training	-	-	1,539	6,518	1,008	1,512	4,018	(2,500)
52.39000	Other Expenditures	-	1,021		-	-	-	-	-
53.10000	Operating Supplies	-	273	33,338	2,500	253	227	2,500	-
53.17500	Hospitality Supplies	-	5,420	2,238	5,000	833	1,250	2,000	(3,000)
Subtotal - Operations		-	7,151	37,300	162,009	78,275	122,307	185,332	23,323
TOTAL DEPARTMENT		-	7,151	107,349	331,631	205,199	317,120	480,354	148,723

City of Tucker

FY 2022 Department Operational Budget Request

Economic Development - 7520

Contact:

John McHenry

INSTRUCTIONS: Please use the form below for your FY 2022 operational requests. This form includes the operational requests from FY 2021 as finalized in the Budget Book highlighted in grey. Please use the white cells under each object code to enter any changes for FY 2022. Make sure to use the cells in Column A to choose one of the following: Addition, Deletion, Increase, or Decrease. The new total operational request will sum at the bottom of the page.

52.12100	Contractual Services - CH2M	Vendor Name	Est. Cost per unit	No. Units	Cost
	Economic Development	CH2M	\$97,841	1	\$ 97,841
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 97,841
Addition	Amendment#11	CH2M	\$7,953	1	\$ 7,953
			FY 2022 Changes Subtotal		\$ 7,953
FY 2022 TOTAL - Contract Svcs					\$ 105,794

52.13000	Other Services/Technical	Vendor Name	Est. Cost per unit	No. Units	Cost
	DDA Legal Services	Various	\$25,000	1	\$ 25,000
	DDA Econ Dev Activities	Various	\$25,000	1	\$ 25,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 50,000
					\$ -
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Other Services/Technical					\$ 50,000

52.32000	Cell Phones	Vendor Name	Est. Cost per unit	No. Units	Cost
					\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Cell Phones					\$ -

52.33000	Advertising	Vendor Name	Est. Cost per unit	No. Units	Cost
	DDA Legal Ads	Champion	\$150	1	\$ 150
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 150
Addition	AJC & Atl Business Chronicle	Various	\$435	1	\$ 435
Addition	DDA Marketing	Various	\$20,000	1	\$ 20,000
			FY 2022 Changes Subtotal		\$ 20,435
FY 2022 TOTAL - Advertising					\$ 20,585

52.36000	Dues & Fees	Vendor Name	Est. Cost per unit	No. Units	Cost
					\$ -
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ -
Addition	AJC & Atl Business Chronicle	Various	\$435	1	\$ 435
			FY 2022 Changes Subtotal		\$ 435
FY 2022 TOTAL - Dues & Fees					\$ 435

52.37000	Education & Training	Vendor Name	Est. Cost per unit	No. Units	Cost
	DDA Training	Various	\$3,600	1	\$ 3,600
	AICP Dues		\$625	1	\$ 625
	GMA Conference with Hotel Stay		\$1,400	1	\$ 1,400
	Single Day Event Training - GPA & Other		\$600	1	\$ 600
	Planetizen Membership - CM Credits		\$168	1	\$ 168
	GCMA Membership		\$125	1	\$ 125

Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 6,518
Decrease	DDA Training		-\$2,500	1	\$ (2,500)
					\$ (2,500)
FY 2022 TOTAL - Education & Training					\$ 4,018

53.10000	Operating Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
	Misc Supplies for Manufacturing	Various	\$2,500	1	\$ 2,500
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 2,500
					\$ -
			FY 2022 Changes Subtotal		\$ -
FY 2022 TOTAL - Operating Supplies					\$ 2,500

53.17500	Hospitality Supplies	Vendor Name	Est. Cost per unit	No. Units	Cost
	Food	Various	\$5,000	1	\$ 5,000
Dropdown	FY 2022 Changes		FY 2021 Subtotal		\$ 5,000
Decrease	Food		-\$3,000	1	\$ (3,000)
			FY 2022 Changes Subtotal		\$ (3,000)
FY 2022 TOTAL - Hospitality Supplies					\$ 2,000

FY2021 Total Economic Development					\$ 162,444
FY 2022 TOTAL - Economic Development					\$185,332

Five Year Project Funding

Capital Projects (Fund 300)

Department	Funding Source	Project	Prior Amts	FY 2022	FY 2023	FY 2024	FY 2025	FY2026	Total	Notes
City Clerk	Capital	New Meeting Management Software (agendas/minutes)	30,000						30,000	
Finance	Capital	BS&A Software Modules	19,000						19,000	
IT/GIS	Capital	Computer replacement	36,000	41,040	46,786	53,336	60,803		237,964	
Court	Capital	New Court Software	50,000						50,000	
City Engineer	Capital	Resurfacing	400,000	400,000	400,000	400,000	400,000		2,000,000	LMIG
City Engineer	Capital	Resurfacing	1,000,000	1,000,000	1,000,000	1,000,000			4,000,000	
City Engineer	Capital	Program Management	50,000	50,000	50,000	50,000	250,000		450,000	
City Engineer	Capital	Lawrenceville Highway @ I-285 Landscape Project	100,000	-	-	-			100,000	Tree Fund
City Engineer	Capital	Improve Curb Radii at Intersections	-	100,000	100,000	100,000			300,000	
City Engineer	Capital	Tucker Streetscape Landscaping	150,000	-	-	-			150,000	Tree Fund
City Engineer	Capital	Tucker Streetscape Streetlights	250,000	-	-	-			250,000	
City Engineer	Capital	Hugh Howell Road Int Improvements Feasibility Study	-	100,000	-	-			100,000	
City Engineer	Capital	Tucker Norcross Road Corridor Study	-	100,000	-	-			100,000	
City Engineer	Capital	Old Norcross Road Safety Study	30,000	-	-	-			30,000	
City Engineer	Capital	Lawrenceville Highway Resurfacing	-	-	-	-			-	GDOT
City Engineer	Capital	Lilburn-Stone Mountain Road Safety Study	-	30,000	-	-			30,000	
City Engineer	Capital	Idlewood Rd @ Fellowship Rd Intersection Study	-	50,000	-	-			50,000	
City Engineer	Capital	Lavista Road Operations & Safety Study	-	-	30,000	-			30,000	
City Engineer	Capital	Brockett Road / Idlewood Road Connectivity Study	-	-	-	250,000			250,000	
City Engineer	Capital	Sidewalk - Various Locations	500,000	1,000,000	1,000,000	1,000,000	1,000,000		4,500,000	
City Engineer	Capital	MARTA Bus Pads	-	50,000	50,000	50,000			150,000	
City Engineer	Capital	Smoke Rise Elementary School Road Improvements	100,000	-	-	-			100,000	Total project \$300K with \$225k receivable
City Engineer	Capital	Engineering Design/Studies	50,000	100,000	100,000	100,000	100,000		450,000	
Parks and Recreation	Capital	Pier/Dock (Repair/Addition) and Trail bridges/walks	50,000	50,000	50,000	50,000	50,000		250,000	Hotel/Motel
Parks and Recreation	Capital	Playgrounds (upgrades/expansion/new)	106,250	125,000	125,000	125,000	125,000		606,250	Hotel/Motel
Parks and Recreation	Capital	TRC Renovations (HVAC, ETC.)	50,000	50,000	50,000	50,000	50,000		250,000	Hotel/Motel
Parks and Recreation	Capital	Parks & Rec Studies (updates)	25,000	50,000	25,000	50,000	25,000		175,000	
Parks and Recreation	Capital	Park Construction Plans	75,000	100,000	100,000	100,000	100,000		475,000	
Parks and Recreation	Capital	Park Master Plan Studies (individual parks)	60,000	60,000	60,000	60,000	60,000		300,000	
Parks and Recreation	Capital	Program/Project Management	25,000	75,000	75,000	75,000	75,000		325,000	
Parks and Recreation	Capital	Park Fencing	50,000	25,000	50,000	25,000	50,000		200,000	
Parks and Recreation	Capital	Trails (bridges/improve/new)	75,000	100,000	100,000	100,000	100,000		475,000	
Parks and Recreation	Capital	Park Pavilions	-	125,000	125,000	125,000	125,000		500,000	
Parks and Recreation	Capital	Dog Parks	30,000	-	30,000	-	30,000		90,000	
Parks and Recreation	Capital	Athletic Field Renovations	-	50,000	50,000	50,000	125,000		275,000	
Parks and Recreation	Capital	TRC Athletic Courts (volleyball/bocce/horseshoe)	-	-	50,000	-	-		50,000	
Parks and Recreation	Capital	Park Property Acquisition	-	150,000	150,000	150,000	150,000		600,000	
Parks and Recreation	Capital	General Park Imp (new)	-	250,000	250,000	250,000	250,000		1,000,000	
Parks and Recreation	Capital	Gym Renovations	-	-	150,000	-	150,000		300,000	
Parks and Recreation	Capital	Maintenance/Utility Bldgs	-	100,000	-	100,000	-		200,000	
Parks and Recreation	Capital	Gym Equip	-	10,000	10,000	10,000	10,000		40,000	
Parks and Recreation	Capital	Auto/Utility/Work	25,000	-	-	-	-		25,000	
Parks and Recreation	Capital	Benches/Trash Cans/Pet Stns	-	50,000	50,000	50,000	50,000		200,000	
Parks and Recreation	Capital	Signs (Park Entry/Way Finding/Etc.)	50,000	50,000	50,000	50,000	50,000		250,000	
DDA	Capital	Fiber Study	25,000	-	-	-	-		25,000	
TOTALS			3,411,250	4,441,040	4,326,786	4,423,336	3,385,803		19,988,214	

SPLOST (Fund 320)

Department	Funding Source	Project	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY2026	Total	Notes
City Engineer	SPLOST	Resurfacing	2,167,992	2,269,270	2,269,270	2,269,270	-		8,975,802	70% of Roads & Drainage
City Engineer	SPLOST	Major Road Improvements	450,445	450,445	450,445	450,445			1,801,780	15% of Roads & Drainage (redundant)
City Engineer	SPLOST	Program Management	307,380	307,380	307,380	307,380			1,229,520	includes Parks projects
City Engineer	SPLOST	Quick Response Projects	324,183	324,183	324,183	324,183	324,183		1,620,915	10% of Roads & Drainage
City Engineer	SPLOST	Chamblee Tucker Road Safety Improvements	-	300,000	-	-			300,000	
City Engineer	SPLOST	Idlewood Road Complete Street	-	884,600	-	-			884,600	
City Engineer	SPLOST	US 78 @ Brockett/Coolidge Road Safety Imp	-	-	-	-			-	
City Engineer	SPLOST	Lawrenceville Hwy @ Lynburn Dr Intersection Imp	-	200,000	1,375,000	-			1,575,000	
City Engineer	SPLOST	Hugh Howell Road Intersection Improvements	-	400,000	-	-			400,000	
City Engineer	SPLOST	Main Street Shared Lane	-	400,000	-	-			400,000	
City Engineer	SPLOST	Chamblee Tucker Road Operational & Safety Imp	-	-	300,000	-			300,000	
City Engineer	SPLOST	Brockett Road Complete Street	-	-	120,000	-			120,000	
City Engineer	SPLOST	Fellowship Road Complete Street	-	-	334,500	-			334,500	
City Engineer	SPLOST	Fellowship Road @ Lawrenceville Hwy Intersection Imp	-	-	400,000	-			400,000	
City Engineer	SPLOST	Juliette Road Complete Street	-	-	160,000	-			160,000	
City Engineer	SPLOST	Woodlawn Circle Shared Lane	-	-	39,000	-			39,000	
City Engineer	SPLOST	Trail Projects - Locations TBD	947,607	947,607	947,607	947,607			3,790,428	
City Engineer	SPLOST	Montreal Road Bike Lane	-	-	-	3,800,000			3,800,000	
Parks and Recreation	SPLOST	Engineering Services (Park Const projects)	25,000	25,000	25,000	25,000	25,000		125,000	
Parks and Recreation	SPLOST	Program/Project Management	37,500	37,500	37,500	37,500	37,500		187,500	
Parks and Recreation	SPLOST	Sports Field Lighting	212,500	212,500	212,500	212,500	212,500		1,062,500	
Parks and Recreation	SPLOST	Restrooms - Parks	-	225,000	-	175,000	-		400,000	

Parks and Recreation	SPLOST	Parking Lots - Parks	200,000	200,000	175,000	250,000	200,000	1,025,000
Parks and Recreation	SPLOST	Nature Center - TNP			200,000			200,000
Parks and Recreation	SPLOST	J. Homestead Restoration	50,000		100,000	50,000	50,000	250,000
Parks and Recreation	SPLOST	Security Cameras	25,000				25,000	50,000
Parks and Recreation	SPLOST	Pool Renovations	200,000	50,000			200,000	450,000
TOTALS			4,947,607	7,233,485	7,777,385	8,848,885	1,074,183	29,881,545
TOTAL ALL FUNDS			8,358,857	11,674,525	12,104,171	13,272,221	4,459,986	49,869,759

300 Capital Projects

			PROJECT#
Department	Description	FY 2022	
City Manager	Old Library Site Improvements	200,000	CM2201
City Manager	Land Acquisition	300,000	CM2202
Clerk	BS&A Human Resource Module	24,000	CC2201
IT/GIS	Computer Replacement Requested (Funded by previous Projects)	-	-
Court	Kiosk - Court Check-In Payment & Visitor Portal	10,000	CT2201
Court	Finger Print Machine	15,000	CT2202
Communications	Website Redesign (Moved to Communications Operating)	-	CD2201
City Engineer	Chamblee Tucker Rd Improvements	1,500,000	CE2201
City Engineer	Marta Bus Pads	100,000	CE2202
City Engineer	Intersection Radii	100,000	CE2203
City Engineer	Resurfacing	1,860,000	CE2204
City Engineer	Sidewalks	500,000	CE2205
City Engineer	Program Mgmt	50,000	CE2206
City Engineer	Engineering Design Studies	50,000	CE2207
City Engineer	Fellowship @ Idlewood	100,000	CE2208
Parks and Rec	Fitzgerald Park Improvements	1,000,000	PR2201
Parks and Rec	Gen Park Improvements	30,000	PR2201
Parks and Rec	Pool Improvements	90,000	PR2203
Parks and Rec	Sports Field Lighting	200,000	PR2204
Parks and Rec	Tennis Court Improvements	90,000	PR2205
Parks and Rec	Trail Improvements	90,000	PR2206
Parks and Rec	Cofer Trail Park	200,000	PR2207
DDA	Citywide BroadBand Master Plan (Cut)	-	-
DDA	Marketing Study (In Econ Dev Operating)	-	-
DDA	Land Acquisition (Moved to CM Capital Budget)	-	-
TOTAL		6,509,000	

Source Funding

General Fund	5,980,250
Tree Fund	-
LMIG	360,000
Hotel Motel	168,750
	<u>6,509,000</u>

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Site Improvements	Recurring:	No	Useful Life:	7-10 years
Department:	City Manager	Request Type:	New Request	Start Date:	7/1/2021
Contact:	Tami Hanlin	Project Number:	CM2201	End Date:	
Total Cost:	\$ -	Funding Variance:	\$ -	Total Score:	0

Project Description and/or Justification:

Site Improvements at old Library site

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5		5	0
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
2. Improves Service Delivery					
Project replaces or improves old or outdated technologies or services		5		4	0
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5		2	0
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5		2	0
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5		2	0
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
CAPITAL COSTS					
Design/Studies					
Land/Right-of-Way					
Construction	\$ 200,000				
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 200,000	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS					
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 200,000	\$ -	\$ -	\$ -	\$ -
					TOTAL 5-YEAR COSTS \$ 200,000

PROJECT FUNDING

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
FUNDING SOURCES					
General Fund	\$ 200,000				
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 200,000	\$ -	\$ -	\$ -	\$ -
					TOTAL 5-YEAR FUNDING NEEDS \$ 200,000

*Other Funding Source Explanation:

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	BS&A Human Resource Module	Recurring:	No	Useful Life:	7-10 years
Department:	City Clerk	Request Type:	New Request	Start Date:	2/1/2022
Contact:	Bonnie Warne	Project Number:		End Date:	
Total Cost:	\$ -	Funding Variance:	\$ -	Total Score:	0

Project Description and/or Justification:

Since the City is brining in the Human Resource function, it would make sense to implement the HR module from BS&A and utilize the integration afforded into the Payroll Module and Budget modules.

	Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate				
Project required by federal, state, or local mandate, grants, court orders, and/or judgements	5		5	0
Project addresses anticipated legal mandates	3			
Project is not required by any legal mandate	0			
2. Improves Service Delivery				
Project replaces or improves old or outdated technologies or services	5		4	0
Project adds new technologies to current service delivery	3			
Project establishes a new service	1			
Project is not related to maintaining service delivery levels	0			
3. Related to Other Projects				
Project is essential to the success of other projects identified in the CIP already underway	5		2	0
Project is linked to other projects in the CIP already underway but is not essential to their completion	3			
Project is not related to other projects in the CIP already underway	0			
4. Department Priority (in comparison to other capital requests)				
High	5		2	0
Medium	3			
Low	1			
5. Need for Project				
Immediate need (project must be completed within the next 6-12 months)	5		2	0
Moderate need (project can be completed within the next 1-3 years)	3			
Long-term need (project can be completed within the next 3+ years)	1			

PROJECT COSTS					
CAPITAL COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Design/Studies					
Land/Right-of-Way					
Construction	\$ 24,000				
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 24,000	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 24,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR COSTS					\$ 24,000
PROJECT FUNDING					
FUNDING SOURCES	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
General Fund	\$ 24,000				
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 24,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR FUNDING NEEDS					\$ 24,000

*Other Funding Source Explanation:

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Finger Print Machine	Recurring:	No	Useful Life:	7-10 years
Department:	Court	Request Type:	New Request	Start Date:	2021
Contact:	Danielle Greene	Project Number:	CT2201	End Date:	
Total Cost:	\$ -	Funding Variance:	\$ -	Total Score:	14

Project Description and/or Justification:

The Municipal Court would like to Finger Print its own Alcohol License Applicants, Misdemeanor Traffic Offenders, and the General Public to derive the fees that we now pay to DeKalb County. Also, by running the Finger Prints in house, it will expedite the Alcohol License application process and provide better service to the Tucker business community. This will help the City of Tucker to stay compliant with GCIC rules and regulations.

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5	3	5	15
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
2. Improves Service Delivery					
Project replaces or improves old or outdated technologies or services		5	3	4	12
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5	0	2	0
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5	3	2	6
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5	5	2	10
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
CAPITAL COSTS					
Design/Studies					
Land/Right-of-Way					
Construction					
Equipment	\$ 15,000				
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 15,000	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS					
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 15,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR COSTS					\$ 15,000

PROJECT FUNDING

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
FUNDING SOURCES					
General Fund	\$ 15,000				
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 15,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR FUNDING NEEDS					\$ 15,000

*Other Funding Source Explanation:

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Website Redesign	Recurring:	No	Useful Life:	5 years
Department:	Communications	Request Type:		Start Date:	Aug-21
Contact:	Matt Holmes	Project Number:		End Date:	Jul-22
Total Cost:	\$ 50,000	Funding Variance:	\$ -	Total Score:	18

Project Description and/or Justification:

Communications would like to request capital funds to redesign and find a new host for the City's website. The current host and site are limited in accessibility to residents and the ease of use and creation is outside of our control. A redesign will revamp our look post-COVID and add features that will benefit transparency and communication with residents. Our goal is to always be able to find what our residents need within three clicks while also being kind to the viewers eye. Our last redesign was very much reined by our limited budget and we would like to be able to truly open the field to various companies and their talents. Maintenance is estimated at \$10,000/year starting in 2022 and should not be included in this capital request but will be added to either our annual budget or IT.

	Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate				
Project required by federal, state, or local mandate, grants, court orders, and/or judgements	5	0	5	0
Project addresses anticipated legal mandates	3			
Project is not required by any legal mandate	0			
2. Improves Service Delivery				
Project replaces or improves old or outdated technologies or services	5	5	4	20
Project adds new technologies to current service delivery	3			
Project establishes a new service	1			
Project is not related to maintaining service delivery levels	0			
3. Related to Other Projects				
Project is essential to the success of other projects identified in the CIP already underway	5	3	2	6
Project is linked to other projects in the CIP already underway but is not essential to their completion	3			
Project is not related to other projects in the CIP already underway	0			
4. Department Priority (in comparison to other capital requests)				
High	5	5	2	10
Medium	3			
Low	1			
5. Need for Project				
Immediate need (project must be completed within the next 6-12 months)	5	5	2	10
Moderate need (project can be completed within the next 1-3 years)	3			
Long-term need (project can be completed within the next 3+ years)	1			

PROJECT COSTS

CAPITAL COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Design/Studies		\$ 60,000			
Land/Right-of-Way					
Construction					
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ -	\$ 60,000	\$ -	\$ -	\$ -
OPERATING COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Personnel					
Maintenance and Operations			\$ 10,000	\$ 10,000	\$ 10,000
<i>operating costs subtotal</i>	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 10,000
TOTAL PROJECT COSTS	\$ -	\$ 60,000	\$ 10,000	\$ 10,000	\$ 10,000
TOTAL 5-YEAR COSTS					\$ 90,000

PROJECT FUNDING

FUNDING SOURCES	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
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General Fund	\$ -	\$ 60,000	\$ 10,000	\$ 10,000	\$ 10,000
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ -	\$ 60,000	\$ 10,000	\$10,000	\$ 10,000
	TOTAL 5-YEAR FUNDING NEEDS \$ 90,000				

*Other Funding Source Explanation:

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Court Kiosk	Recurring:	No	Useful Life:	7-10 years
Department:	Municipal Court	Request Type:	New Request	Start Date:	
Contact:	Danielle Greene	Project Number:	CT2202	End Date:	
Total Cost:	\$ -	Funding Variance:	\$ 10,000	Total Score:	0

Project Description and/or Justification:

Howard Kiosk to COVID-19 test & check-in for traffic court. Kiosk to be placed outside for after-hours payment acceptance & mail drop.

	Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate				
Project required by federal, state, or local mandate, grants, court orders, and/or judgements	5		5	0
Project addresses anticipated legal mandates	3			
Project is not required by any legal mandate	0			
2. Improves Service Delivery				
Project replaces or improves old or outdated technologies or services	5		4	0
Project adds new technologies to current service delivery	3			
Project establishes a new service	1			
Project is not related to maintaining service delivery levels	0			
3. Related to Other Projects				
Project is essential to the success of other projects identified in the CIP already underway	5		2	0
Project is linked to other projects in the CIP already underway but is not essential to their completion	3			
Project is not related to other projects in the CIP already underway	0			
4. Department Priority (in comparison to other capital requests)				
High	5		2	0
Medium	3			
Low	1			
5. Need for Project				
Immediate need (project must be completed within the next 6-12 months)	5		2	0
Moderate need (project can be completed within the next 1-3 years)	3			
Long-term need (project can be completed within the next 3+ years)	1			

PROJECT COSTS

CAPITAL COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Design/Studies					
Land/Right-of-Way					
Construction					
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR COSTS					\$ -

PROJECT FUNDING

FUNDING SOURCES	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
General Fund	\$ 10,000				
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 10,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR FUNDING NEEDS					\$ 10,000

*Other Funding Source Explanation:

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Chamblee Tucker Rd Improvements	Recurring:	No	Useful Life:	20 years
Department:	City Engineer	Request Type:	New Request	Start Date:	
Contact:	Ken Hildebrandt	Project Number:		End Date:	
Total Cost:	\$ 1,500,000	Funding Variance:	\$ -	Total Score:	18

Project Description and/or Justification:

Design and implement recommendations from the Chamblee Tucker Road Corridor Study. Additional resurfacing needs to be funded from the resurfacing accounts. Michelle Pentkava Project.

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements	5	0	5	0	
Project addresses anticipated legal mandates	3				
Project is not required by any legal mandate	0				
2. Improves Service Delivery					
Project replaces or improves old or outdated technologies or services	5	5	4	20	
Project adds new technologies to current service delivery	3				
Project establishes a new service	1				
Project is not related to maintaining service delivery levels	0				
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway	5	5	2	10	
Project is linked to other projects in the CIP already underway but is not essential to their completion	3				
Project is not related to other projects in the CIP already underway	0				
4. Department Priority (in comparison to other capital requests)					
High	5	5	2	10	
Medium	3				
Low	1				
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)	5	3	2	6	
Moderate need (project can be completed within the next 1-3 years)	3				
Long-term need (project can be completed within the next 3+ years)	1				

PROJECT COSTS

CAPITAL COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Design/Studies	\$ 100,000				
Land/Right-of-Way					
Construction	\$ 1,400,000				
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR COSTS					\$ 1,500,000

PROJECT FUNDING

FUNDING SOURCES	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
General Fund		\$ 1,500,000			
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -
TOTAL 5-YEAR FUNDING NEEDS					\$ 1,500,000

*Other Funding Source Explanation:

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	MARTA Bus Pads	Recurring:	Yes	Useful Life:	20 years
Department:	City Engineer	Request Type:	Amended Request	Start Date:	
Contact:	Ken Hildebrandt	Project Number:		End Date:	
Total Cost:	\$ 100,000	Funding Variance:	\$ -	Total Score:	22

Project Description and/or Justification:

Design, permit, and construct MARTA bus pads throughout the city. Anticipate partnership with MARTA on the installation of benches and shelters.

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5	3	5	15
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
2. Improves Service Delivery					
Project replaces or improves old or outdated technologies or services		5	5	4	20
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5	4	2	8
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5	5	2	10
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5	5	2	10
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS

CAPITAL COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Design/Studies					
Land/Right-of-Way					
Construction	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
OPERATING COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
TOTAL 5-YEAR COSTS					\$ 500,000

PROJECT FUNDING

FUNDING SOURCES	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
General Fund	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
TOTAL 5-YEAR FUNDING NEEDS					\$ 500,000

*Other Funding Source Explanation:

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Intersection Radii	Recurring:	Yes	Useful Life:	20 years
Department:	City Engineer	Request Type:	Amended Request	Start Date:	
Contact:	Ken Hildebrandt	Project Number:		End Date:	
Total Cost:	\$ 100,000	Funding Variance:	\$ -	Total Score:	17

Project Description and/or Justification:

Improve the curb radii at various intersections throughout the city to improve turning radius.

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5	3	5	15
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
2. Improves Service Delivery					
Project replaces or improves old or outdated technologies or services		5	5	4	20
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5	3	2	6
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5	3	2	6
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5	3	2	6
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS

CAPITAL COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Design/Studies					
Land/Right-of-Way					
Construction	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
OPERATING COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
TOTAL 5-YEAR COSTS					\$ 500,000

PROJECT FUNDING

FUNDING SOURCES	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
General Fund	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
TOTAL 5-YEAR FUNDING NEEDS					\$ 500,000

*Other Funding Source Explanation:

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Resurfacing	Recurring:	Yes	Useful Life:	15 years
Department:	City Engineer	Request Type:	Amended Request	Start Date:	
Contact:	Ken Hildebrandt	Project Number:		End Date:	
Total Cost:	\$ 4,060,380	Funding Variance:	\$ -	Total Score:	20

Project Description and/or Justification:

Continuing the resurfacing of various streets throughout the city. This project utilizes SPLOST, Capital, and LMIG funds.

	Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate				
Project required by federal, state, or local mandate, grants, court orders, and/or judgements	5	5	5	25
Project addresses anticipated legal mandates	3			
Project is not required by any legal mandate	0			
2. Improves Service Delivery				
Project replaces or improves old or outdated technologies or services	5	5	4	20
Project adds new technologies to current service delivery	3			
Project establishes a new service	1			
Project is not related to maintaining service delivery levels	0			
3. Related to Other Projects				
Project is essential to the success of other projects identified in the CIP already underway	5	0	2	0
Project is linked to other projects in the CIP already underway but is not essential to their completion	3			
Project is not related to other projects in the CIP already underway	0			
4. Department Priority (in comparison to other capital requests)				
High	5	5	2	10
Medium	3			
Low	1			
5. Need for Project				
Immediate need (project must be completed within the next 6-12 months)	5	5	2	10
Moderate need (project can be completed within the next 1-3 years)	3			
Long-term need (project can be completed within the next 3+ years)	1			

PROJECT COSTS

CAPITAL COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Design/Studies					
Land/Right-of-Way					
Construction	\$ 4,060,380	\$ 4,060,380	\$ 4,060,380	\$ 4,060,380	\$ 4,060,380
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 4,060,380	\$ 4,060,380	\$ 4,060,380	\$ 4,060,380	\$ 4,060,380
OPERATING COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 4,060,380	\$ 4,060,380	\$ 4,060,380	\$ 4,060,380	\$ 4,060,380
					TOTAL 5-YEAR COSTS \$ 20,301,900

PROJECT FUNDING

FUNDING SOURCES	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
General Fund	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000
SPLOST	\$ 2,200,380	\$ 2,200,380	\$ 2,200,380	\$ 2,200,380	\$ 2,200,380
Other* (please provide explanation below)	\$ 360,000	\$ 360,000	\$ 360,000	\$ 360,000	\$ 360,000
TOTAL PROJECT FUNDING	\$ 4,060,380	\$ 4,060,380	\$ 4,060,380	\$ 4,060,380	\$ 4,060,380
					TOTAL 5-YEAR FUNDING NEEDS \$ 20,301,900

*Other Funding Source Explanation:

Estimated LMIG funding from the state.

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Sidewalks	Recurring:	Yes	Useful Life:	50 years
Department:	City Engineer	Request Type:	Amended Request	Start Date:	
Contact:	Ken Hildebrandt	Project Number:		End Date:	
Total Cost:	\$ 967,200	Funding Variance:	\$ -	Total Score:	23

Project Description and/or Justification:

Design and construction of sidewalks throughout the city.

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5	5	5	25
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
Project replaces or improves old or outdated technologies or services		5	3	4	12
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5	5	2	10
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5	5	2	10
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5	5	2	10
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS

CAPITAL COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Design/Studies					
Land/Right-of-Way					
Construction	\$ 967,200	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 967,200	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
OPERATING COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 967,200	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
TOTAL 5-YEAR COSTS					\$ 2,967,200

PROJECT FUNDING

FUNDING SOURCES	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
General Fund		\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
SPLOST	\$ 967,200				
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 967,200	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
TOTAL 5-YEAR FUNDING NEEDS					\$ 2,967,200

*Other Funding Source Explanation:

Anticipated ARC funding for trail design.

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Engineering Design/Studies	Recurring:	Yes	Useful Life:	
Department:	City Engineer	Request Type:	Amended Request	Start Date:	
Contact:	Ken Hildebrandt	Project Number:		End Date:	
Total Cost:	\$ 50,000	Funding Variance:	\$ -	Total Score:	21

Project Description and/or Justification:

Various required surveys, engineering, traffic studies, etc.

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5	3	5	15
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
2. Improves Service Delivery					
Project replaces or improves old or outdated technologies or services		5	5	4	20
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5	3	2	6
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5	5	2	10
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5	5	2	10
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS

CAPITAL COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Design/Studies	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Land/Right-of-Way					
Construction					
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
OPERATING COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
TOTAL 5-YEAR COSTS					\$ 250,000

PROJECT FUNDING

FUNDING SOURCES	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
General Fund	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
TOTAL 5-YEAR FUNDING NEEDS					\$ 250,000

*Other Funding Source Explanation:

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Engineering Design/Studies	Recurring:	Yes	Useful Life:	
Department:	City Engineer	Request Type:	Amended Request	Start Date:	
Contact:	Ken Hildebrandt	Project Number:		End Date:	
Total Cost:	\$ 50,000	Funding Variance:	\$ -	Total Score:	21

Project Description and/or Justification:

Various required surveys, engineering, traffic studies, etc.

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5	3	5	15
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
2. Improves Service Delivery					
Project replaces or improves old or outdated technologies or services		5	5	4	20
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5	3	2	6
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5	5	2	10
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5	5	2	10
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS

CAPITAL COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Design/Studies	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Land/Right-of-Way					
Construction					
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
OPERATING COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
TOTAL 5-YEAR COSTS					\$ 250,000

PROJECT FUNDING

FUNDING SOURCES	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
General Fund	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
TOTAL 5-YEAR FUNDING NEEDS					\$ 250,000

*Other Funding Source Explanation:

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Fitzgerald Park Improvements	Recurring:	No	Useful Life:	15+ years
Department:	Parks and Recreation	Request Type:	New Request	Start Date:	2022
Contact:	Rip Robertson	Project Number:		End Date:	2023
Total Cost:	\$ 967,200	Funding Variance:	\$ -	Total Score:	0

Project Description and/or Justification:

field construction/improvements; infrastructure (road/entry/exit, water, sewer, stormwater, electrical); expansion/acquisition

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5		5	0
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
Project replaces or improves old or outdated technologies or services		5		4	0
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5		2	0
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5		2	0
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5		2	0
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS					
CAPITAL COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Design/Studies					
Land/Right-of-Way					
Construction	\$ 1,000,000				
Equipment					
Other					
Contingency					
capital costs subtotal	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Personnel					
Maintenance and Operations					
operating costs subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -
					TOTAL 5-YEAR COSTS \$ 1,000,000
PROJECT FUNDING					
FUNDING SOURCES	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
General Fund	\$ 1,000,000				
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -
					TOTAL 5-YEAR FUNDING NEEDS \$ 1,000,000

*Other Funding Source Explanation:

This will be part of several project lines to complete the stadium and field upgrades. There are funds being used from previous years and from other sources (SPLOST, grants, sponsorships, possible donations).

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	General Park Improvements	Recurring:	Yes	Useful Life:	5-7 years
Department:	Parks and Recreation	Request Type:	New Request	Start Date:	2022
Contact:	Rip Robertson	Project Number:		End Date:	2023
Total Cost:	\$ 967,200	Funding Variance:	\$ -	Total Score:	0

Project Description and/or Justification:

habitat improvements and creation; project landscaping; parking improvements; Bee Preserve & parking

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5		5	0
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
Project replaces or improves old or outdated technologies or services		5		4	0
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5		2	0
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5		2	0
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5		2	0
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS					
CAPITAL COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Design/Studies					
Land/Right-of-Way					
Construction	\$ 30,000				
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 30,000	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 30,000	\$ -	\$ -	\$ -	\$ -
					TOTAL 5-YEAR COSTS \$ 30,000
PROJECT FUNDING					
FUNDING SOURCES	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
General Fund	\$ 30,000				
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 30,000	\$ -	\$ -	\$ -	\$ -
					TOTAL 5-YEAR FUNDING NEEDS \$ 30,000

*Other Funding Source Explanation:

This will be part of several project lines to complete the stadium and field upgrades. There are funds being used from previous years and from other sources (SPLOST, grants, sponsorships, possible donations).

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Pool Improvements	Recurring:	Yes	Useful Life:	5-7 years
Department:	Parks and Recreation	Request Type:	New Request	Start Date:	2022
Contact:	Rip Robertson	Project Number:		End Date:	2023
Total Cost:	\$ 150,000	Funding Variance:	\$ -	Total Score:	0

Project Description and/or Justification:

leak repairs and replaster pool(s); pool house improvements; pool deck improvements; Cofer Pool

	Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate				
Project required by federal, state, or local mandate, grants, court orders, and/or judgements	5		5	0
Project addresses anticipated legal mandates	3			
Project is not required by any legal mandate	0			
2. Improves Service Delivery				
Project replaces or improves old or outdated technologies or services	5		4	0
Project adds new technologies to current service delivery	3			
Project establishes a new service	1			
Project is not related to maintaining service delivery levels	0			
3. Related to Other Projects				
Project is essential to the success of other projects identified in the CIP already underway	5		2	0
Project is linked to other projects in the CIP already underway but is not essential to their completion	3			
Project is not related to other projects in the CIP already underway	0			
4. Department Priority (in comparison to other capital requests)				
High	5		2	0
Medium	3			
Low	1			
5. Need for Project				
Immediate need (project must be completed within the next 6-12 months)	5		2	0
Moderate need (project can be completed within the next 1-3 years)	3			
Long-term need (project can be completed within the next 3+ years)	1			

PROJECT COSTS

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
CAPITAL COSTS					
Design/Studies					
Land/Right-of-Way					
Construction	\$ 90,000				
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 90,000	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS					
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 90,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR COSTS					\$ 90,000

PROJECT FUNDING

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
FUNDING SOURCES					
General Fund	\$ 90,000				
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 90,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR FUNDING NEEDS					\$ 90,000

*Other Funding Source Explanation:

General Fund

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Sports Field Lighting	Recurring:	Yes	Useful Life:	10-15 years
Department:	Parks and Recreation	Request Type:	New Request	Start Date:	2022
Contact:	Rip Robertson	Project Number:		End Date:	2023
Total Cost:	\$ 150,000	Funding Variance:	\$ -	Total Score:	0

Project Description and/or Justification:

new lighting; upgrade/improved lighting fixtures; timing systems; electrical upgrades to existing systems; Cofer & Fitzgerlad LED lighting

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5		5	0
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
2. Improves Service Delivery					
Project replaces or improves old or outdated technologies or services		5		4	0
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5		2	0
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5		2	0
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5		2	0
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS

CAPITAL COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Design/Studies					
Land/Right-of-Way					
Construction	\$ 200,000				
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 200,000	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 200,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR COSTS					\$ 200,000

PROJECT FUNDING

FUNDING SOURCES	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
General Fund	\$ 200,000				
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 200,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR FUNDING NEEDS					\$ 200,000

*Other Funding Source Explanation:

Sports lighting is funded through Grants, SPLOST and GEN Funds.

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Tennis Court Improvements	Recurring:	Yes	Useful Life:	10-15 years
Department:	Parks and Recreation	Request Type:	New Request	Start Date:	2022
Contact:	Rip Robertson	Project Number:		End Date:	2023
Total Cost:	\$ 150,000	Funding Variance:	\$ -	Total Score:	0

Project Description and/or Justification:

resurface, paint and stripe playing areas; new fencing; site improvements; repaving & new fencing at Rosenfeld

	Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate				
Project required by federal, state, or local mandate, grants, court orders, and/or judgements	5			
Project addresses anticipated legal mandates	3		5	0
Project is not required by any legal mandate	0			
2. Improves Service Delivery				
Project replaces or improves old or outdated technologies or services	5			
Project adds new technologies to current service delivery	3		4	0
Project establishes a new service	1			
Project is not related to maintaining service delivery levels	0			
3. Related to Other Projects				
Project is essential to the success of other projects identified in the CIP already underway	5			
Project is linked to other projects in the CIP already underway but is not essential to their completion	3		2	0
Project is not related to other projects in the CIP already underway	0			
4. Department Priority (in comparison to other capital requests)				
High	5			
Medium	3		2	0
Low	1			
5. Need for Project				
Immediate need (project must be completed within the next 6-12 months)	5			
Moderate need (project can be completed within the next 1-3 years)	3		2	0
Long-term need (project can be completed within the next 3+ years)	1			

PROJECT COSTS					
CAPITAL COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Design/Studies					
Land/Right-of-Way					
Construction	\$ 90,000				
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 90,000	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 90,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR COSTS \$ 90,000					
PROJECT FUNDING					
FUNDING SOURCES	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
General Fund	\$ 90,000				
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 90,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR FUNDING NEEDS \$ 90,000					

*Other Funding Source Explanation:

Tennis Court projects are funded through Grants, SPLOST and GEN Funds.

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Trail Improvements	Recurring:	Yes	Useful Life:	7-10 years
Department:	Parks and Recreation	Request Type:	New Request	Start Date:	2022
Contact:	Rip Robertson	Project Number:		End Date:	2023
Total Cost:	\$ 150,000	Funding Variance:	\$ -	Total Score:	0

Project Description and/or Justification:

bridges/boardwalks; overlook/decks; surface improvements. Henderson Park Cofer & Johns Homestead

	Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate				
Project required by federal, state, or local mandate, grants, court orders, and/or judgements	5		5	0
Project addresses anticipated legal mandates	3			
Project is not required by any legal mandate	0			
2. Improves Service Delivery				
Project replaces or improves old or outdated technologies or services	5		4	0
Project adds new technologies to current service delivery	3			
Project establishes a new service	1			
Project is not related to maintaining service delivery levels	0			
3. Related to Other Projects				
Project is essential to the success of other projects identified in the CIP already underway	5		2	0
Project is linked to other projects in the CIP already underway but is not essential to their completion	3			
Project is not related to other projects in the CIP already underway	0			
4. Department Priority (in comparison to other capital requests)				
High	5		2	0
Medium	3			
Low	1			
5. Need for Project				
Immediate need (project must be completed within the next 6-12 months)	5		2	0
Moderate need (project can be completed within the next 1-3 years)	3			
Long-term need (project can be completed within the next 3+ years)	1			

PROJECT COSTS

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
CAPITAL COSTS					
Design/Studies					
Land/Right-of-Way					
Construction	\$ 90,000				
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 90,000	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS					
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 90,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR COSTS					\$ 90,000

PROJECT FUNDING

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
FUNDING SOURCES					
General Fund	\$ 90,000				
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 90,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR FUNDING NEEDS					\$ 90,000

*Other Funding Source Explanation:

Trail projects are funded through Grants, SPLOST and GEN Funds.

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Cofer Trail Improvements	Recurring:	Yes	Useful Life:	7-10 years
Department:	Parks and Recreation	Request Type:	New Request	Start Date:	2022
Contact:	Rip Robertson	Project Number:		End Date:	2023
Total Cost:	\$ 150,000	Funding Variance:	\$ -	Total Score:	0

Project Description and/or Justification:

Trail Head Initial Construction

	Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate				
Project required by federal, state, or local mandate, grants, court orders, and/or judgements	5		5	0
Project addresses anticipated legal mandates	3			
Project is not required by any legal mandate	0			
2. Improves Service Delivery				
Project replaces or improves old or outdated technologies or services	5		4	0
Project adds new technologies to current service delivery	3			
Project establishes a new service	1			
Project is not related to maintaining service delivery levels	0			
3. Related to Other Projects				
Project is essential to the success of other projects identified in the CIP already underway	5		2	0
Project is linked to other projects in the CIP already underway but is not essential to their completion	3			
Project is not related to other projects in the CIP already underway	0			
4. Department Priority (in comparison to other capital requests)				
High	5		2	0
Medium	3			
Low	1			
5. Need for Project				
Immediate need (project must be completed within the next 6-12 months)	5		2	0
Moderate need (project can be completed within the next 1-3 years)	3			
Long-term need (project can be completed within the next 3+ years)	1			

PROJECT COSTS

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
CAPITAL COSTS					
Design/Studies					
Land/Right-of-Way					
Construction	\$ 200,000				
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 200,000	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS					
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 200,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR COSTS					\$ 200,000

PROJECT FUNDING

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
FUNDING SOURCES					
General Fund	\$ 200,000				
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 200,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR FUNDING NEEDS					\$ 200,000

*Other Funding Source Explanation:

Trail projects are funded through Grants, SPLOST and GEN Funds.

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	DDA Land Acquisition	Recurring:		Useful Life:	30 YEARS
Department:	Downtown Development Authority	Request Type:	One Time	Start Date:	
Contact:	John McHenry	Project Number:	DDA2201	End Date:	
Total Cost:	\$ 150,000	Funding Variance:	\$ 150,000	Total Score:	0

Project Description and/or Justification:

4320 & 4330 Cowan Road Property Acquisition for rental income to the DDA

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5		5	0
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
2. Improves Service Delivery					
Project replaces or improves old or outdated technologies or services		5		4	0
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5		2	0
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5		2	0
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5		2	0
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS					
CAPITAL COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Design/Studies					
Land/Right-of-Way					
Construction					
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Personnel					
Maintenance and Operations		\$ 1,100			
<i>operating costs subtotal</i>	\$ -	\$ 1,100	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ -	\$ 1,100	\$ -	\$ -	\$ -
					TOTAL 5-YEAR COSTS \$ 1,100
PROJECT FUNDING					
FUNDING SOURCES	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
General Fund		\$ 151,100			
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ -	\$ 151,100	\$ -	\$ -	\$ -
					TOTAL 5-YEAR FUNDING NEEDS \$ 151,100

*Other Funding Source Explanation:

General Fund

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	DDA Broadband Study	Recurring:		Useful Life:	10 Years
Department:	Downtown Development Authority	Request Type:	One Time	Start Date:	
Contact:	John McHenry	Project Number:		End Date:	
Total Cost:	\$ 150,000	Funding Variance:	\$ -	Total Score:	0

Project Description and/or Justification:

Citywide Study

	Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate				
Project required by federal, state, or local mandate, grants, court orders, and/or judgements	5			
Project addresses anticipated legal mandates	3		5	0
Project is not required by any legal mandate	0			
2. Improves Service Delivery				
Project replaces or improves old or outdated technologies or services	5			
Project adds new technologies to current service delivery	3		4	0
Project establishes a new service	1			
Project is not related to maintaining service delivery levels	0			
3. Related to Other Projects				
Project is essential to the success of other projects identified in the CIP already underway	5			
Project is linked to other projects in the CIP already underway but is not essential to their completion	3		2	0
Project is not related to other projects in the CIP already underway	0			
4. Department Priority (in comparison to other capital requests)				
High	5			
Medium	3		2	0
Low	1			
5. Need for Project				
Immediate need (project must be completed within the next 6-12 months)	5			
Moderate need (project can be completed within the next 1-3 years)	3		2	0
Long-term need (project can be completed within the next 3+ years)	1			

PROJECT COSTS					
CAPITAL COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Design/Studies		\$ 175,000			
Land/Right-of-Way					
Construction					
Equipment					
Other					
Contingency					
capital costs subtotal	\$ -	\$ 175,000	\$ -	\$ -	\$ -
OPERATING COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Personnel					
Maintenance and Operations					
operating costs subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ -	\$ 175,000	\$ -	\$ -	\$ -
					TOTAL 5-YEAR COSTS \$ 175,000
PROJECT FUNDING					
FUNDING SOURCES	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
General Fund		\$ 175,000			
SPLOST					
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ -	\$ 175,000	\$ -	\$ -	\$ -
					TOTAL 5-YEAR FUNDING NEEDS \$ 175,000

*Other Funding Source Explanation:

General Fund

320 SPLOST

			PROJECT#
Department	Description	FY 2022	
City Engineer	Resurfacing	2,200,380	SP2201
City Engineer	Trails	967,200	SP2202
City Engineer	Quick Response	314,340	SP2203
City Engineer	Major Road Improvement	628,680	SP2204
City Engineer	Program Mgmt	309,400	SP2205
Parks and Recreation	Fitzgerald Park Improvements	500,000	SP2206
Parks and Recreation	Splash Pad Improvements	90,000	SP2207
Parks and Recreation	TRC Improvements	150,000	SP2208
Parks and Recreation	Rosenfeld Parking Lot Improvements	40,000	SP2209
TOTAL		5,200,000	

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Sidewalks / Trails	Recurring:	Yes	Useful Life:	50 years
Department:	City Engineer	Request Type:	Amended Request	Start Date:	
Contact:	Ken Hildebrandt	Project Number:		End Date:	
Total Cost:	\$ 1,000,000	Funding Variance:	\$ -	Total Score:	23

Project Description and/or Justification:

Design and construction of trails as shown in the Trail Master Plan. Local match for the engineering design of the Northlake Tucker Trail.

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5	5	5	25
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
Project replaces or improves old or outdated technologies or services		5	3	4	12
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5	5	2	10
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5	5	2	10
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5	5	2	10
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS

CAPITAL COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Design/Studies	\$ 500,000				
Land/Right-of-Way					
Construction	\$ 500,000	\$ 967,200	\$ 967,200	\$ 967,200	\$ 967,200
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 1,000,000	\$ 967,200	\$ 967,200	\$ 967,200	\$ 967,200
OPERATING COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 1,000,000	\$ 967,200	\$ 967,200	\$ 967,200	\$ 967,200
TOTAL 5-YEAR COSTS					\$ 4,868,800

PROJECT FUNDING

FUNDING SOURCES	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
General Fund	\$ 500,000				
SPLOST		\$ 967,200	\$ 967,200	\$ 967,200	\$ 967,200
Other* (please provide explanation below)	\$ 500,000				
TOTAL PROJECT FUNDING	\$ 1,000,000	\$ 967,200	\$ 967,200	\$ 967,200	\$ 967,200
TOTAL 5-YEAR FUNDING NEEDS					\$ 4,868,800

*Other Funding Source Explanation:

Anticipated ARC funding for trail design.

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	SPLOST Quick Response	Recurring:	Yes	Useful Life:	20 years
Department:	City Engineer	Request Type:	Amended Request	Start Date:	
Contact:	Ken Hildebrandt	Project Number:		End Date:	
Total Cost:	\$ 314,340	Funding Variance:	\$ -	Total Score:	23

Project Description and/or Justification:

Traffic signal, pavement markings, radar speed detection signs, and minor intersection improvements.

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5	3	5	15
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
2. Improves Service Delivery					
Project replaces or improves old or outdated technologies or services		5	5	4	20
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5	5	2	10
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5	5	2	10
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5	5	2	10
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS					
CAPITAL COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Design/Studies					
Land/Right-of-Way					
Construction	\$ 314,340	\$ 314,340	\$ 314,340	\$ 314,340	\$ 314,340
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 314,340	\$ 314,340	\$ 314,340	\$ 314,340	\$ 314,340
OPERATING COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 314,340	\$ 314,340	\$ 314,340	\$ 314,340	\$ 314,340
TOTAL 5-YEAR COSTS \$ 1,571,700					
PROJECT FUNDING					
FUNDING SOURCES	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
3	\$ -				
SPLOST	\$ 314,340	\$ 314,340	\$ 314,340	\$ 314,340	\$ 314,340
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 314,340	\$ 314,340	\$ 314,340	\$ 314,340	\$ 314,340
TOTAL 5-YEAR FUNDING NEEDS \$ 1,571,700					

*Other Funding Source Explanation:

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	SPLOST - Major Road Improvements	Recurring:	Yes	Useful Life:	20 years
Department:	City Engineer	Request Type:	Amended Request	Start Date:	
Contact:	Ken Hildebrandt	Project Number:		End Date:	
Total Cost:	\$ 628,680	Funding Variance:	\$ (2,514,720)	Total Score:	23

Project Description and/or Justification:

Design and construction of major road improvements throughout the city to improve safety and traffic congestion.

	Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate				
Project required by federal, state, or local mandate, grants, court orders, and/or judgements	5	3	5	15
Project addresses anticipated legal mandates	3			
Project is not required by any legal mandate	0			
2. Improves Service Delivery				
Project replaces or improves old or outdated technologies or services	5	5	4	20
Project adds new technologies to current service delivery	3			
Project establishes a new service	1			
Project is not related to maintaining service delivery levels	0			
3. Related to Other Projects				
Project is essential to the success of other projects identified in the CIP already underway	5	5	2	10
Project is linked to other projects in the CIP already underway but is not essential to their completion	3			
Project is not related to other projects in the CIP already underway	0			
4. Department Priority (in comparison to other capital requests)				
High	5	5	2	10
Medium	3			
Low	1			
5. Need for Project				
Immediate need (project must be completed within the next 6-12 months)	5	5	2	10
Moderate need (project can be completed within the next 1-3 years)	3			
Long-term need (project can be completed within the next 3+ years)	1			

PROJECT COSTS

CAPITAL COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Design/Studies					
Land/Right-of-Way					
Construction	\$ 628,680	\$ 628,680	\$ 628,680	\$ 628,680	\$ 628,680
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 628,680	\$ 628,680	\$ 628,680	\$ 628,680	\$ 628,680
OPERATING COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 628,680	\$ 628,680	\$ 628,680	\$ 628,680	\$ 628,680
TOTAL 5-YEAR COSTS					\$ 3,143,400

PROJECT FUNDING

FUNDING SOURCES	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
General Fund	\$ -				
SPLOST		\$ 628,680			
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ -	\$ 628,680	\$ -	\$ -	\$ -
TOTAL 5-YEAR FUNDING NEEDS					\$ 628,680

*Other Funding Source Explanation:

FY 2022 Capital Project Request Form

City of Tucker

Project Name: Capital Program Management	Recurring: Yes	Useful Life:
Department: City Engineer	Request Type: Amended Request	Start Date:
Contact: Ken Hildebrandt	Project Number: 	End Date:
Total Cost: \$ -	Funding Variance: \$ -	Total Score: 23

Project Description and/or Justification:

Construction management and project oversight including coordination with agencies such as GDOT, DeKalb County, and ARC, coordinate with engineering consultants, manage procurement process, and oversee construction.

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5	5	5	25
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
2. Improves Service Delivery					
Project replaces or improves old or outdated technologies or services		5	3	4	12
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5	5	2	10
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5	5	2	10
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5	5	2	10
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS					
CAPITAL COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Design/Studies					
Land/Right-of-Way					
Construction					
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Personnel	\$ 359,400	\$ 359,400	\$ 359,400	\$ 359,400	\$ 359,400
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ 359,400	\$ 359,400	\$ 359,400	\$ 359,400	\$ 359,400
TOTAL PROJECT COSTS	\$ 359,400	\$ 359,400	\$ 359,400	\$ 359,400	\$ 359,400
TOTAL 5-YEAR COSTS \$ 1,797,000					
PROJECT FUNDING					
FUNDING SOURCES	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
General Fund	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
SPLOST	\$ 309,400	\$ 309,400	\$ 309,400	\$ 309,400	\$ 309,400
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 359,400	\$ 359,400	\$ 359,400	\$ 359,400	\$ 359,400
TOTAL 5-YEAR FUNDING NEEDS \$ 1,797,000					

*Other Funding Source Explanation:

FY 2021 Capital Project Request Form

City of Tucker

Project Name:	Fitzgerald Park Improvements	Recurring:	No	Useful Life:	15+ years
Department:	Parks and Recreation	Request Type:	New Request	Start Date:	2022
Contact:	Rip Robertson	Project Number:	TBD	End Date:	2023
Total Cost:	\$ 500,000	Funding Variance:	\$ 1,000,000	Total Score:	0

Project Description and/or Justification:

field construction/improvements; infrastructure (road/entry/exit, water, sewer, stormwater, electrical); lighting, video, sound; expansion/acquisition

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5		5	0
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
2. Improves Service Delivery					
Project replaces or improves old or outdated technologies or services		5		4	0
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5		2	0
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5		2	0
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5		2	0
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS

CAPITAL COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Design/Studies					
Land/Right-of-Way					
Construction	\$ 500,000				
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 500,000	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 500,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR COSTS					\$ 500,000

PROJECT FUNDING

FUNDING SOURCES	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
General Fund	\$ 1,000,000				
SPLOST	\$ 500,000				
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -
TOTAL 5-YEAR FUNDING NEEDS					\$ 1,500,000

*Other Funding Source Explanation:

This will be part of several project lines to complete the stadium and field upgrades. There are funds being used from previous years and from other sources (GEN Fund, grants, sponsorships, possible donations).

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Splash Pad Improvements	Recurring:	Yes	Useful Life:	5-7 years
Department:	Parks and Recreation	Request Type:	New Request	Start Date:	2022
Contact:	Rip Robertson	Project Number:	TBD	End Date:	2023
Total Cost:	\$ 90,000	Funding Variance:	\$ -	Total Score:	0

Project Description and/or Justification:

add new features to existing splash pad; create a new splash pad area at Rosenfeld Pool; improve filtration system at existing Splash Pad

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5		5	0
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
2. Improves Service Delivery					
Project replaces or improves old or outdated technologies or services		5		4	0
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5		2	0
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5		2	0
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5		2	0
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS					
CAPITAL COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Design/Studies					
Land/Right-of-Way					
Construction	\$ 90,000				
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 90,000	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 90,000	\$ -	\$ -	\$ -	\$ -
					TOTAL 5-YEAR COSTS \$ 90,000
PROJECT FUNDING					
FUNDING SOURCES	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
General Fund					
SPLOST	\$ 90,000				
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 90,000	\$ -	\$ -	\$ -	\$ -
					TOTAL 5-YEAR FUNDING NEEDS \$ 90,000

*Other Funding Source Explanation:

This is an ongoing project that will be funded over the next few years as we improve and expand the existing pad and begin the creation of a new splash pad at Rosenfeld Park/Pool. Funding will be provided by SPLOST and GEN Fund over the next several years.

FY 2021 Capital Project Request Form

City of Tucker

Project Name:	TRC Improvements	Recurring:	Yes	Useful Life:	5-7 years
Department:	Parks and Recreation	Request Type:	New Request	Start Date:	2022
Contact:	Rip Robertson	Project Number:		End Date:	2023
Total Cost:	\$ 150,000	Funding Variance:	\$ -	Total Score:	0

Project Description and/or Justification:

entry/exit doors and access improvements; new activity room flooring; LED lighting change out (hallways/offices/classrooms/conference rooms);

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5		5	0
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
2. Improves Service Delivery					
Project replaces or improves old or outdated technologies or services		5		4	0
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5		2	0
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5		2	0
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5		2	0
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS					
CAPITAL COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Design/Studies					
Land/Right-of-Way					
Construction	\$ 150,000				
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 150,000	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 150,000	\$ -	\$ -	\$ -	\$ -
					TOTAL 5-YEAR COSTS \$ 150,000
PROJECT FUNDING					
FUNDING SOURCES	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
General Fund					
SPLOST	\$ 150,000				
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 150,000	\$ -	\$ -	\$ -	\$ -
					TOTAL 5-YEAR FUNDING NEEDS \$ 150,000

*Other Funding Source Explanation:

This is an ongoing project to improve standard operating conditions and improve our service delivery and access at the TRC. Funding through grants, GEN Funds and SPLOST.

FY 2022 Capital Project Request Form

City of Tucker

Project Name:	Splash Pad Improvements	Recurring:	No	Useful Life:	8-10 years
Department:	Parks and Recreation	Request Type:	New Request	Start Date:	2022
Contact:	Rip Robertson	Project Number:	TBD	End Date:	2023
Total Cost:	\$ 90,000	Funding Variance:	\$ -	Total Score:	0

Project Description and/or Justification:

Re-surface the parking lot at Rosenfeld Park

		Score Range	Rater Score	Weight	Total Points
1. Complies with Legal Mandate					
Project required by federal, state, or local mandate, grants, court orders, and/or judgements		5		5	0
Project addresses anticipated legal mandates		3			
Project is not required by any legal mandate		0			
2. Improves Service Delivery					
Project replaces or improves old or outdated technologies or services		5		4	0
Project adds new technologies to current service delivery		3			
Project establishes a new service		1			
Project is not related to maintaining service delivery levels		0			
3. Related to Other Projects					
Project is essential to the success of other projects identified in the CIP already underway		5		2	0
Project is linked to other projects in the CIP already underway but is not essential to their completion		3			
Project is not related to other projects in the CIP already underway		0			
4. Department Priority (in comparison to other capital requests)					
High		5		2	0
Medium		3			
Low		1			
5. Need for Project					
Immediate need (project must be completed within the next 6-12 months)		5		2	0
Moderate need (project can be completed within the next 1-3 years)		3			
Long-term need (project can be completed within the next 3+ years)		1			

PROJECT COSTS

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
CAPITAL COSTS					
Design/Studies					
Land/Right-of-Way					
Construction	\$ 40,000				
Equipment					
Other					
Contingency					
<i>capital costs subtotal</i>	\$ 40,000	\$ -	\$ -	\$ -	\$ -
OPERATING COSTS					
Personnel					
Maintenance and Operations					
<i>operating costs subtotal</i>	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COSTS	\$ 40,000	\$ -	\$ -	\$ -	\$ -
					TOTAL 5-YEAR COSTS \$ 40,000

PROJECT FUNDING

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
FUNDING SOURCES					
General Fund					
SPLOST	\$ 40,000				
Other* (please provide explanation below)					
TOTAL PROJECT FUNDING	\$ 40,000	\$ -	\$ -	\$ -	\$ -
					TOTAL 5-YEAR FUNDING NEEDS \$ 40,000

*Other Funding Source Explanation:

Other Funds

Tree Bank Fund - 206

Account	Description	FY 2018 Actuals	FY 2019 Actuals	FY2020 Actuals	FY2021			FY2022 Proposed	Change
					Revised	YTD	Annualized		
Revenues:									
206-0000-37.10000	Contributions/Donations	-	-	-	229,663	229,663	250,000	50,000	(179,663)
Expenditures:									
206-4100-54.12000	Capital Site Improvement	-	-	-	201,350	201,350	-	25,000	(176,350)
206-7400-52.22000	Repair & Maintenance	-	-	-	12,000	-	-	25,000	13,000
								-	-
Balance		1	-	-	16,313	28,313	-	-	(163,350)

Hotel/Motel Fund - 275

Account	Description	FY 2018 Actuals	FY 2019 Actuals	FY2020 Actuals	FY2021			FY2022 Proposed	Change
					Revised	YTD	Annualized		
Revenues:									
275-0000-31.41000	Hotel/Motel Excise Tax	1,134,169	1,159,842	946,994	1,212,121	632,878	800,000	900,000	(312,121)
Expenditures:									
275-6210-61.30000	Transfer to Capital	-	328,094	29,373	227,273	4,200	150,000	168,750	(58,523)
275-7540-57.20000	Discover Dekalb	453,668	463,937	378,797	484,848	220,043	320,000	360,000	(124,848)
275-7540-61.10000	Transfer to General Fund	680,502	367,811	390,635	500,000	226,920	330,000	371,250	(128,750)
								-	-
Balance		(1)	-	148,189	-	181,715	-	-	(312,121)

Rental Motor Vehicle Fund - 280

Account	Description	FY 2018 Actuals	FY 2019 Actuals	FY2020 Actuals	FY2021			FY2022 Proposed	Change
					Revised	YTD	Annualized		
Revenues:									
280-0000-31.44000	Rental Car Excise Tax	110,907	95,957	80,432	100,000	55,681	42,000	42,000	(58,000)
Expenditures:									
280-7540-61.10000	Transfer to General Fund	110,907	91,439	84,821	100,000	55,491	95,452	42,000	(58,000)
								-	-
Balance		-	4,518	(4,389)	-	190	-	-	-

Capital Projects - 300

Account	Description	FY 2018 Actuals	FY 2019 Actuals	FY2020 Actuals	FY2020			FY2022 Proposed	Change
					Revised	YTD	Annualized		
Revenues:									
300-9000-39.30000	Transfer from General Fund	-	7,855,949	5,370,758	5,370,758	5,370,758	5,370,758	6,340,250	969,492
300-9000-39.12000	Transfer from Hotel/Motel	-	-	-	-	-	-	168,750	168,750
Expenditures:									
300	Project Expenditures	-	4,874,125	4,348,289	5,370,758	1,687,454	3,687,454	6,509,000	1,138,242
								-	-
Balance		-	2,981,824	1,022,469	-	3,683,304	1,683,304	-	-

SPLOST Fund - 320

Account	Description	FY 2018 Actuals	FY 2019 Actuals	FY2020 Actuals	FY2021			FY2022 Proposed	Change
					Revised	YTD	Annualized		
Revenues:									
320-0000-31.32000	SPLOST - Roads and Drainage	832,669	3,521,812	3,173,883	3,241,815	1,946,995	3,337,706	3,380,000	138,185
320-0000-31.32001	SPLOST - Sidewalks & Trails	196,966	833,176	976,579	997,482	599,076	1,026,987	1,040,000	42,518
320-0000-31.32003	SPLOST - Site Improvements Parks	147,725	624,883	732,434	748,111	499,307	855,955	780,000	31,889
320-0000-37.10000	Contributions/Donations	-	-	6,180	6,180	-	-	-	(6,180)
320-9000-39.10000	Interfund Transfer	-	-	50,000	50,000	-	-	-	(50,000)
Expenditures:									
320	Project Expenditures	-	3,277,350	4,374,586	5,043,588	809,768	3,909,768	5,200,000	156,412
320	Contingency	-	-	-	-	-	-	-	-
								-	-
Balance		1,177,359	4,979,871	564,490	5,043,588	3,045,378	5,220,648	-	156,412

Schedule of Fees and Charges

Court	
Convenience Fee	5% added to fine by software vendor
Open Records Fee	Time and production per OCGA 50-18-71(3) (c)(1)(2)(3)
Late Payment Fee	\$50 after 30 days
Warrant Fee	\$200
Failure to Appear/Contempt Fee	\$100

Finance		
<u>Occupational Tax Certificate</u>		
Combination of employees and gross receipts: <u>Class (based on NAICS code)</u>	<u>Per Employee</u>	<u>Tax Rate</u>
Class 1	\$4	0.0003
Class 2	\$6	0.0005
Class 3	\$8	0.0007
Class 4	\$10	0.0009
Class 5	\$12	0.0011
Class 6	\$14	0.0013
Administrative Fee		\$125
Flat Fee for Professionals		\$400/professional
Late Fee		10%

<u>Alcohol License</u>	
Beer Only	\$600
Wine Only	\$600
Beer & Wine	\$900
Liquor	\$4,000
Sunday Sales - Consumption on premises	\$1,100
Sunday Sales Retail - Malt Beverage/Beer	\$250
Sunday Sales Retail - Wine	\$250
Additional Fix Bar	\$600/per
Wholesaler/Importer Beer	\$600
Wholesaler/Importer Wine	\$600
Wholesaler/Importer - Liquor	\$4,000
Fraternal Org - Beer and/or Wine	\$500
Fraternal Org - Liquor	\$1,000
Moveable Bar	\$300/per
License Renewal Penalty	10%

<u>Liquor by the Drink Excise Tax</u>	
Liquor by the Drink	3%
Late payment for Liquor by the Drink	10%

<u>Wholesale Excise Tax</u>	
Distilled Spirits	\$0.22 per liter

Wine	\$0.22 per liter
Beer	\$0.05 per 12 ounces \$6 container not more than 15-1/2 gallon

Returned Check Fee	\$40
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Parks and Recreation

Recreation Center

Room	Initial Hour	Add Hours	Deposit
Standard room (<30)	\$40	\$20	\$50
Large room (30-60)	\$80	\$40	\$100
Auditorium (>60)	\$120	\$60	\$200
Auditorium w/ Stage	\$150	\$75	\$200
Gymnasium Single Ct	\$100	\$50	\$200
Gymnasium Double Ct	\$150	\$75	\$400
Recurring Programs	\$10		
*After operating hours adds \$25/hour			

Athletic Fields

Field	Initial Hour	Add Hours	Deposit
without lighting	\$50	\$50	\$200
with lighting	\$95	\$95	\$200

Pavilion

each 3 hour block	\$25
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Tennis Court

per court	\$10
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Permitting

New/ Additions Commercial Permits

Administrative Fee CO or CC	\$100
Building Permit Fee	ICC BVD table x .0065
Plan Review	20% calculated permit fee (\$50 minimum)
Penalty for no permit	100% of permit fee

Commercial Alterations/Renovation/Demo/Other Permits

Administrative Fee CO or CC	\$100
Building Permit Fee	Cost of Construction x .0065
Plan Review	20% calculated permit fee (\$50 minimum)
Penalty for no permit	100% of permit fee

Commercial Trade Permit Fees	\$100 base fee plus applicable gas, mechanical, electrical, plumbing fees
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New/ Additions Residential Permits

Administrative Fee CO or CC	\$50
Building Permit Fee	ICC BVD table x .0065

Plan Review	10% calculated permit fee (\$50 minimum)
Penalty for no permit	100% of permit fee

<u>Residential Alterations/Renovation/Demo/Other Permits</u>	
Administrative Fee CO or CC	\$50
Building Permit Fee	Cost of Construction x .0065
Plan Review	10% calculated permit fee (\$50 minimum)
Penalty for no permit	100% of permit fee

Residential Trade Permit Fees	\$50 base fee plus applicable gas, mechanical, electrical, plumbing fees
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Planning and Zoning	
<u>Land Disturbance</u>	
<u>Total Site Acreage</u>	<u>Flat Fee</u>
0-.99	\$500
1-2.99	\$900
3-4.99	\$1,300
5-6.99	\$1,700
7-8.99	\$2,100
9-10.99	\$2,500
*Each additional 2 acres adds and additional \$400.	

<u>Plat</u>	
Final Plat	\$300 + \$10/lot
Lot Division/Combination	\$200

Land Use Petitions, Variances, and Waivers	
Residential Rezoning	\$500
Multifamily Rezoning	\$750
Non-residential Rezoning	\$750
Special Land Use Permit	\$400
Comprehensive Plan Amendment	\$1,000
Variance (includes concurrent variance)	\$300
Administrative Variance/Waiver	\$150
Modification	\$250
Zoning Certification Letter	\$30
Special Administrative Permit Fee	\$100

Signs	
Wall Sign (includes awning, canopy, projecting)	\$75
Ground Sign (includes monument, double post, entrance)	\$100
Directional Sign/Sandwich Board	\$50
Panel Replacement	\$50
Temporary Sign/Special Event Sign	\$50

Request

Yes

No

Useful Life

1-3 years

3-5 years

5-7 years

7-10 years

10-15 years

15+ years

Request Type

New Request

Amended Request

FY 2022 BUDGET SCHEDULE

FEBRUARY

S	M	T	W	T	F	S
28	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

FEB

1st Distribute budget packets to Department Directors

8th & 22nd Council Meetings

25th - 28th Develop projected revenues

MARCH

S	M	T	W	T	F	S
28	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

MAR

1st Completed department budget documents due to Finance

8th Council Meeting

12th Preliminary budget report due to City Manager for Review

22nd Council Meeting

25th-28th Meetings with Departments and Budget Committee

APRIL

S	M	T	W	T	F	S
28	29	30	31	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

APR

9th-16th Secondary & Tertiary Meetings with Departments and Budget Committee

12th Council Meeting - Distribute Budget to Council

19th Council Budget Workshop

26th Council Meeting Budget Workshop

28th Submit legal Ad request to the Champion

MAY

S	M	T	W	T	F	S
25	26	27	28	29	30	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

MAY

3rd Last Revision

6th Legal Ad runs in The Champion

10th Council Meeting

24th First reading/public hearing of budget (Special Called Meeting)

JUNE

S	M	T	W	T	F	S
30	31	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

JUN

14th Second reading/public hearing & budget adoption

28th Council Meeting



MEMO

To: Honorable Mayor and City Council Members
From: Robert J. Porche, Jr., Finance Director
CC: Tami Hanlin, City Manager

Date: March 8, 2021

RE: **FY21 Budget Amendment #2**

Issue: FY2021 Budget Amendment 2

Recommendation:
Council approval

Background:

Summary:

This is a first read and public hearing for an ordinance to amend the fiscal year 2021 budget. The following items are included in this mid-year budget amendment:

- The largest part of this budget amendment is the receipt of a \$500,000 LMIG additional Grant for the Flintstone project.
- Probst Memorial Contributions are coming in the amount of \$57,850 to date.
- Recognize additional Tree Bank money from Branch Hugh Howell Association
- Closing projects and re-allocating those funds to other similar projects.
- Property Abatement funds for Planning & Zoning

Financial Impact: Only new money is Contributions.

AN ORDINANCE TO AMEND THE 2021 FISCAL YEAR BUDGET

WHEREAS, the City of Tucker may amend an operating and capital budget in accordance with Section 5.04 of the Charter;

WHEREAS the City of Tucker held a public hearing on the amendment to the 2021 Operating and Capital Budget on March 22 2021; and

NOW THEREFORE BE IT ORDAINED by the Mayor and Council of the City of Tucker while at a regular meeting on March 22, 2021 that the attached 2021 amendment to the operating and capital budget is hereby adopted for the fiscal year 2021 and becomes effective upon its adoption;

SO ORDAINED AND EFFECTIVE this 22nd day of March 2021.

Approved:

Frank Auman, Mayor

Attest:

Bonnie Warne, City Clerk (Seal)

FY21 Budget Amendment

Account	Description	Increase	Decrease
100-0000-37.10000	DONATIONS	57,850	
100-9000-61.30000	TR FUNDS TO CAPTIAL	57,850	
300-6211-54.23100-PR2114	MEMORIAL PROJECT	57,850	
300-9000-39.30000-PR2114	TR FUNDS FROM GENERAL FUND	57,850	
100-0000-33.10000	LMIG STATE GRANT REVENUE	500,000	
100-9000-61.30000	TR FUNDS TO CAPITAL PROJECT	500,000	
300-9000-39.30000	TR IN FUNDS FROM GEN FUND	500,000	
300-4100-54.14000-CE2109	INCREASE PROJECT EXPENDITURE	500,000	
206-0000-37.10000	TREE BANK CONTRIBUTIONS	28,312	
206-7400-52.22000	TREE BANK EXPENDITURES	28,312	
100-7400-52.22000	REPAIR & MAINTENANCE	8,000	
100-7400-52.22000	REPAIR & MAINTENANCE	4,000	
100-1513-57.90000	CONTINGENCIES -- GEN FUND		12,000
100-1513-57.90000	CONTINGENCIES -- GEN FUND		50,000
300-6211-54.12000-PR2115	PETERS PARK -- COMM. JESTER	50,000	
300-6210-52.12000-PR2006	TRAILS	3,396	
300-6211-54.12000-PR2109	TRAILS		3,396
300-6210-52.12000-PR1902	PETERS PARK CONSTRUCTION PLANS		21,145
300-6210-52.12000-PR2004	PARK CONSTRUCTION PLANS	21,145	
320-4100-52.12000-SP2001	JACOBS PROJECT MGMT	9,469	
320-4200-54.14000-SP2006	HUGH HOWELL & MIB	9,959	
320-4200-54.14000-SP2008	RESURFACING	7,250	

320-4200-54.14000-SP2101	RESURFACING		26,678
320-4224-52.12000-SP1905	TO CLOSE PROJECT KAIZEN TRAIL MASTER PLAN	-	5,978
320-4200-54.14000-SP2101	TO CLOSE PROJECT KAIZEN TRAIL MASTER PLAN	5,978	
300-6210-52.12000-PR2004	PARK CONSTRUCTION PLANS	5,536	
300-6211-52.12000-PR2105	PARK CONSTRUCTION PLANS		5,536
300-1535-54.24000-IT2005	NETWORK FAILOVER		11,100
300-1535-54.24000-IT2007	CONFERENCE ROOM MEDIA UPGRADE	-	22,000
300-1535-54.24000-IT2008	LASERFICHE SERVICES - PORTAL UTILITIES	-	20,000
300-1535-54.24000-IT2101	COMPUTER REPLACEMENT	53,100	



MEMO

To: Honorable Mayor and City Council Members
From: Courtney Smith, Planning and Zoning Director
CC: Tami Hanlin, City Manager
Date: March 4, 2021
RE: SLUP-21-0001 CDC Credit Union 4816 Briarcliff Road

Issue:

Applicant requests approval of a special land use permit to allow two drive-through lanes at a proposed financial institution.

Recommendation:

Staff recommends approval with conditions.

Planning Commission recommends approval with amended conditions.

Background:

The applicant, Consultants & Builders, Inc., has submitted a special land use permit request for two drive-through lanes on behalf of the Centers for Disease Control and Prevention (CDC) Federal Credit Union, who is proposing to open its first standalone branch on this site. The CDC Federal Credit Union began in 1949 and serves citizens of DeKalb, Fulton, Gwinnett and those who work at over 100 companies around the state. This location would provide members with a physical location to be assisted. The development of the CDC Credit Union is part of the overall Northlake Mall redevelopment being done by ATR Corinth partners to revitalize the property and overall area.

Summary:

The proposed use is consistent with the comprehensive plan character area Regional Activity Center and the NL-1 (Northlake High-Intensity Commercial) zoning district. The proposed accessory drive-through lanes would be complementary to the permitted credit union use and would enhance the Northlake area by developing a currently underutilized site and provide walkable connections to surrounding parcels. The proposed use also complies with all supplemental regulations in the zoning ordinance for drive-through facilities.

Financial Impact: NA

**AN ORDINANCE FOR SPECIAL LAND USE PERMIT (SLUP-21-0001) IN
LAND LOT 209 OF THE 18th DISTRICT TO ALLOW
A DRIVE THROUGH FACILITY AT A FINANCIAL INSTITUTION**

WHEREAS: Notice to the public regarding said special land use permit have been duly published in The Champion, the Official News Organ of Tucker; and

WHEREAS: A Public Hearing was held by the Mayor and City Council of Tucker on March 8, 2021 and April 12, 2021;

WHEREAS: The Mayor and City Council is the governing authority for the City of Tucker;

WHEREAS: The Mayor and City Council has reviewed the special land use request based on the criteria found in Section 46-1594 of the Zoning Ordinance of the City of Tucker;

NOW THEREFORE, the Mayor and City Council of the City of Tucker while in Regular Session on April 12, 2021 hereby ordains and approves Special Land Use Permit 21-0001 to allow for a drive through facility subject to the following conditions. Note that the special land use permit shall expire automatically if a building permit or other required approval(s) is not applied for within twelve (12) months and construction pursuant to such permit(s) does not promptly begin and is not diligently pursued (Section 46-1599).

1. The property should be developed in general conformance with the site plan submitted **March 15, 2021** to the Community Development Department, with revisions to meet these conditions.
2. The use of the property shall be limited to a **3,200** square foot financial institution and two drive-through facilities.
3. A landscape plan shall be submitted with the land development permit application, subject to the review and approval of the Planning & Zoning Director.
4. Screening that meets intent of Sec. 46-1045 shall be included on the landscape plan.
5. The development of the property and the uses shall abide by the regulations of the NL-1 (Northlake High-Intensity Commercial) special zoning district.
6. The exterior building materials shall comply with the NL-1 (Northlake High-Intensity Commercial) architectural regulations.

7. The design of the building should be consistent with the elevations and renderings submitted to the Planning & Zoning Director on January 12, 2021.
8. The drive-through canopy shall be constructed from the same materials as the primary building and with a similar level of architectural quality and detailing.
9. Speaker boxes shall not play music.
10. The Special Land Use Permit shall be able to be transferred to another business, subject to the review and approval of the Planning & Zoning Director.

SO EFFECTIVE this 12th day of April 2021.

Approved by:

Frank Auman, Mayor

Attest:

Bonnie Warne, City Clerk

SEAL



Land Use Petition: SLUP-21-0001

Date of Staff Recommendation Preparation: January 29, 2021

Planning Commission: February 18, 2021

Mayor and City Council, 1st Read: March 8, 2021

Mayor and City Council, 2nd Read: April 12, 2021

PROJECT LOCATION:	4816 Briarcliff Road
DISTRICT/LANDLOT(S):	18 th District, Land Lot 209
ACREAGE:	±1.04 acres
EXISTING ZONING	NL-1 (Northlake – High-Intensity Commercial)
EXISTING LAND USE	Parking Lot, Commercial
FUTURE LAND USE MAP DESIGNATION:	Regional Activity Center
OVERLAY DISTRICT:	NA
APPLICANT:	Consultants and Builders, Inc.
OWNER:	ATR Corinth Northlake, LLC
PROPOSED DEVELOPMENT:	Applicant requests approval of a special land use permit to allow two drive-through lanes at a proposed financial institution
STAFF RECOMMENDATION:	Approval with conditions of SLUP-21-0001

BACKGROUND

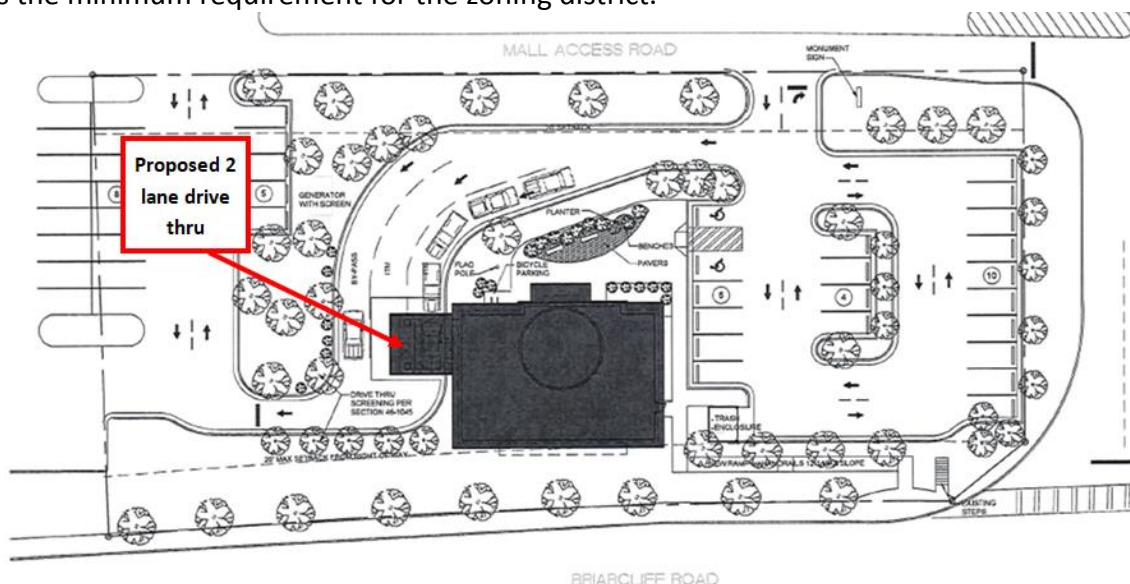
The applicant, Consultants & Builders, Inc., has submitted a special land use permit request for two drive-through lanes on behalf of the Centers for Disease Control and Prevention (CDC) Federal Credit Union, who is proposing to open its first standalone branch on this site. The CDC Federal Credit Union began in 1949 and serves citizens of DeKalb, Fulton, Gwinnett and those who work at over 100 companies around the state. This location would provide members with a physical location to be assisted. The development of the CDC Credit Union is part of the overall Northlake Mall redevelopment being done by ATR Corinth partners to revitalize the property and overall area.

PROJECT DATA

The subject site is located along the edge of the city boundary on Briarcliff Road in the Northlake Mall development. The subject parcel, labeled Tract 1 on the survey, was subdivided from the larger piece of property that includes Northlake Mall, along with one other outparcel, through the City of Tucker plat process in 2020. Currently, the subject parcel is developed with just over 100 parking spaces as part of the parking lot for the mall.

The applicant has submitted an application for a special land use permit (SLUP) for the ± 1.04 -acre subject property located at 4816 Briarcliff Road. The application, SLUP-21-0001, is to allow two drive-through lanes accessory to a proposed credit union in the NL-1 (Northlake High-Intensity Commercial) zoning district. Section 46-1035, Table 3.9, *Northlake District Allowed Uses* allows drive-through facilities (other than restaurants) as an accessory use to a permitted use only with the approval of a special land use permit. A credit union with no drive-through lane is permitted on the subject parcel by right, so the SLUP request only applies to the drive-through lanes.

The proposed development, shown on the January 12, 2021 site plan, includes a 3,000 square foot credit union and two drive-through lanes to the west of the proposed structure. The proposed drive-through area consists of three lanes – two that each lead to a banking window and one bypass lane. The lanes then merge into a single lane to exit. The site plan shows enough parking spaces to meet the requirements of a financial institution use in the NL-1 zoning district, as well as 38% open space which exceeds the minimum requirement for the zoning district.



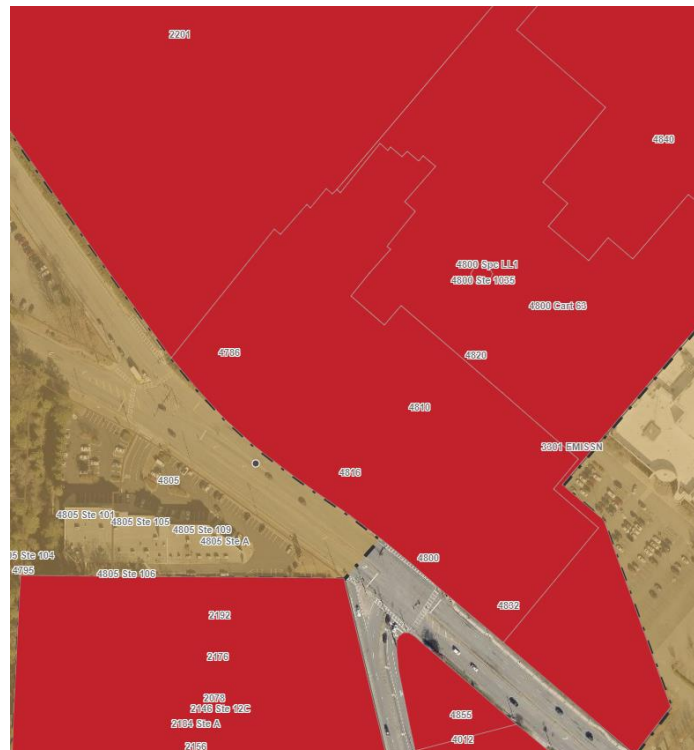
USE ANALYSIS AND DEVELOPMENT PERMISSIONS

The subject property is located in the NL-1 (Northlake - High-Intensity Commercial) zoning district. In part, the purpose and intent of the NL districts are to enhance long-term economic viability of the area by encouraging new commercial developments that increase the tax base and provide jobs to the citizens of Tucker, and to improve the visual appearance of the area. The intent of the NL-1 zoning district “is to allow the most intense mixed-use development in Tucker,” as well as encourage “the redevelopment of parking lots into a mix of retail, office, and residential uses in the same development.”

The NL-1 zoning district allows for credit unions and banking institutions by right and allows drive-through facilities as an accessory use with the approval of a special land use permit. All supplemental regulations for drive-through facilities must also be met (Sec. 46-1166 and 46-1045). Additional conditions may be placed on the approval of a special land use permit in order to ensure the proposed business will not be a detriment to the character of the area. The intent of the City of Tucker Zoning Ordinance in requiring a SLUP is that the proposed uses be determined on a case-by-case basis to ensure compatibility with the surrounding area including environmental impacts, aesthetic and infrastructure impacts.

CHARACTER AREA

The subject property is in the Regional Activity Center Character Area on the Future Land Use Map. Primary land uses of the Regional Activity Center designation include retail and service commercial and office uses. A credit union with drive through lanes would be considered service commercial and the proposed development aligns with the development strategy of the Regional Activity Center character area as the proposal includes providing a more dense offering of services to the area as well as walkable connections from Briarcliff Road.



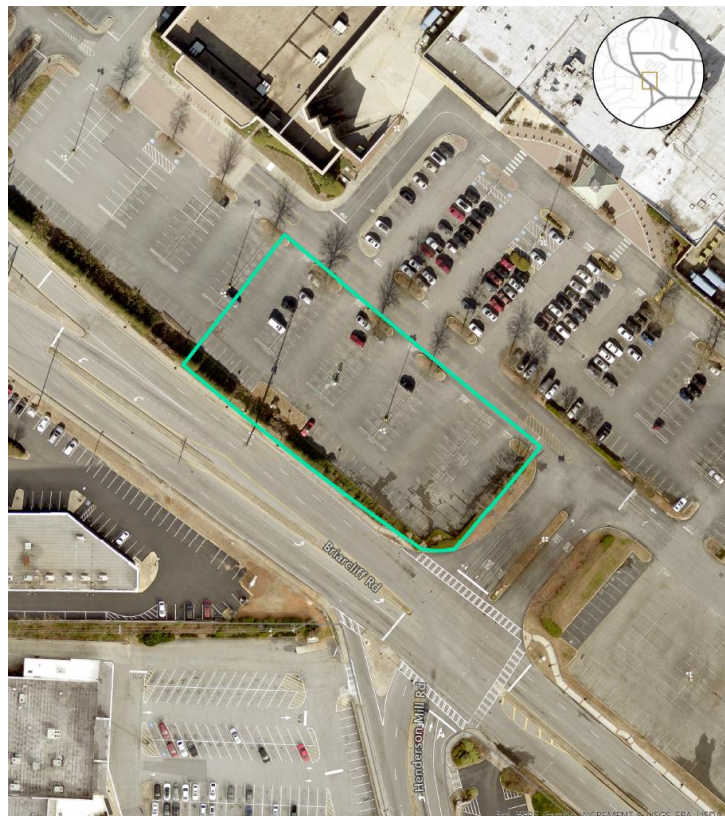
Character Area map of subject parcel

PUBLIC PARTICIPATION PLAN REPORT

The applicant hosted a thirty-minute virtual community meeting on January 6, 2021 after mailing a letter and site plan explaining the proposed project to all property owners within 500 feet of the subject parcel. Seven people were in attendance including the applicant, developers, and engineer. The site plan and elevations for the project were shown and the only suggestion from those attending was to include elevations in the application packet to the City of Tucker. The applicant has submitted elevations, as suggested.

NEARBY/SURROUNDING LAND ANALYSIS

Adjacent & Surrounding Properties	Zoning (Petition Number)	Existing Land Use
Adjacent: North	NL-1 (Northlake – High-Intensity Commercial)	Commercial (Northlake Mall)
Adjacent: East	NL-1 (Northlake – High-Intensity Commercial)	Commercial parking lot
Adjacent: South	NL-1 (Northlake – High-Intensity Commercial)	Commercial strip center
Adjacent: West	Unincorporated DeKalb County	Commercial strip center



Aerial Map of 4816 Briarcliff Road and surrounding area

SLUP-21-0001: Drive-through lanes

CRITERIA TO BE APPLIED – SPECIAL LAND USE PERMIT

Criteria (standards and factors) for special land use decisions are provided in Section 46-1594 of the City of Tucker Zoning Ordinance. The applicant is required to address these criteria (see application); below are staff's findings which are independent of the applicant's responses to these criteria.

A. Adequacy of the size of the site for the use contemplated and whether or not adequate land area is available for the proposed use including provision of all required yards, open space, off-street parking, and all other applicable requirements of the zoning district in which the use is proposed to be located.

The subject site is currently developed as part of the Northlake Mall parking lot and is approximately 1.04 acres. The site appears to be adequate for the proposed development including a 3,000 square foot building with two drive-through lanes, as shown on the January 12, 2021 site plan. The proposed lot coverage of 62% is substantially lower than the 80% maximum allowed in the NL-1 zoning district and is likely less than the existing impervious area. The site plan also shows adequate parking that meets the standards in Article 6, *Parking* of the Zoning Ordinance. 34 spaces are shown on the plan including two ADA spaces, while the minimum required is six spaces. The site plan also shows substantial landscaping around the parking lot and along Briarcliff Road that help to screen the parking lot and drive-through area from the right-of-way.

B. Compatibility of the proposed use with adjacent properties and land uses and with other properties and land uses in the district.

The proposed drive-throughs and overall development of the credit union is compatible with adjacent properties. The surrounding parcels and uses provide citizens with several retail, office, and restaurant uses, so staff finds this proposed use to be compatible.

C. Adequacy of public services, public facilities, and utilities to serve the proposed use.

Schools. There will be no impact on public school facilities.

Stormwater management. Project will be required to meet water quality standards for the disturbed area.

Water and sewer. DeKalb County Watershed has approved sewer capacity for this development.

D. Adequacy of the public street on which the use is proposed to be located and whether or not there is sufficient traffic-carrying capacity for the use proposed so as not to unduly increase traffic and create congestion in the area.

The applicant submitted a Trip Generation Report with the SLUP application. It states that there will be a PM Peak of 31 trips generated from this development. Staff does not find this would cause an excessive increase in traffic. Although one curb cut is shown on the site plan submitted with the application, there are several (including another one further west on Briarcliff Road) that will further minimize the effects of any traffic caused by the development.

E. Whether or not existing land uses located along access routes to the site will be adversely affected by the character of the vehicles or the volume of traffic generated by the proposed use.

Land uses in the surrounding area will not be adversely impacted by the proposed drive-through lanes or the overall development. A PM Peak of 31 trips will not cause a high increase in traffic for the area. Most of the traffic will likely be passenger vehicles, with the exception of larger commercial vehicles that may conduct drop offs or pick ups at the subject site. Those vehicles and visits, however, are not unique to this development or to this use.

F. Adequacy of ingress and egress to the subject property and to all proposed buildings, structures, and uses thereon, with particular reference to pedestrian and automotive safety and convenience, traffic flow and control, and access in the event of fire or other emergency.

There are several ways to access the subject property from Briarcliff Road, as well as the parking lot for the proposed credit union and drive-through lanes. The site plan also includes a bypass lane for the drive-through. DeKalb Fire Department saw no issues with fire access for this project.

G. Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust, or vibration generated by the proposed use.

The proposed development, a commercial building with two drive-through lanes, will not emit any smoke, excessive noise, odor, dust or vibrations, so no adverse impacts caused by these are anticipated.

H. Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of the hours of operation of the proposed use.

The applicant has stated that the expected hours of operation for the credit union would be from 8am to 4pm based on the current environment. The drive-through lanes would be open 24 hours, which is a standard practice for ATM locations. No adverse impacts are expected upon adjoining land uses because of the hours of operation. The subject parcel is surrounded by commercial uses.

I. Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of the manner of operation of the proposed use.

If developed in accordance with the staff recommended conditions, nearby land uses will not be adversely affected by the manner or operation of the proposed drive-throughs.

J. Whether or not the proposed use is otherwise consistent with the requirements of the zoning district classification in which the use is proposed to be located.

The proposed use is consistent with the requirements of the NL-1 zoning district. The Northlake special districts require screening of the drive-throughs, which the applicant has proposed on the site plan. The Northlake special districts were created with the intent to enhance long-term economic viability of the area by encouraging new commercial developments that increase the tax base, to improve the visual appearance of the area, and to redevelop existing parking lots. The proposed use is contributing to these goals for the zoning district.

K. Whether or not the proposed use is consistent with the policies of the comprehensive plan.

The subject property is in the Regional Activity Center on the Future Land Use Map. The development of a credit union with drive-through lanes is consistent with this character area because it is a service commercial use – a primary land use of the Regional Activity Center. Additionally, the development strategy of this character area includes encouraging a higher density mix of development and providing walkable connections. The proposed development is consistent with this strategy as it provides pedestrian access from Briarcliff Road and it is providing development at an underutilized location.

The proposed drive-throughs and overall proposed development is also consistent with Goal #5 of the Comprehensive Plan *Bolster Economic Base* as it is repurposing underutilized commercial development with a large parking field.

L. Whether or not the proposed use provides for all required buffer zones and transitional buffer zones where required by the regulations of the zoning district in which the use is proposed to be located.

Sec. 46-1043 *Neighborhood Compatibility* states that a transitional buffer is not required between two parcels that are both within a NL district. Since the adjacent properties are also in the NL-1 zoning district, no buffers are required.

M. Whether or not there is adequate provision of refuse and service areas.

Prior to an Occupational Tax Certificate being issued by the City of Tucker, the applicant must show proof of an account with DeKalb County Sanitation. The proposed site plan shows a trash receptacle to the east of the credit union structure. Staff recommends that the dumpster enclosure be constructed out of the same materials as the primary building.

N. Whether the length of time for which the special land use permit is granted should be limited in duration.

Staff does not recommend any limits on the length of time of the special land use permit (if granted), so long as the applicant maintains all local licensing requirements including compliance with approved conditions and annual occupational tax renewal.

O. Whether or not the size, scale and massing of proposed buildings are appropriate in relation to the size of the subject property and in relation to the size, scale and massing of adjacent and nearby lots and buildings.

If all development standards are met for the Northlake special districts (Sec.46-1040), it is staff's opinion that the building size, scale and massing will be appropriate in relation to surrounding land uses. The building will be located below grade of Briarcliff Road.

P. Whether the proposed use will adversely affect historic buildings, sites, districts, or archaeological resources.

There are no known historic buildings, sites, districts or archaeological resources on the subject properties. Therefore, no adverse effects are anticipated.

Q. Whether the proposed use satisfies the requirements contained within the supplemental regulations for such special land use permit.

The applicant meets the requirements in the supplemental regulations, Sec.46-1166 Drive-through facility, restaurant below.

There are additional site standards that apply to drive-through facilities in the Northlake special districts (Sec. 46-1045). A condition has been included to ensure the landscaping standards found in this section are met.

Sec. 46-1166. - Drive-through facility; restaurant.

Restaurants with drive-through services shall meet the following requirements:

- (1) Drive-through facilities shall not be located within 60 feet of a residentially zoned property, as measured from any menu or speaker box to the property line of adjacent residential property.**

The subject property is over 60 feet from any residentially zoned properties within the City of Tucker boundaries or outside of the Tucker boundary.

- (2) No drive-through facility shall be located on a property less than 10,000 square feet in area. Stacking spaces for queuing of cars shall be provided for the drive-through area as required in article VI of this chapter.**

The subject parcel is approximately 45,302 square feet. Stacking spaces for each window have been shown on the site plan dated January 12, 2021.

- (3) Drive-through lanes and service windows shall be located to the side or rear of buildings. If on a corner lot, only the pickup window may be located on the side between the principal structure and a public street.**

The proposed drive-through lanes are being proposed on the west side of the building, not facing Briarcliff Road.

- (4) Drive-through canopies and other structures, where present, shall be constructed from the same materials as the primary building and with a similar level of architectural quality and detailing.**

The elevations for the proposed development include a canopy over the drive-through lanes. The canopy is shown to be wood and metal; both materials are also proposed on the primary building so the design is cohesive. A condition is proposed to ensure compliance during the permitting process.

- (5) Speaker boxes shall be pointed away from adjacent residential properties. Speaker boxes shall not play music but shall only be used for communication for placing orders.**

The location of the drive-through lanes does not point toward any residentially zoned parcels. The applicant's letter of intent states that no music will play through the speakers. A condition is proposed to ensure compliance.

- (6) Stacking spaces shall be provided for any use having a drive-through facility or areas having drop-off and pick-up areas in accordance with the following requirements. Stacking spaces shall be a minimum of ten feet wide and 25 feet long. Stacking spaces shall begin at the last service window for the drive-through lane (typically the "pick-up" window).**

Stacking spaces are shown on the proposed site plan.

- (7) Financial institutions with drive-through windows, car washes (automated or staffed facilities), drive-through coffee sales facilities, and any other uses with drive-through facilities with the exception of restaurants with drive-through facilities, shall provide three stacking spaces for each window or drive-through service facility.**

Three stacking spaces have been placed on the proposed site plan. Staff has also included a condition to ensure this standard is met.

- (8) Restaurants with drive-through facilities shall provide ten stacking spaces per lane for each window or drive-through service facility.**

The proposed use is two drive through lanes accessory to a credit union. No restaurant use is being proposed.

(9) The following general standards shall apply to all stacking spaces and drive-through facilities:

- a. Drive-through lanes shall not impede on and off-site traffic movements, shall not cross or pass through off-street parking areas, and shall not create a potentially unsafe condition where crossed by pedestrian access to a public entrance of a building.**

The proposed drive-through lanes are not designed in a way that will impede traffic movements or cross through off-street parking areas. Those utilizing the parking on the eastern side of the subject parcel would not walk through the drive-through lanes to access the building so a crosswalk is not needed, however there is a crosswalk provided for those accessing the building from the Northlake Mall parking lot. Staff is proposing a condition so that those who utilize the five parking spaces on the west side of the credit union building and drive-through can safely access the building as they walk through the drive-through area.

- b. Drive-through lanes shall be separated by striping or curbing from off-street parking areas. Individual lanes shall be striped, marked or otherwise distinctly delineated.**

The January 12, 2021 site plan shows the drive-through lanes separated from the provided off-street parking by curbing and a wide landscaped area. Lines are shown to clearly delineate the individual lanes.

- c. All drive-through facilities shall include a bypass lane with a minimum width of ten feet, by which traffic may navigate around the drive-through facility without traveling in the drive-through lane. The bypass lane may share space with a parking access aisle.**

The proposed site plan shows a bypass lane in which cars can go around the drive-through lanes.

(10) Drive-through lanes must be set back five feet from all lot lines and roadway right-of-way lines.

The proposed drive-through lanes are setback 25 feet at the point closest to Briarcliff Road.

R. Whether or not the proposed use will create a negative shadow impact on any adjoining lot or building as a result of the proposed building height.

The proposed use will not produce an adverse shadow effect.

S. Whether the proposed use would result in a disproportionate proliferation of that or similar uses in the subject character area.

A disproportionate proliferation of drive-through facilities would not be created by granting this special land use permit request. The closest drive-through facility within the City of Tucker is approximately 1000 feet away, and the closest drive-through facility outside of the city limits also is approximately 1,000 feet away. The closest bank is located approximately 780 feet away in Briarcliff Village (Chase).

T. Whether the proposed use would be consistent with the needs of the neighborhood or the community as a whole, be compatible with the neighborhood, and would not be in conflict with the overall objective of the comprehensive plan.

Regional Activity Center Character Area. Primary land uses include service commercial and office uses. The proposal is consistent with the character area, as developing this site with a credit union with two drive-through lanes is in alignment with the development strategy of the Regional Activity Center.

CONCLUSION

The proposed use is consistent with the comprehensive plan character area Regional Activity Center and the NL-1 (Northlake High-Intensity Commercial) zoning district. The proposed accessory drive-through lanes would be complementary to the permitted credit union use and would enhance the Northlake area by developing a currently underutilized site and provide walkable connections to surrounding parcels. The proposed use also complies with all supplemental regulations in the zoning ordinance for drive-through facilities.

STAFF RECOMMENDATION

Based upon the findings and conclusions herein, Staff recommends **APPROVAL WITH CONDITIONS** of Land Use Petition **SLUP-21-0001**.

Should the governing bodies choose to approve the request, Staff recommends that the request be approved subject to the following conditions.

1. The property should be developed in general conformance with the site plan submitted January 12, 2021 to the Community Development Department, with revisions to meet these conditions.
2. The use of the property shall be limited to a 3,000 square foot financial institution and two drive-through facilities.
3. A landscape plan shall be submitted with the land development permit application, subject to the review and approval of the Planning & Zoning Director.
4. Screening that meets intent of Sec. 46-1045 shall be included on the landscape plan.
5. The dumpster enclosure shall be screened from view from Briarcliff Road by landscaping.
6. The dumpster enclosure shall be constructed out of the same materials and design as the primary building.
7. The development of the property and the uses shall abide by the regulations of the NL-1 (Northlake High-Intensity Commercial) special zoning district.
8. The exterior building materials shall comply with the NL-1 (Northlake High-Intensity Commercial) architectural regulations.
9. The design of the building should be consistent with the elevations and renderings submitted to the Planning & Zoning Director on January 12, 2021.
10. The drive-through canopy shall be constructed from the same materials as the primary building and with a similar level of architectural quality and detailing.
11. Speaker boxes shall not play music.
12. The Special Land Use Permit shall be able to be transferred to another business, subject to the review and approval of the Planning & Zoning Director.

PLANNING COMMISSION RECOMMENDATION

Based upon the findings and conclusions herein, at its February 18, 2021 public hearing, the Planning Commission recommends **APPROVAL WITH CONDITIONS** of **SLUP-21-0001** subject to the following amended staff condition: (additions = **bold**; deletions = ~~striketrough~~).

1. The property should be developed in general conformance with the site plan submitted January 12, 2021 to the Community Development Department, with revisions to meet these conditions.
2. The use of the property shall be limited to a ~~3,000~~ **3,200** square foot financial institution and two drive-through facilities.
3. A landscape plan shall be submitted with the land development permit application, subject to the review and approval of the Planning & Zoning Director.
4. Screening that meets intent of Sec. 46-1045 shall be included on the landscape plan.
5. The dumpster enclosure shall be screened from view from Briarcliff Road by landscaping.
6. The dumpster enclosure shall be constructed out of the same materials and design as the primary building.
7. The development of the property and the uses shall abide by the regulations of the NL-1 (Northlake High-Intensity Commercial) special zoning district.
8. The exterior building materials shall comply with the NL-1 (Northlake High-Intensity Commercial) architectural regulations.
9. The design of the building should be consistent with the elevations and renderings submitted to the Planning & Zoning Director on January 12, 2021.
10. The drive-through canopy shall be constructed from the same materials as the primary building and with a similar level of architectural quality and detailing.
11. Speaker boxes shall not play music.
12. The Special Land Use Permit shall be able to be transferred to another business, subject to the review and approval of the Planning & Zoning Director.

DEPARTMENT COMMENTS

ARBORIST

No comments.

DEKALB COUNTY DEPARTMENT OF WATERSHED MANAGEMENT

Sewer capacity has been approved.

DEKALB COUNTY FIRE MARSHAL OFFICE

No comments.

DEKALB COUNTY SCHOOL SYSTEM

No comments.

LAND DEVELOPMENT

No comments.

JAN 12 2021

Community Development
Department

SLUP- 21-0001



City of Tucker

Neighborhood Meeting Information

Information about your neighborhood meeting shall be provided to city staff at least 14 calendar days before the meeting. City staff will then post information about the meeting on the city website and the city facebook page. An email blast will also be sent through the city email list.

Project Name: CDC Federal Credit Union Branch

Contact Name: Scott Foerst

Meeting Date: 1/6/2021 (Wednesday)

Meeting Time: 6:00 PM EST

Meeting Location: Virtual (URL: <https://bit.ly/34CCcdB>)

Request: drive-thru at new branch location

JAN 12 2021

Community Development
Department

SLUP-21-0001



City of Tucker

Public Participation Plan Report

Project Name: CDC FCU Branch

Contact Name: Scott Foerst

Meeting Date: 1/6/2021

Meeting Location: Virtual - Microsoft Teams

Meeting Start Time: 6 PM EST

Meeting End Time: 6:32 PM EST

Number of people in attendance: 7 (seven)

Date of Filing of Land Use Petition Application: 1/11/2021

General Introduction: please include information about who you reached out to for the meeting, communication outreach methods (letters, facebook, emails, etc), what you were proposing at the time of the neighborhood meeting, the meeting format (ppt, q&a, display boards, etc), and who attended the meeting on behalf of the applicant (engineers, attorney, developer, property owner, etc). Additional information that you feel is important to include is welcomed.

Summary of concerns and issues raised at the meeting: (please list and respond to each one individually; include as many items that were discussed).

1. List question/concern/comment/request for changes to the proposed plans

Applicant Response:

2. List question/concern/comment/request for changes to the proposed plans

Applicant Response:

The following must be submitted at time of application submittal:

- ☒ Copy of the letter that was mailed to neighbors
- ☒ Copy of address list for mailing

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SLUP-21-0001

- ☒ Meeting sign-in sheet
- ☒ Meeting minutes
- ☒ Copy of the plan that was presented at the neighborhood meeting

I, the undersigned, as the applicant or an authorized representative of the applicant do solemnly swear and attest that the information provided is true and accurate. I have included a complete record of the neighborhood meeting, as well as an honest response regarding the intentions for development.

Scott Foerst 1/8/2021
Signature of Applicant or Authorized Representative Date

Scott Foerst 1/8/2021
Type or Print Name of Applicant or Authorized Representative Date

Rachel Paradise 1/8/21
Signature of Notary Date





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SLUP-21-0001

December 22, 2020

Northlake Mall Area Neighbor,

Consultants & Builders, Inc. is working with the CDC Federal Credit Union to build a stand-alone branch in the current parking lot adjacent to the mall entrance at Briarcliff Road and Henderson Mill Road. The EVgo charging stations currently are located on this parcel.

The City of Tucker requires a Land Use Petition be filed due to the planned branch having a drive-thru facility with attached canopy to cover two ATMs/ITMs. In our discussions with the City of Tucker, Consultants & Builders, Inc. will hold a Public Participation (meeting) to engage all of our neighbors within 500' of our project regarding the request for a drive-thru at the location. It is our intent to hold a Microsoft Teams Virtual Meeting (to protect and engage all that may participate) on January 6, 2021 online at 6 p.m. EST.

Join by entering this URL below in your browser: <https://bit.ly/34CCcdB>

or

Call in (audio only) 469-998-7360
Phone Conference ID: 369 125 582#

Please contact Scott Foerst at Consultants and Builders, Inc. at the email address or mobile number below if you have questions regarding participation online or by phone on the Microsoft Teams meeting.

Best regards and thank you for the efforts,

Scott Foerst, SVP Design
Consultants & Builders, Inc.
scott.foerst@consultantsandbuilders.com
404-597-7786 (mobile)

CDC FCU - Branch 500' mailing list

4800 Briarcliff Road STE B1 Atlanta, GA 30345	NORTHLAKE ATRCORINTH PARTNERS LLC	LAW ALISON	12700 PARK CENTRAL DR STE 110	DALLAS	TX	75251
2183 Zeld Drive Atlanta, GA 30345	LAW ZACHARY T		2183 ZELDA DR NE	ATLANTA	GA	30345
4855 Briarcliff Road Atlanta, GA 30345	REGENCY RETAIL PARTNERSHIP LP		PO BOX 790830	SAN ANTONIO	TX	78279
4795 Briarcliff Road Atlanta, GA 30345	LOCAL SANDY GA LLC		777 BRICKELL AVE STE 630	MIAMI	FL	33131
4800 Briarcliff Road Atlanta, GA 30345	NORTHLAKE ATRCORINTH PARTNERS LLC		12700 PARK CENTRAL DR STE 110	DALLAS	TX	75251
4805 Briarcliff Road Atlanta, GA 30345	MALAKSHMI LLC		3338 PEACHTREE RD NE 3503	ATLANTA	GA	30326
4786 Briarcliff Road Atlanta, GA 30345	NORTHLAKE ATRCORINTH PARTNERS LLC		12700 PARK CENTRAL DR STE 110	DALLAS	TX	75251
2201 Henderson Mill Road Atlanta, GA 30345	E PLAZA III LP		5656 MEADOWCREST DR	DALLAS	TX	75230
4875 Briarcliff Road Atlanta, GA 30345	REGENCY RETAIL PARTNERSHIP LP		PO BOX 790830	SAN ANTONIO	TX	78279
2175 Zeld Drive Atlanta, GA 30345	SITAPARA KISHAN		2175 ZELDA DR NE	ATLANTA	GA	30345
4816 Briarcliff Road Atlanta, GA 30345	NORTHLAKE ATRCORINTH PARTNERS LLC		12700 PARK CENTRAL DR STE 110	DALLAS	TX	75251
2199 Zeld Drive Atlanta, GA 30345	DETTMAN SEAN M	STRUMLAUF RACHEL	2199 ZELDA DR	ATLANTA	GA	30345
2244 Henderson Mill Road Atlanta, GA 30345	TRIANGLE PARTNERS LLC		5415 REDFIELD DR	DUNWOODY	GA	30338
4880 Briarcliff Road Atlanta, GA 30345	MACYS EAST INC		7 W 7TH ST	CINCINNATI	OH	45202
4832 Briarcliff Road Atlanta, GA 30345	NORTHLAKE ATRCORINTH PARTNERS LLC		12700 PARK CENTRAL DR STE 110	DALLAS	TX	75251
2191 Zeld Drive Atlanta, GA 30345	HELD LOIS	HELD KALMAN	2191 ZELDA DR NE	ATLANTA	GA	30345
4840 Briarcliff Road Atlanta, GA 30345	NORTHLAKE ATRCORINTH PARTNERS LLC		P O BOX 10001	DALLAS	TX	75301
2080 Henderson Mill Road Atlanta, GA 30345	REGENCY RETAIL PARTNERSHIP LP		PO BOX 790830	SAN ANTONIO	TX	78279

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SLUP- 21-0001

CDC FCU Branch - Public Participation Plan Report
January 6, 2021

General Information:

As the partnering design build firm on the CDC FCU Branch project at Northlake Mall, CBI needs to pursue a Special Land Use Permit with City of Tucker due to the incorporation of a teller drive thru as part of the proposed design. As a part of the application process CBI pursued early and effective public participation using the City of Tucker provided list by mailing to all neighbors indicated within 500' of the subject property. CBI mailed on 12/22/2020 an informative letter, survey, and site plan of planned project. We also made an announcement on Nextdoor (Nextdoor is a hyperlocal social networking service for neighborhoods). Information was provided on 12/22/2020 to the City of Tucker staff to post information about the meeting on the City website and Facebook page. An email blast was also sent through the City email list.

Proposed at Meeting: A Special Land Use Permit request for the inclusion of a drive-thru at the new CDC FCU Branch.

Meeting Logistics:

- Meeting Date: 1/6/2021 (Wednesday)
- Meeting Location: Virtual via Microsoft Teams (URL and phone link we in public letter and information)
- Meeting Start Time: 6:05 PM EST
- Meeting End Time: 6:32 PM EST
- Number of people in attendance: 7 (seven)

Sign-in: (Due to virtual meeting all participants were asked to introduce themselves and the information was written into the meeting notes)

- Scott Foerst - Architect
- Australia Hoover - CDC FCU President/CEO
- Peter Field - Developer
- Tony Ruggeri - Developer
- Todd Williams - Engineer
- Gary Russo - Architect
- Cara Schroder - City of Tucker District 2 Planning Commission

Presentation:

Presentation was virtual on Microsoft Teams with shared screen from Scott Foerst showing all attendees the mailed letter, survey, and site plan sent to neighbors. Building elevations and exterior color rendering was shared as well. Property address for new branch location is 4816 Briarcliff Road NE, Atlanta, GA 30345.

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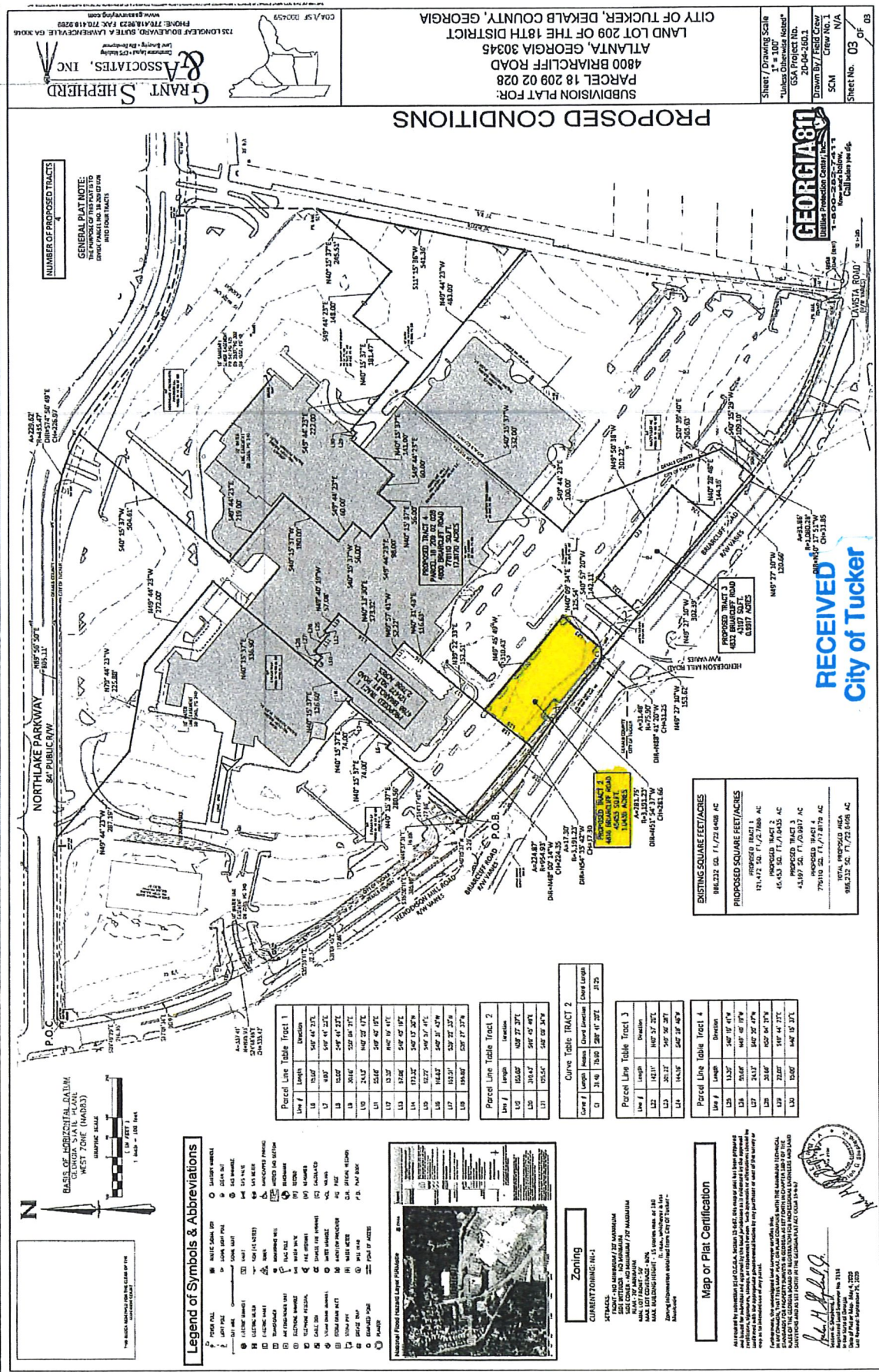
Questions/Comments:

1. Recommendation/reminder from Cara Schroder to include elevations and exterior rendering of planned branch with SLUP submittal. Applicant response: These items will be included in the SLUP submittal.

Best regards,



Scott Foerst, SVP Design
Consultants & Builders, Inc.
scott.foerst@consultantsandbuilders.com
404-597-7786 (mobile)

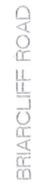


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May 12, 2021

CONCEPTUAL SITE PLAN

1
1/16" = 1'-0"



CREDIT UNION: 3.115 S.F.
ZONED: C-1 (NORTH LAKE OVERLAY
TIER 1)
LOT SIZE: ± 1.04 ACRES (± 45,453 SF)
PARKING REQUIRED: 4 SPACES PER 1000 SF
= 13 SPACES
PARKING PROVIDED: 34 SPACES
(INCL. 2 HC)
LOT COVERAGE: ± 28.258 (62%)
80% MAX. LOT
PERMITTED



CONSULTANT:



CONSULTANTS & BUILDERS, INC.

9100 MEDLOCK BLVD, SUITE 400

ARCHITECT:
APPLEBY + LACETTI
Architects, Inc.

1447 PEACHTREE STREET, NE
SUITE 600
ATLANTA, GA 30309
PHONE: 404.817.3282
FAX: 404.817.3280

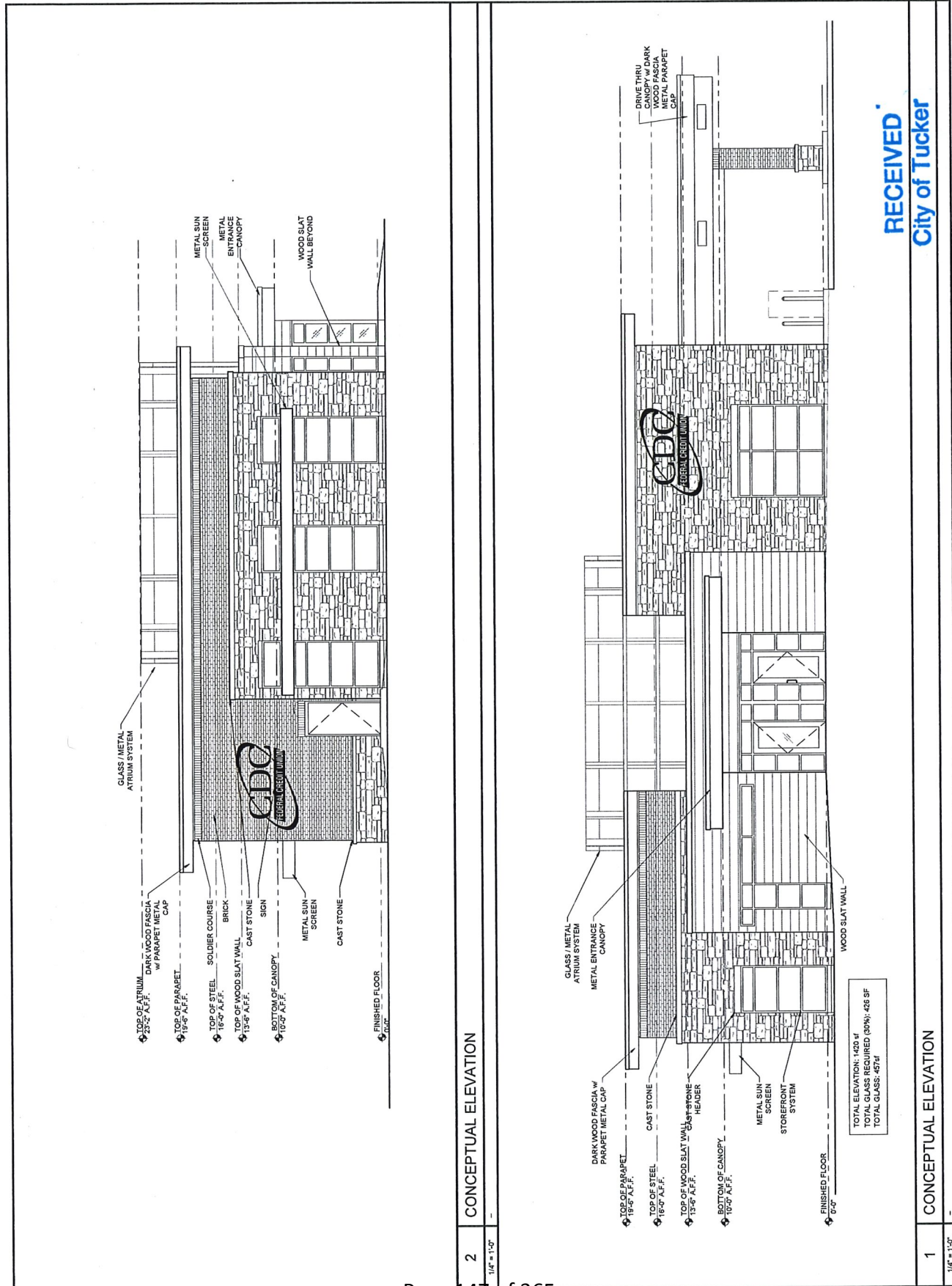
SEAL:

REVISIONS:

DATE: 12/22/2020

**CONCEPTUAL
SITE PLAN**

SHEET NO.
ASP-1.1



4816 Briarcliff Road
Atlanta, GA 30345



PROJECT:

CONSULTANTS:
CONSULTANTS & BUILDERS, INC.
Relationships, Building, Services
1100 MEDLOCK BLVD. SUITE 400
FARMVILLE, VIRGINIA, VA 22431
PHONE: 703-729-4418
FAX: 703-616-6149

ARCHITECT:
APPELBY + LACCEITI
Architects, Inc.
1417 PEACHTREE STREET, NE
SUITE 600
ATLANTA, GA 30309
PHONE: 404-817-2282
FAX: 404-817-2280

SEAL:

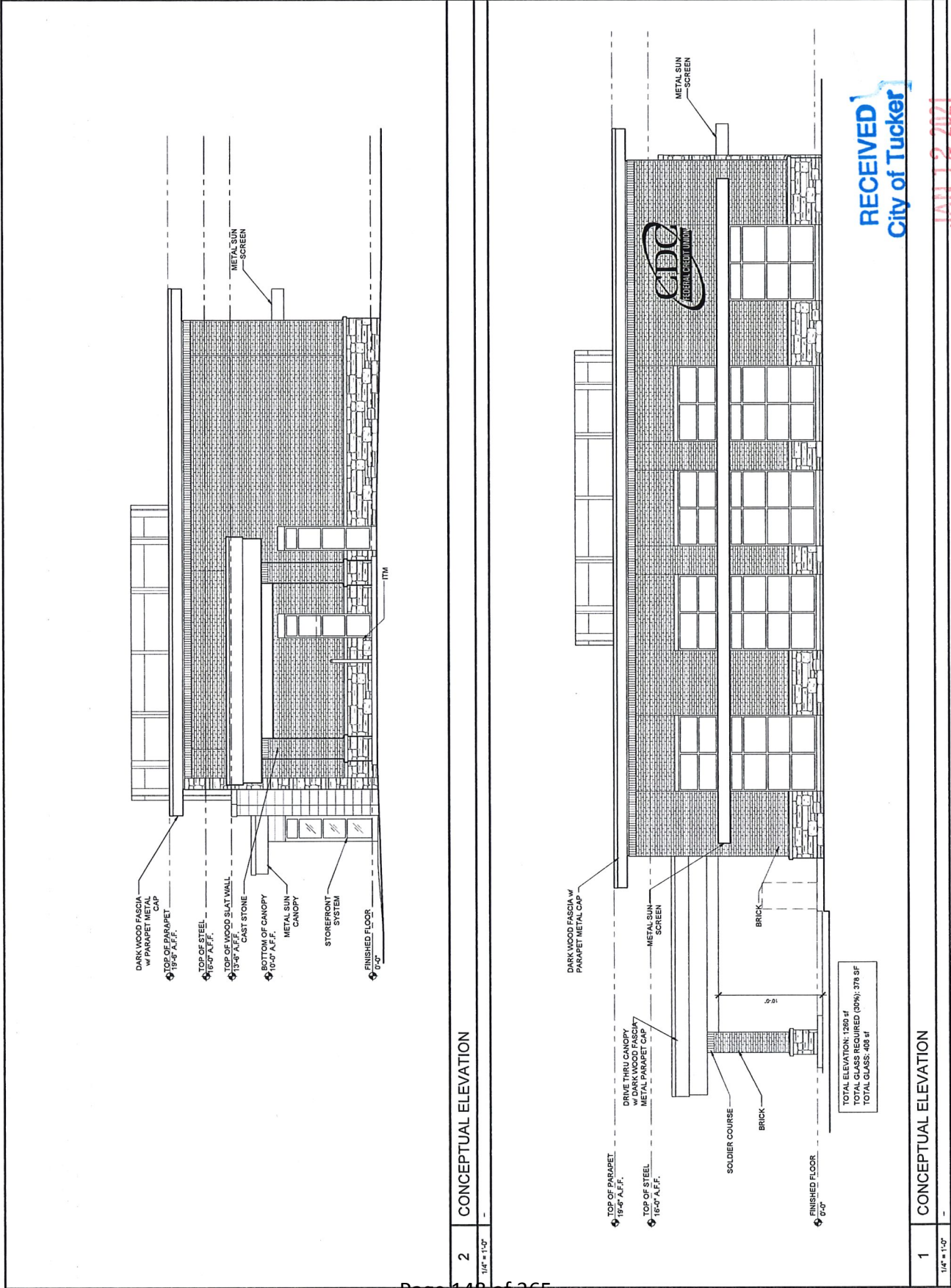
REVISIONS:

DATE: 12/23/2020
JOB NO.: 2020-082
SHEET TITLE: CONCEPTUAL ELEVATIONS
SHEET NO.: A-4.1

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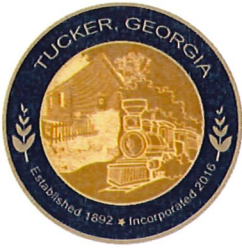
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Planning and Zoning
1975 Lakeside Parkway, Suite 350
Tucker, GA 30084
Phone: 678-597-9040
Email: permits@tuckerga.gov
Website: www.tuckerga.gov

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SLUP-21-0001

Land Use Petition Application

Type of Application: ☐ Rezoning ☐ Comprehensive Plan Amendment ☐ Special Land Use Permit
☐ Concurrent Variance ☐ Modification

APPLICANT INFORMATION

Applicant is the: ☒ Property Owner ☐ Owner's Agent ☐ Contract Purchaser

Name: Consultants and Builders, Inc.

Address: 3100 Medlock Bridge Rd, Suite 420

City: Peachtree Corners

State: GA

Zip: 30071

Contact Name: Scott Foerst

Phone: 770-729-8183

Email: Scott.Foerst@consultantsandbuilders.com

OWNER INFORMATION

Name: ATR Corinth Northlake, LLC

Address: 4645 N. Central Expressway, Suite 200

City: Dallas

State: TX

Zip: 75205

Contact Name: Peter Field

Phone: 214-219-5600

Email: peter@atrcorinth.com

PROPERTY INFORMATION

Property Address: 4816 Briarcliff Rd NE, Atlanta, GA 30345 (Northlake Mall)

Present Zoning District(s): ~~C-1 (Northlake Overlay District 1)~~ **NL-1**

Requested Zoning District(s):

Present Land Use Category: Commercial

Requested Land Use Category:

Land District: 18th

Land Lot(s): 209 and 210

Acreage: 1.0434

Proposed Development: Credit Union Branch with drive-through lanes at Northlake Mall (Briarcliff Road)

Concurrent Variance(s):

RESIDENTIAL DEVELOPMENT

No. of Lots/Dwelling Units:

Dwelling Unit Size (Sq. Ft.):

Density:

NON-RESIDENTIAL DEVELOPMENT

No. of Buildings/Lots: 1/1

Total Building Sq. Ft.: 3,115

Density: N/A

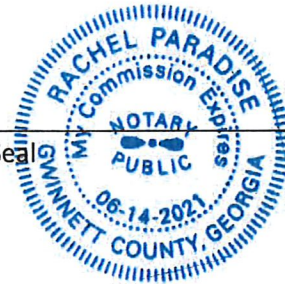
APPLICANT'S CERTIFICATION

THE UNDERSIGNED BELOW STATES UNDER OATH THAT THEY ARE AUTHORIZED TO MAKE THIS APPLICATION. THE UNDERSIGNED IS AWARE THAT NO APPLICATION OR REAPPLICATION AFFECTING THE SAME LAND SHALL BE ACTED UPON WITHIN 24 MONTHS FROM THE DATE OF LAST ACTION BY THE MAYOR AND CITY COUNCIL.

Scott Foerst 1/8/2021
Signature of Applicant Date

Scott Foerst Consultants and Builders, Inc.
SVP, Design
Type or Print Name and Title

Fred Parker 1/11/21 _____
Signature of Notary Public Date Notary Seal



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JAN 12 2021

Community Development
Department

SLUP-21-0001

PROPERTY OWNER'S CERTIFICATION

I do solemnly swear and attest, subject to criminal penalties for false swearing, that I am the legal owner, as reflected in the records of DeKalb County, Georgia, of the property identified below, which is the subject of the attached Land Use Petition before the City of Tucker, Georgia. As the legal owner of record of the subject property, I hereby authorize the individual named below to act as the applicant in the pursuit of the Application for Rezoning (RZ), Comprehensive Plan Amendment (CA), Special Land Use Permit (SLUP), Modification (M) & Concurrent Variance (CV) in request of the items indicated below.

Frank Michalopoulos
OF ATR Corinth Northlake, LLC
I, Peter Field of ATR Corinth Partners, authorize, Consultants and Builders, Inc.,
(Property Owner) (Applicant)

to file for SLUP, at 4816 Briarcliff Rd NE, Atlanta, GA 30345
(RZ, CA, SLUP, M, CV) (Address)

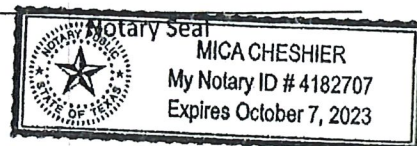
on this date January, 11, 2021
(Month) (Day)

- I understand that if a rezoning is denied or assigned a zoning classification other than the classification requested in the application, then no portion of the same property may again be considered for rezoning for a period of twenty-four (24) months from the date of the mayor and city councils' final decision.
- I understand that if an application for a special land use permit affecting all or a portion of the same property for which an application for the same special land use was denied shall not be submitted before twenty-four (24) months have passed from the date of final decision by the mayor and city council on the previous special land use permit.
- I understand that failure to supply all required information (per the relevant Applicant Checklists and requirements of the Tucker Zoning Ordinance) will result in REJECTION OF THE APPLICATION.
- I understand that preliminary approval of my design plan does not authorize final approval of my zoning or signage request. I agree to arrange additional permitting separately, after approval is obtained.
- I understand that representation associated with this application on behalf of the property owner, project coordinator, potential property owner, agent or such other representative shall be binding.

[Signature] 1-11-21
Signature of Property Owner Date

Peter Field / Frank Michalopoulos / MANA Jan
Type or Print Name and Title

Mica Cheshier 1-11-2021
Signature of Notary Public Date



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DISCLOSURE REPORT FORM

WITHIN THE (2) YEARS IMMEDIATELY PRECEDING THE FILING OF THIS ZONING PETITION HAVE YOU, AS THE APPLICANT OR OPPONENT FOR THE REZONING PETITION, OR AN ATTORNEY OR AGENT OF THE APPLICANT OR OPPONENT FOR THE REZONING PETITION, MADE ANY CAMPAIGN CONTRIBUTIONS AGGREGATING \$250.00 OR MORE OR MADE GIFTS HAVING AN AGGREGATE VALUE OF \$250.00 TO THE MAYOR OR ANY MEMBER OF THE CITY COUNCIL.

CIRCLE ONE: YES (if YES, complete points 1 through 4);

NO (if NO, complete only point 4)

1. CIRCLE ONE: Party to Petition (If party to petition, complete sections 2, 3 and 4 below)

In Opposition to Petition (If in opposition, proceed to sections 3 and 4 below)

2. List all individuals or business entities which have an ownership interest in the property which is the subject of this rezoning petition:

1.	5.
2.	6.
3.	7.
4.	8.

3. CAMPAIGN CONTRIBUTIONS:

Name of Government Official	Total Dollar Amount	Date of Contribution	Enumeration and Description of Gift Valued at \$250.00 or more

4. The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

Name (print) Scott Foerst

Signature: [Signature]

Date: 1/8/2021

JAN 12 2021

EXHIBIT A

Community Development
Department

SLUP-21-0001

All that tract or parcel of land lying and being in Land Lot 209 of the 18th District, City of Tucker, DeKalb County, Georgia, being known as PROPOSED TRACT 2, as per plat of survey recorded in Plat Book 287, Pages 70 through 72, DeKalb County, Georgia records, which plat is incorporated herein by reference and made a part hereof.

COMMENCING at an iron pin found at the Southwesterly end of the mitered intersection of the Northeasterly right of way of Henderson Mill Road (right of way varies) and the Southerly right of way of Northlake Parkway (84' right of way); Thence along said Easterly right of way of Henderson Mill Road the following eight (8) courses and distances: South 09 degrees 49 minutes 29 seconds East a distance of 216.35 feet to a point; Thence 17 degrees 01 minute 34 seconds East a distance of 90.97 feet to a point; Thence along the arc of a curve to the left an arc distance of 337.41 feet, said curve having a radius of 895.93' and being subtended by a chord bearing North 24 degrees 48 minutes 49 seconds West a chord distance of 335.42 feet to a point; Thence South 35 degrees 36 minutes 11 seconds East a distance of 32.37 feet to a point; Thence South 31 degrees 01 minute 45 seconds East a distance of 112.86 feet to a point; Thence South 35 degrees 36 minutes 11 seconds East a distance of 365.99 feet to a point; Thence North 49 degrees 37 minutes 31 seconds East a distance of 16.88 feet to a point; Thence South 14 degrees 17 minutes 40 seconds East a distance of 27.66 feet to a point; Thence South 40 degrees 15 minutes 37 seconds West a distance of 5.29 feet; Thence along the arc of curve to the left an arc distance of 224.87 feet, said curve having a radius of 954.93' and being subtended by a chord bearing of South 48 degrees 00 minutes 14 seconds West a chord distance of 224.35 feet to a point; Thence along the arc of a curve to the left an arc distance of 17.30 feet, said curve having a radius of 3,191.23' and being subtended by a chord bearing of South 54 degrees 35 minutes 42 seconds west a chord distance of 17.30 feet to a point, said point being the Point of Beginning; Thence North 38 degrees 27 minutes 37 seconds East a distance of 155.80 feet to a point; Thence South 49 degrees 45 minutes 49 seconds East a distance of 310.43 feet to a point; Thence South 40 degrees 09 minutes 34 seconds West a distance of 125.54 feet to a point; Thence along the arc of a curve to the right an arc distance of 31.48 feet, said curve having a radius of 75.90' and being subtended by a chord bearing South 88 degrees 41 minutes 20 seconds East a chord distance of 31.25 feet to a point; Thence along an arc of curve to the right an arc distance of 281.75 feet, said curve having a radius of 3,191.23' and being subtended by a chord bearing of North 51 degrees 54 minutes 37 seconds West a chord distance of 281.66 feet to a point, being the Point of Beginning.

Said tract being Proposed Tract 2 containing 45,453 Square Feet or 1.0435 Acres.



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SLUP-21-0001

January 11, 2021

Courtney Smith - Director
Planning and Zoning Department
City of Tucker

RE: Letter of intent for Special Land Use Permit Application – Proposed Drive Thru at planned Branch for CDC Federal Credit Union at 4816 Briarcliff Road NE, Atlanta, GA 30345.

Dear Mrs. Smith,

On behalf of the CDC Federal Credit Union, Consultants & Builders, Inc. presents the enclosed information for a Special Land Use Permit for the proposed CDC FCU's branch at 4816 Briarcliff Road NE, Atlanta, GA 30345 in the Northlake Mall parking lot entrance at Briarcliff Road and Henderson Mill Road.

First, a brief history on the CDC Federal Credit Union. In 1949, employees at the Centers for Disease Control and Prevention needed a safe and reliable place to keep their money. CDC Federal Credit Union was chartered March 1, 1949, by a small group of employees from the Centers for Disease Control and Prevention (CDC). Members would democratically run the credit union making it a financial institution for the people, by the people. Today, the CDC Federal Credit Union is a full-service financial institution serving those who live, work, worship, attend school or volunteer in portions of DeKalb, Fulton or Gwinnett Counties. In addition to serving the community and the employees of the Centers for Disease Control and Prevention, they are proud to serve the employees of organizations like Children's Healthcare of Atlanta, American Cancer Society, Whole Foods and over 100 more.

The proposed iconic prototype will be the first standalone branch for the CDC FCU. It will be a modest 3,000 square feet for ease of member use and include ITMs at two covered drive-through lanes. Application is being made to approve a Special Land Use Permit for the drive-thru facility with attached canopy at the new branch.

Enclosed I am transmitting the following:

One (1) digital copy of all submitted materials
Pre-Application Meeting Form
Public Participation Report
Application, Signature Pages, Disclosure Form
Written Legal Description
Boundary Survey and Proposed Site Plan (See Page 9 for Requirements)
Building Elevations (renderings or architectural drawings to show compliance with Article 5)
Letter of Intent
Analysis of Standards/Criteria
Trip Generation Letter (ITE Trip Generation Manual)
A check for \$480.00 for the Special Land Use Petition fee.



Please review all supplied items noted on the attached Land Use Petition Application Checklist and contact me if you determine that additional information is required. Please contact me when signage is ready, and transmit any staff, Board, or Mayoral reports or comments when available.

Thank you for the continued time and coordination efforts,

Scott Foerst, SVP Design
Consultants & Builders, Inc.
scott.foerst@consultantsandbuilders.com
404-597-7786 (mobile)

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Analysis of Standards and Criteria:

In review of Sec. 46-1594. - Special land use permit; criteria to be considered.

The following criteria shall be considered by the planning and zoning department, the planning commission, and the mayor and city council in evaluating and deciding any application for a special land use permit. No application for a special land use permit shall be granted by the mayor and city council unless satisfactory provisions and arrangements have been made concerning each of the following factors, all of which are applicable to each application, and the application is in compliance with all applicable regulations in article IV of this chapter:

- (1) Adequacy of the size of the site for the use contemplated and whether or not adequate land area is available for the proposed use including provision of all required yards, open space, off-street parking, and all other applicable requirements of the zoning district in which the use is proposed to be located. *As indicated on the boundary survey and proposed site plan provided in the application package, we believe the size of the site for the use of a CDC FCU branch with drive-through is adequate for the proposed use including provision of all required yards, open space, off-street parking, and all other applicable requirements of the zoning district in which the use is proposed to be located.*
- (2) Compatibility of the proposed use with adjacent properties and land uses and with other properties and land uses in the district. *The proposed planned use is consistent and compatible with adjacent properties and land uses in the district.*
- (3) Adequacy of public services, public facilities, and utilities to serve the proposed use. *The proximity and availability of public services, public facilities, and utilities to serve the proposed use is adequate and consistent with adjacent properties.*
- (4) Adequacy of the public street on which the use is proposed to be located and whether or not there is sufficient traffic-carrying capacity for the use proposed so as not to unduly increase traffic and create congestion in the area. *The location provides adequate access to public streets sufficient traffic-carrying capacity for the use proposed of CDC FCU branch so as not to unduly increase traffic and create congestion in the area as noted graphically as noted on the proposed site plan and boundary survey.*
- (5) Whether or not existing land uses located along access routes to the site will be adversely affected by the character of the vehicles or the volume of traffic generated by the proposed use. *The existing land uses located along access routes to the proposed CDC FCU branch site will not be adversely affected by the character of the vehicles or the volume of traffic generated by the proposed use.*
- (6) Adequacy of ingress and egress to the subject property and to all proposed buildings, structures, and uses thereon, with particular reference to pedestrian and automotive safety and convenience, traffic flow and control, and access in the event of fire or other emergency. *Adequate ingress and egress to the subject property and to all proposed buildings, structures, and uses thereon, with reference to pedestrian and automotive safety and convenience, traffic flow and control, and access in the event of fire or other emergency has been created as required and noted physically on proposed site plan.*
- (7) Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust, or vibration generated by the proposed use. *Proposed CDC FCU branch will not adversely affect any adjoining land use due to noise, smoke, odor, dust, or vibration from intended use.*
- (8) Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of the hours of operation of the proposed use. *Proposed CDC FCU branch will not adversely affect any adjoining land use due to hours of operation from intended use.*

(9) Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of the manner of operation of the proposed use. **Proposed CDC FCU branch will not adversely impact any adjoining land use due to operation from intended use.**

(10) Whether or not the proposed use is otherwise consistent with the requirements of the zoning district classification in which the use is proposed to be located. **The CDC FCU branch proposed use is consistent with the requirements of the zoning district classification in which the use is proposed to be located.**

(11) Whether or not the proposed use is consistent with the policies of the comprehensive plan. **In working with the Developer and City of Tucker the proposed use of the CDC FCU branch is consistent with the policies of the comprehensive plan.**

(12) Whether or not the proposed use provides for all required buffer zones and transitional buffer zones where required by the regulations of the zoning district in which the use is proposed to be located. **Siting of the proposed CDC FCU branch usage provides for all required buffer zones and transitional buffer zones where required by the regulations of the zoning district in which the branch is proposed to be located as noted on the proposed site plan and boundary survey.**

(13) Whether or not there is adequate provision of refuse and service areas. **Adequate provision of refuse and employee/service entrance is noted on the proposed site plan and boundary survey.**

(14) Whether the length of time for which the special land use permit is granted should be limited in duration. **Grant time of special land use permit is consistent with permit application and construction starting soon after full City of Tucker Planning and Zoning Department approval.**

(15) Whether or not the size, scale and massing of proposed buildings are appropriate in relation to the size of the subject property and in relation to the size, scale and massing of adjacent and nearby lots and buildings. **Planned CDC FCU branch size, scale and massing are appropriate in relation to the size of the subject property and in relation to the size, scale and massing of adjacent and nearby lots and buildings as noted on the proposed site plan and boundary survey.**

(16) Whether the proposed use will adversely affect historic buildings, sites, districts, or archaeological resources. **Proposed use of CDC FCU branch will not adversely affect historic buildings, sites, districts, or archaeological resources.**

(17) Whether the proposed use satisfies the requirements contained within the supplemental regulations for such special land use permit. **The proposed use of the CDC FCU branch satisfies the requirements contained within the supplemental regulations for such special land use permit.**

(18) Whether or not the proposed use will create a negative shadow impact on any adjoining lot or building as a result of the proposed building height. **The proposed CDC FCU will not create a negative shadow impact on any adjoining lot or building as a result of the proposed building height. See building elevations and site plan proposed.**

(19) Whether the proposed use would result in a disproportionate proliferation of that or similar uses in the subject character area. **Proposed use of the CDCX FCU branch will not result in a disproportionate proliferation of that or similar uses in the subject character area.**

(20) Whether the proposed use would be consistent with the needs of the neighborhood or the community as a whole, be compatible with the neighborhood, and would not be in conflict with the overall objective of the comprehensive plan. **The proposed use of the CDC FCU branch is consistent with the needs of the neighborhood and the community, compatible with the neighborhood, and will not be in conflict with the overall objective of the comprehensive plan.**

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In review of Sec. 46-1166. - Drive-through facility; restaurant.

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Restaurants with drive-through services shall meet the following requirements:

- (1) Drive-through facilities shall not be located within 60 feet of a residentially zoned property, as measured from any menu or speaker box to the property line of adjacent residential property. *We have confirmed that we are well beyond the 60' limitation noted for any adjacency of residentially zoned property.*
- (2) No drive-through facility shall be located on a property less than 10,000 square feet in area. Stacking spaces for queuing of cars shall be provided for the drive-through area as required in article VI of this chapter. *The subject property is over 10,000 square feet in area and the stacking spaces for the queuing of cars at the drive through as required and noted physically on proposed site plan.*
- (3) Drive-through lanes and service windows shall be located to the side or rear of buildings. If on a corner lot, only the pickup window may be located on the side between the principal structure and a public street. *The drive-through lanes and the ITMs are located on the side façade facing away from the Northlake Mall entry drive and public street.*
- (4) Drive-through canopies and other structures, where present, shall be constructed from the same materials as the primary building and with a similar level of architectural quality and detailing. *Drive-through canopy shall be constructed from the same materials as the primary building and with a similar level of architectural quality and detailing. See elevations and materials rendering included in submittal package.*
- (5) Speaker boxes shall be pointed away from adjacent residential properties. Speaker boxes shall not play music but shall only be used for communication for placing orders. *Speaker boxes are not pointed toward any residential properties and are on side façade. Duly noted that ITM speaker boxes will not play any music.*
- (6) Stacking spaces shall be provided for any use having a drive-through facility or areas having drop-off and pick-up areas in accordance with the following requirements. Stacking spaces shall be a minimum of ten feet wide and 25 feet long. *Stacking spaces begin at the last service window for the drive-through lane and are provided in accordance with the stacking spaces having a minimum of ten feet wide and 25 feet long. noted physically on proposed site plan.*
- (7) Financial institutions with drive-through windows, car washes (automated or staffed facilities), drive-through coffee sales facilities, and any other uses with drive-through facilities with the exception of restaurants with drive-through facilities, shall provide three stacking spaces for each window or drive-through service facility. *Three stacking spaces for each drive through lane are noted physically on proposed site plan.*
- (8) Restaurants with drive-through facilities shall provide ten stacking spaces per lane for each window or drive-through service facility. *N/A*
- (9) The following general standards shall apply to all stacking spaces and drive-through facilities:
 - a. Drive-through lanes shall not impede on and off-site traffic movements, shall not cross or pass through off-street parking areas, and shall not create a potentially unsafe condition where crossed by pedestrian access to a public entrance of a building. *All proposed drive-through lanes are consistent with the standards above to maintain safe traffic and pedestrian flow on site as noted physically on proposed site plan.*
 - b. Drive-through lanes shall be separated by striping or curbing from off-street parking areas. Individual lanes shall be striped, marked or otherwise distinctly delineated. *Striping and curbing noted physically on proposed site plan for drive-through lane delineation.*
 - c. All drive-through facilities shall include a bypass lane with a minimum width of ten feet, by which traffic may navigate around the drive-through facility without traveling in the drive-through lane. The bypass lane may share space with a parking access aisle. *Bypass lane is indicated on proposed site plan for required traffic flow and navigation of those not using the drive-through services.*

- (10) Drive-through lanes must be set back five feet from all lot lines and roadway right-of-way lines. Drive-through lanes are set back five feet from all lot lines and roadway right-of-way lines as noted physically on proposed site plan.

In review of Sec. 46-1045. - Drive-thru facilities.

The following applies in addition to any applicable standards of article IV:

(a) Drive-thru windows and lanes must be screened by a continuous compact evergreen hedge. At the time of installation, the screening must be at least three feet high and reach a height of four feet within three years of planting. Appropriate planting as noted above to screen drive-through windows will be coordinated with civil landscape plan and implementation.

(b) In lieu of the compact evergreen hedge, a screening wall with a minimum height of four feet may be installed. The wall must be compatible with the principal building in terms of texture, quality, material, and color. N/A

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CDC FCU BRANCH
ENVIRONMENTAL SITE ANALYSIS FORM

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Analyze the impact of the proposed rezoning and provide a written point-by-point response to Points 1 through 3.

1. **CONFORMANCE WITH THE COMPREHENSIVE PLAN.** Describe the proposed project and the existing environmental conditions on the site. Describe adjacent properties. Include a site plan that depicts the proposed project.

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Response: Proposed project is to construct freestanding 3000 square foot credit union branch with two ATM lanes. The current site as well as adjacent parcels are all asphalt parking lots of the adjacent Northlake Mall. The proposed project with enable current planting buffers to remain intact. Proposed standalone credit union branch to have addition planting islands, greenspace, and buffers per proposed site plan and boundary survey.

Describe how the project conforms to the Comprehensive Land Use Plan. Include the portion of the Comprehensive Plan Land Use Map which supports the project's conformity to the Plan. Evaluate the proposed project with respect to the land use suggestion of the Comprehensive Plan as well as any pertinent Plan policies.

Response: The proposed CDC FCU Branch does, as part of the Regional Activity Center and City Comprehensive Plan, contribute to Goal 5: Bolster Economic Base. A key goal is to attract and support healthy and successful families who can afford to live in Tucker their entire lives. This means capitalizing on Tucker's location within the economically dynamic Atlanta region to attract future commercial growth to its primary job centers of Mountain Industrial Area, Northlake Commercial Center, Lawrenceville Medical Area, and downtown Tucker.

The proposed new branch promotes adaptive reuse and infill development of the vast asphalt parking lots at Northlake Mall. Market analyses show that traditional suburban office parks and malls are becoming less competitive nationwide, as office tenants seek greater access to conveniences, amenities, and housing for their workforces. Much of this shift focuses on the continued influence that the Millennial generation is having on the fundamental character of the workplace environment. To address this, it is important for the City to investigate the potential of enabling infill development within office parks and the mall. Development that this strategy should consider includes new housing, expanded services and conveniences for tenants, and better connectivity within the Northlake area. There may be opportunities for dovetailing with the Northlake Mall's redevelopment.

2. **ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT.** For each environmental site feature listed below, indicate the presence or absence of that feature on the property. Describe how the proposed project may encroach or adversely affect an environmental site feature. Information on environmental site features may be obtained from the indicated source(s).
- a. Wetlands - Response: Absence of this feature on the property.
 - U. S. Fish and Wildlife Service, National Wetlands Inventory (<http://wetlands.fws.gov/downloads.htm>)
 - Georgia Geologic Survey (404-656-3214)
 - Field observation and subsequent wetlands delineation/survey if applicable - Confirmed
 - b. Floodplain - Response: Absence of this feature on the property.
 - Federal Emergency Management Agency (<http://www.fema.org>)
 - Field observation and verification - Confirmed
 - c. Streams/stream buffers - Response: Absence of this feature on the property.
 - Field observation and verification - Confirmed
 - d. Slopes exceeding 25 percent over a 10-foot rise in elevation - Response: Absence of this feature on the property.
 - United States Geologic Survey Topographic Quadrangle Map
 - Field observation and verification - Confirmed

- e. Vegetation
- United States Department of Agriculture, Nature Resource Conservation Service - Response: Absence of this feature on the property.
 - Field observation – Planting islands at parking lot and sparse tree locations to remain intact and undisturbed for duration of project. Large swaths of existing asphalt parking to be remove for addition of parking islands, greenspace, and addition tree buffers.
- f. Wildlife Species (including fish) - Response: Absence of this feature on the property.
- United States Fish and Wildlife Service
 - Georgia Department of Natural Services, Wildlife Resources Division, Natural Heritage Program
 - Field observation - Confirmed
- g. Archeological/Historical Sites - Response: Absence of this feature on the property.
- Historic Resources Survey
 - Georgia Department of Natural Resources, Historic Preservation Division
 - Field observation and verification - Confirmed

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ENVIRONMENTAL SITE ANALYSIS FORM (CONTINUED)

3. **PROJECT IMPLEMENTATION MEASURES.** Describe how the project implements each of the measures listed below as applicable. Indicate specific implementation measures required to protect environmental site feature(s) that may be impacted.
- a. Protection of environmentally sensitive areas, i.e., floodplain, slopes exceeding 25 percent, river corridors. - Absence of this feature on the property.
- b. Protection of water quality - Site will have less impervious surface than current parking lot and runoff will be more effectively managed versus current archaic systems. Keep infrastructure intact where possible to minimize disturbance.
- c. Minimization of negative impacts on existing infrastructure - Site will have less impervious surface than current parking lot. Intent is to create a sustainable construction project with adaptive reuse of existing infrastructure as viable. Building designed to be more energy efficient and using sustainable materials.
- d. Minimization on archeological/historically significant areas - Absence of this feature on the property
- e. Minimization of negative impacts on environmentally stressed communities where environmentally stressed communities are defined as communities exposed to a minimum of two environmentally adverse conditions resulting from public and private municipal (e.g., solid waste and wastewater treatment facilities, utilities, airports, and railroads) and industrial (e.g., landfills, quarries and manufacturing facilities) uses.
- f. Creation and preservation of green space and open space – Existing site landscape islands at parking lot and tree locations to remain intact and undisturbed for duration of project. Large swaths of existing asphalt parking to be remove for addition of landscape islands, greenspace, and addition tree buffers.
- g. Protection of citizens from the negative impacts of noise and lighting – Dumpster enclosure will be present on new site yet only roll off trashcans will be used (no dumpster emptying noise). No music will be played over ITM speakers and voice boxes are located on side façade away from residential locations 500' + away. Exterior LED lighting will be on photocell and fewer fixtures are required due to LED use and lighting metrics.
- h. Protection of parks and recreational green space - Absence of this feature on the property.
- i. Minimization of impacts to wildlife habitats - Absence of this feature on the property.



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January 15, 2021

Ms. Courtney Smith
City of Tucker
1975 Lakeside Parkway
Suite 350
Tucker, Georgia 30084

RE: CDC Federal Credit Union – Tucker, GA – Trip Generation Report

Dear Ms. Smith,

At the request of Scott Foerst with Consultants & Builders, we have evaluated the projected trip generation for the proposed CDC Federal Credit Union at Northlake Mall. The ITE trip generation methodology (10th Edition, 2017) was used to estimate that the proposed 3,000 banking establishment (ITE code 912) will generate a PM Peak of **31 trips**. The trip generation information is provided in the table below for reference.

Land Use (ITE Code)	Density	Total Projected Trips	A.M. Peak			P.M. Peak		
			In	Out	Total	In	Out	Total
Drive-In Bank (912)	3,000 SF	366	17	12	29	31	31	62

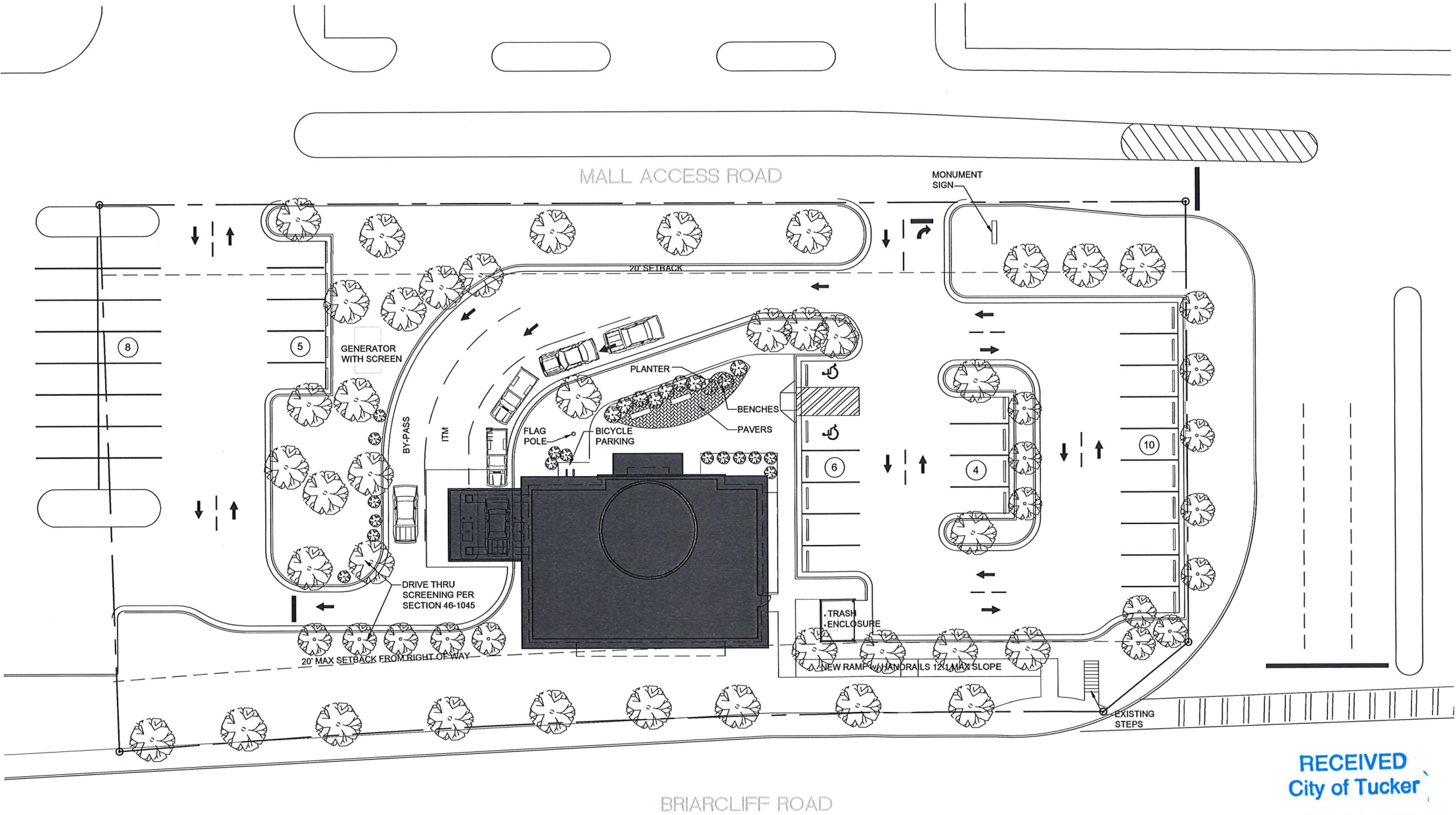
Please let me know if we can provide any additional information.

Sincerely,



Mark S. LeCraw, P.E.

SITE DATA	
CREDIT UNION: 3,115 S.F.	
ZONED: C-1 (NORTH LAKE OVERLAY TIER 1)	
LOT SIZE: ± 1.04 ACRES (± 45,453 SF)	
PARKING REQUIRED: 4 SPACES PER 1000 SF	
	= 13 SPACES
PARKING PROVIDED: 34 SPACES (INCL. 2 HC)	
LOT COVERAGE: ± 28,258 (62%)	
	80% MAX LOT PERMITTED



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1	CONCEPTUAL SITE PLAN
1/16" = 1'-0"	-

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4816 Briarcliff Road
Atlanta, GA 30345

PROJECT:



CONSULTANTS & BUILDERS, INC.
Relationships. Building. Success.
3100 MEDLOCK BRIDGE ROAD, SUITE 400
PEACHTREE CORNERS, GA 30071
PHONE: 770-759-8183
FAX: 770-416-6615

CONSULTANT:



ARCHITECT: APPLEBY + LACCETTI
Architects, Inc.
1417 PEACHTREE STREET, NE
SUITE 600
ATLANTA, GA 30309
PHONE: 404.817.3282
FAX: 404.817.3280

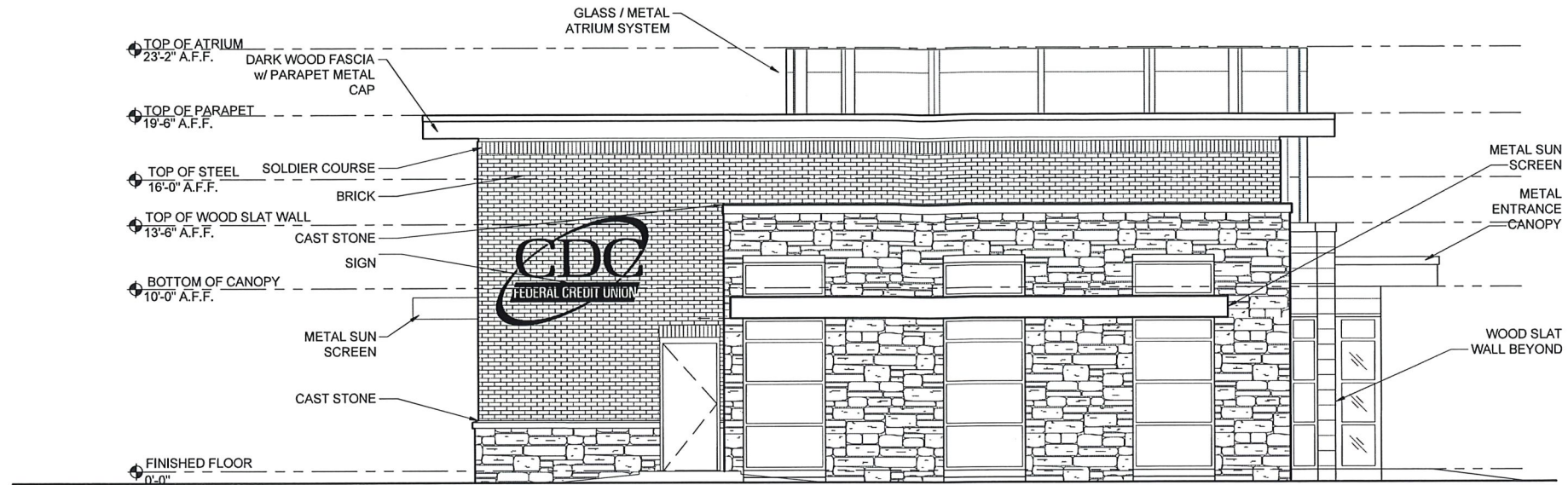
ARCHITECT:

SEAL:

REVISIONS:

DATE:	JOB NO.
12/22/2020	2020-062
SHEET TITLE:	
CONCEPTUAL SITE PLAN	
SHEET NO.	
ASP-1.1	

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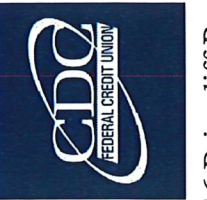
2 CONCEPTUAL ELEVATION

1/4" = 1'-0"



1 CONCEPTUAL ELEVATION

1/4" = 1'-0"



4816 Briarcliff Road
Atlanta, GA 30345

PROJECT:

CONSULTANT:

CONSULTANTS & BUILDERS, INC.
Relationships - Building Success.
3100 MEDLOCK BRIDGE ROAD, SUITE 400
PEACHTREE CORNERS, GA 30071
PHONE: 770-416-9600
FAX: 770-416-9619

ARCHITECT:

APPLEBY + LACETTI
Architects, Inc.

1447 PEACHTREE STREET, NE
ATLANTA, GA 30309
PHONE: 404.937.2822
FAX: 404.937.2806

SEAL:

REVISIONS:

DATE: 12/23/2020
JOB NO. 2020-062
SHEET TITLE: CONCEPTUAL ELEVATIONS

SHEET NO.

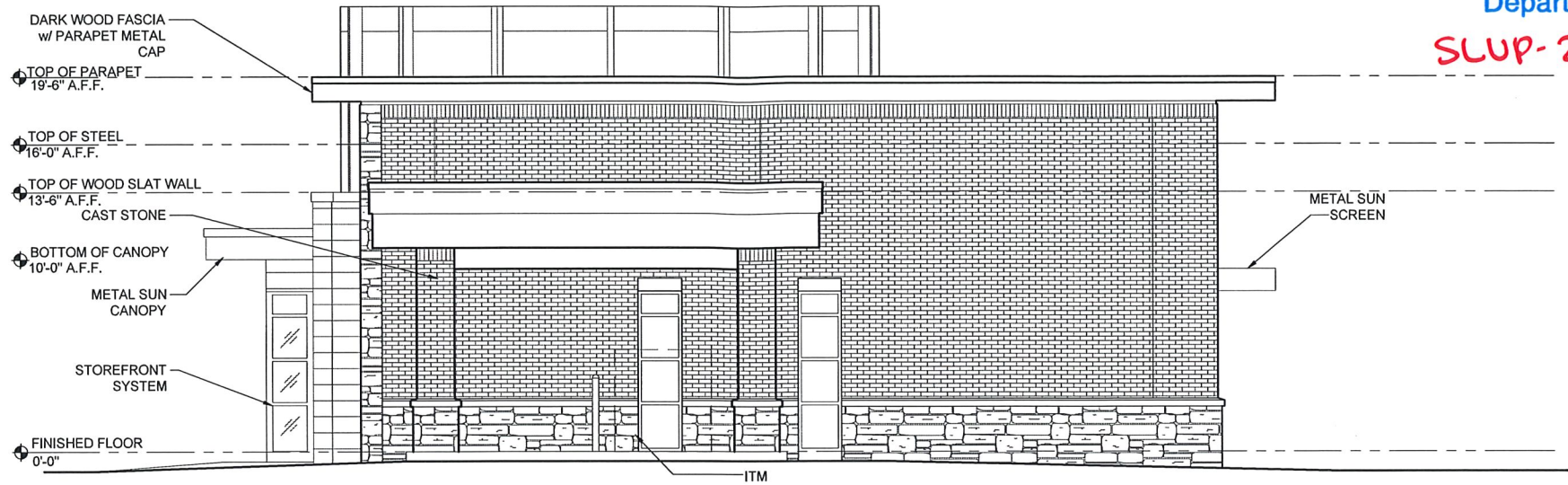
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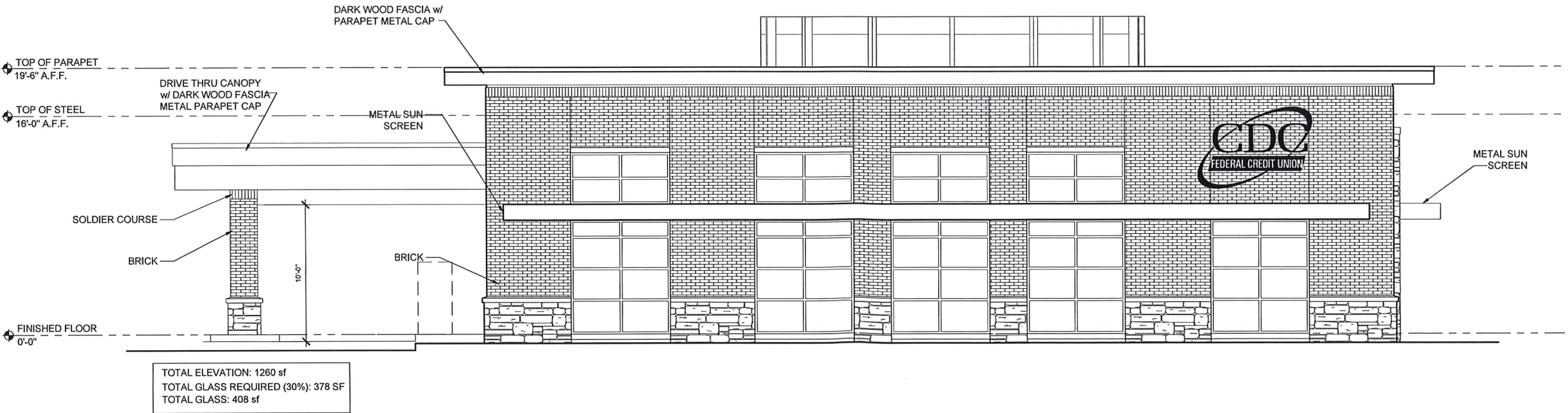
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2

CONCEPTUAL ELEVATION

1/4" = 1'-0"



1

CONCEPTUAL ELEVATION

1/4" = 1'-0"



4816 Briarcliff Road
Atlanta, GA 30345

PROJECT:

CONSULTANT:

CONSULTANTS & BUILDERS, INC.
Relationships. Building. Success.
3100 MEDLOCK BRIDGE ROAD, SUITE 420
PEACHTREE CORNERS, GA 30071
PHONE: 770-794-8188
FAX: 770-416-9619

ARCHITECT:

APPLEBY + LACETTI
Architects, Inc.

1447 PEACHTREE STREET, NE
SUITE 500
ATLANTA, GA 30309
PHONE: 404.817.3282
FAX: 404.817.3280

SEAL:

REVISIONS:

DATE: 12/23/2020
JOB NO. 2020-062
SHEET TITLE: CONCEPTUAL ELEVATIONS
SHEET NO. A-4.2



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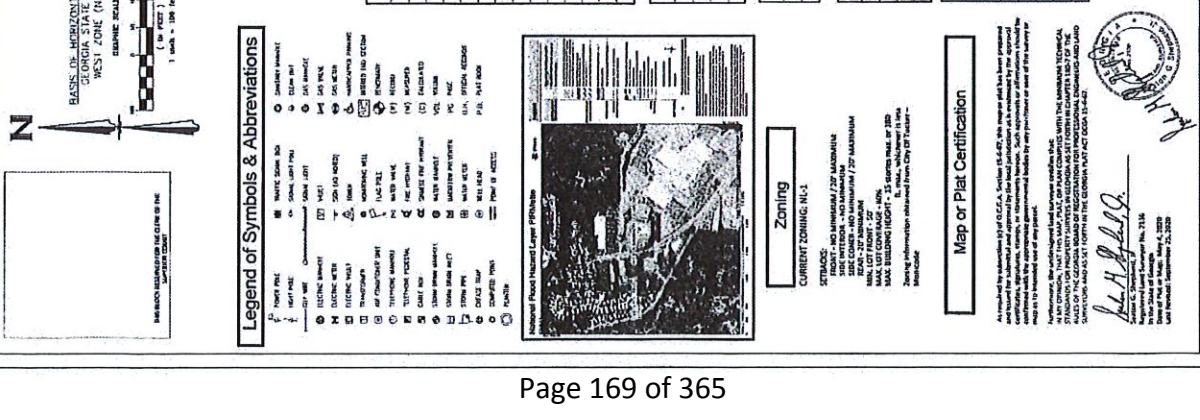
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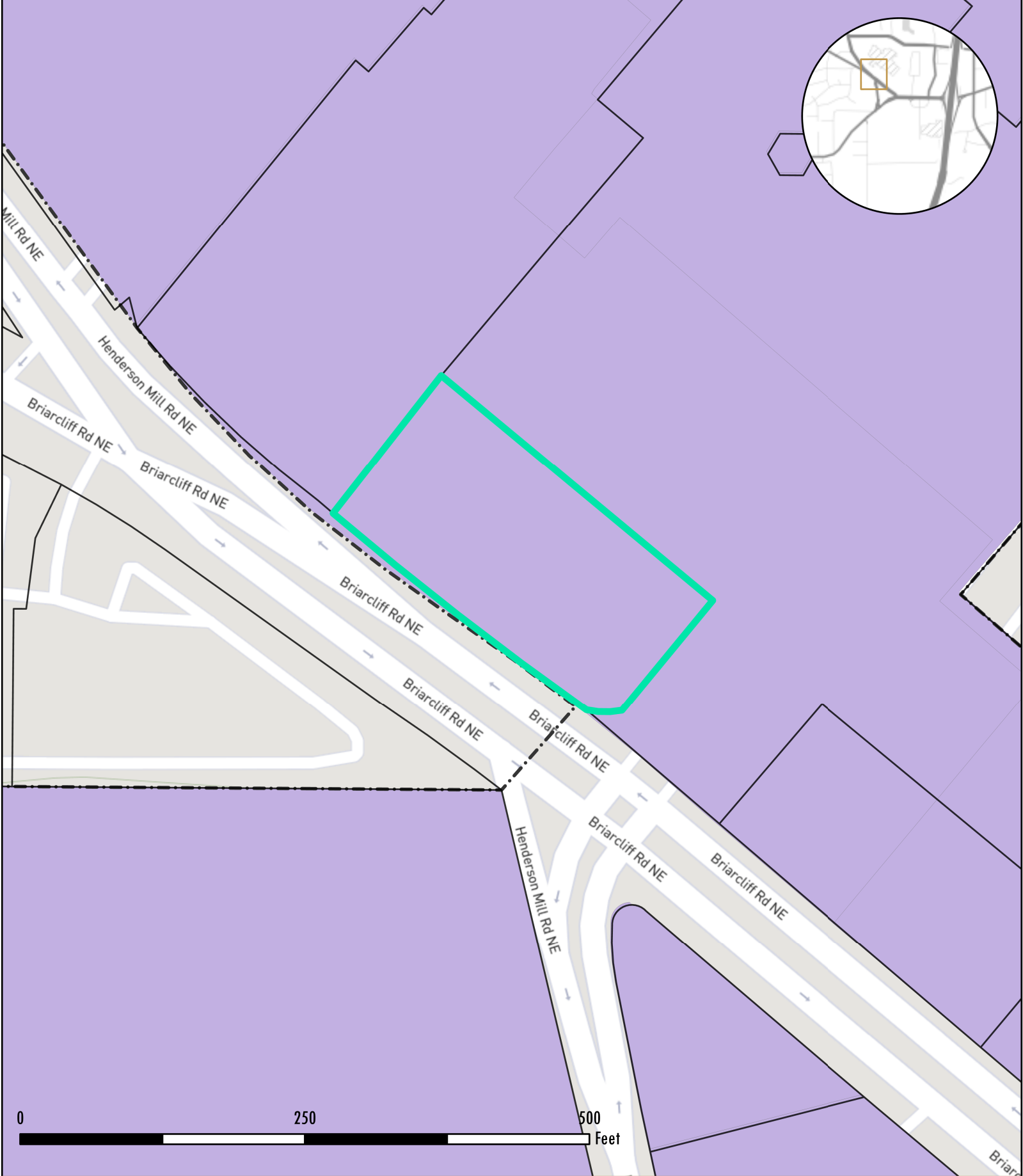
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FEDERAL CREDIT UNION

P. H. 2020

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Zoning Map
SLUP-21-0001
4816 Briarcliff Road

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Credit: City of Tucker, DeKalb County, OpenStreetMap, Mapbox, Atlanta Regional Commission

- SLUP
- NL-1 (High-Intensity Commercial)
- Municipal Boundary

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Aerial Map
SLUP-21-0001
4816 Briarcliff Road

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Credit: City of Tucker, DeKalb County, OpenStreetMap, Mapbox, Atlanta Regional Commission



CONSULTANTS & BUILDERS, INC.

Relationships. Building. Success.

March 15, 2021

Courtney Smith - Director
Planning and Zoning Department
City of Tucker

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MAR 15 2021

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RE: Letter of Revision for Special Land Use Permit Application – Desire for exclusion of required trash enclosure due to security risk at financial institution per insurance carrier.

Dear Mrs. Smith,

On behalf of the CDC Federal Credit Union, Consultants & Builders, Inc. would like to make the following request regarding the required trash enclosure for the new branch at 4816 Briarcliff Road NE, Atlanta, GA 30345 in the Northlake Mall parking lot entrance at Briarcliff Road and Henderson Mill Road:

The CDC FCU desires to be excluded from the City of Tucker requirement of a trash enclosure due to security concerns with sight lines and safety at the planned branch. The CDC FCU will still meet City of Tucker criteria #13 through other contracts as noted:

13. Whether or not there is adequate provision of refuse and service areas.

Included with a revised site plan (sheet ASP-1.1) are two CDC FCU contracts with a separate cleaning group and paper shredding group.

- Mint Condition: Wet trash (1 or 2 bags per day) will be discarded in one of the dumpsters or trash cans on the mall property. The CDC FCU's current cleaning company, Mint Condition, is who they plan to also clean the new branch.
- Shred-It: They take the shredded paper in bins out to their truck and CDC FCU makes sure it is loaded into their truck. For the new branch they will do the same things.

Please review all supplied items noted above and contact me if you determine that additional information is required.

Thank you for the continued time and coordination,

Scott Foerst, SVP Design
Consultants & Builders, Inc.
scott.foerst@consultantsandbuilders.com
404-597-7786 (mobile)

PROPOSAL FOR SERVICES



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MAR 15 2021

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CDC FEDERAL CREDIT UNION
2301 PARKLANE DRIVE NE
ATLANTA, GEORGIA 30345

September 4, 2013

Ms. Marolee Kime
CDC Federal Credit Union
2301 Parklake Drive NE
Atlanta, Georgia 30345

Dear Marolee :

Thank you for giving Mint Condition the opportunity to submit a janitorial maintenance program for your facility. We hope our proposal meets with your approval.

We at Mint Condition would like to underscore our total commitment to provide cleaning services that meet or exceed your high expectations. Our comprehensive four part Value Proposition supported with a unique Service Guarantee insures consistently superior work and a reliability that is unmatched in the industry today.

Thank you again for this opportunity. In the meantime, if we can be of further assistance, please contact us.

Regards,

Christopher White
President
Mint Condition of Georgia
Two Ravinia Drive, Suite 500
Atlanta, Georgia 30346
678-855-7181 (Office)
770-335-9222 (Cell)
cwhite@mintconditionga.com

THE MINT CONDITION VALUE PROPOSITION

OWNER- OPERATOR SERVICE PARTNERS

All Mint Condition Service Partners undergo a thorough screening process that includes credit and criminal background checks. They will be fully insured and bonded through "A" rated insurance companies. Additionally, all Service Partners complete a rigorous training program that includes chemical and equipment usage, OSHA /safety training and general cleaning policies and procedures. Floor care and carpet cleaning training is also provided.

QUALITY ASSURANCE

Mint Condition is committed to providing the highest quality equipment and cleaning products on the market today. For this reason we use only SC Johnson and/or Butchers portion controlled cleaning products. Each Service Partner is equipped with Unger Microfiber wipes and mops as well as Unger two stage buckets and wringers to prevent bacterial cross contamination. Finally, we use only Pro Team four stage backpack vacuums, the industry leader, to not only retrieve soil but also to safely contain harmful particles from being reintroduced back into the environment.

SERVICE CONSISTENCY

Mint Condition uses a "Best Practice" approach to general cleaning to achieve maximum results. This means that all Service Partners are trained the same way with an emphasis on proper cleaning techniques and with a strict, authorized list of cleaning products and equipment.

Additionally, we believe you must "inspect what you expect" to achieve optimum general cleaning, floor and carpet maintenance. All commercial cleaning facilities will be inspected on a regular basis during normal business hours. The results of these inspections will be communicated to our Service Partner and to our customer. Day to day communication will take place through the Mint Condition log book that provides direct feedback to and from customers on specific requests and/or inquiries.

Finally, we believe that consistency is so important that all Service Partners will wear similar trademark identified cobbler aprons or golf shirts while working in your facility.

PRICE/VALUE RELATIONSHIP

Our commitment is to provide a service package that meets or exceeds customer quality standards and budgets. We will tailor a program specifically designed around the level of detail and frequency requested.

AREAS TO BE SERVICED:

LOBBY/ TELLERS AREA
GENERAL / EXECUTIVE OFFICES
CONFERENCE/ TRAINING ROOMS
HALLWAYS
BREAKROOM
RESTROOMS

MAINTENANCE SCHEDULE

LOBBY/ TELLERS AREA

FIVE DAYS PER WEEK

- Entrance Doors:** Entrance glass doors are to be cleaned inside and outside of all fingerprints and marks using a microfiber cleaning cloth.
- Waste Receptacles:** All waste receptacles are to be emptied and returned to their original location. Liners are to be replaced as needed from customer's stock. All trash will be taken to your central disposal area.
- Carpets:** Carpets are to be vacuumed wall to wall using a 4 level filtration system vacuum.
- Floors:** All hard surface floors are to be vacuumed with a 4 level filtration system vacuum and spot mopped with a microfiber mopping system.

ONE DAY PER WEEK

- Door Jambs, Light Switches and Interior Partition Glass:** Fingerprints and marks will be removed from door jambs, light switches and interior glass using a microfiber cleaning cloth.
- Furniture:** All open areas or horizontal surfaces are to be dusted using a microfiber cloth. Spills are to be wiped clean.
- Floors:** All hard surface floors are to be vacuumed with a 4 level filtration system vacuum and wet mopped with a microfiber mopping system.

LOBBY/ TELLERS AREA (cont'd)

MONTHLY

High Dusting:	All areas above normal eye level will be dusted using a microfiber cloth. This includes high shelves, partition tops, window sills, ceiling vents, pictures and other wall decorations, as well as other areas not included on the nightly schedule.
Low Dusting:	These areas include base and frame of chairs, behind doors, baseboards and other areas not included on the nightly schedule.
Blinds:	Venetian blinds will be dusted using a microfiber cloth.
Carpets:	Edges and hard to reach areas are to be vacuumed using a 4 level filtration system vacuum.
Floors:	Corners, edges and all hard to reach areas are to be vacuumed using a 4 level filtration system vacuum.

GENERAL / EXECUTIVE OFFICES

FIVE DAYS PER WEEK

Waste Receptacles:

All waste receptacles are to be emptied and returned to their original location. Liners are to be replaced as needed from customer's stock. All trash will be taken to your central disposal area.

Carpets:

Carpets are to be traffic vacuumed using a 4 level filtration system vacuum.

ONE DAY PER WEEK

Door Jambs and Light Switches:

Fingerprints and marks will be removed from door jambs and light switches using a microfiber cleaning cloth.

Carpets:

Carpets are to be vacuumed wall to wall using a 4 level filtration system vacuum.

Desks and Cabinets:

All open areas or horizontal surfaces are to be dusted using a microfiber cloth. Dusting is limited to areas that are reasonably clear of papers, books, and personal items. Spills are to be wiped clean. To prevent accidental damage or loss of data we do not clean computer equipment or other electrical office equipment.

GENERAL / EXECUTIVE OFFICES (cont'd)

MONTHLY

- High Dusting:** All areas above normal eye level will be dusted using a microfiber cloth. This includes high shelves, partition tops, window sills, ceiling vents, pictures and other wall decorations, as well as other areas not included on the nightly schedule.
- Low Dusting:** These areas include base and frame of chairs, behind doors, baseboards and other areas not included on the nightly schedule.
- Blinds:** Venetian blinds will be dusted using a microfiber cloth.
- Carpets:** Edges and hard to reach areas are to be vacuumed using a 4 level filtration system vacuum.

CONFERENCE/ TRAINING ROOMS

FIVE DAYS PER WEEK

Waste Receptacles:

All waste receptacles are to be emptied and returned to their original location. Liners are to be replaced as needed from customer's stock. All trash will be taken to your central disposal area.

Carpets:

Carpets are to be traffic vacuumed using a 4 level filtration system vacuum.

ONE DAY PER WEEK

Door Jambs and Light Switches:

Fingerprints and marks will be removed from door jambs and light switches using a microfiber cleaning cloth.

Carpets:

Carpets are to be vacuumed wall to wall using a 4 level filtration system vacuum.

Conference Tables / Furniture:

All open areas or horizontal surfaces are to be dusted using a microfiber cloth. Dusting is limited to areas that are reasonably clear of papers, books, and personal items. Spills are to be wiped clean. To prevent accidental damage or loss of data we do not clean computer equipment or other electrical office equipment.

CONFERENCE/ TRAINING ROOMS (cont'd)

MONTHLY

- High Dusting:** All areas above normal eye level will be dusted using a microfiber cloth. This includes high shelves, partition tops, window sills, ceiling vents, pictures and other wall decorations, as well as other areas not included on the nightly schedule.
- Low Dusting:** These areas include base and frame of chairs, behind doors, baseboards and other areas not included on the nightly schedule.
- Carpets:** Edges and hard to reach areas are to be vacuumed using a 4 level filtration system vacuum.

HALLWAYS

FIVE DAYS PER WEEK

Drinking Fountains:

Drinking fountains are to be cleaned and disinfected using a microfiber cleaning cloth.

Carpets:

Carpets are to be traffic vacuumed using a 4 level filtration system vacuum.

ONE DAY PER WEEK

Door Jambs and Light Switches:

Fingerprints and marks will be removed from door jambs and light switches using a microfiber cleaning cloth.

Carpets:

Carpets are to be vacuumed wall to wall using a 4 level filtration system vacuum.

MONTHLY

High Dusting:

All areas above normal eye level will be dusted using a microfiber cloth. This includes high shelves, window sills, ceiling vents, pictures and other wall decorations, as well as other areas not included on the nightly schedule.

Low Dusting:

These areas include behind doors, baseboards and other areas not included on the nightly schedule.

Blinds:

Venetian blinds will be dusted using a microfiber cloth.

Carpets:

Edges and hard to reach areas are to be vacuumed using a 4 level filtration system vacuum.

BREAKROOMS

FIVE DAYS PER WEEK

Breakrooms:

Sinks, counters, tables, chairs and outside of appliances and cabinets are to be cleaned and sanitized using a microfiber cleaning system. Dispensers are to be refilled and trash emptied. The floors are to be vacuumed using a 4 level filtration system vacuum and damp mopped using a microfiber mopping system. We are not responsible for washing dishes unless this service has been added as part of the contract.

Microwaves:

Microwaves are to be wiped out with a damp microfiber cleaning cloth.

ONE DAY PER WEEK

Door Jambs and Light Switches:

Fingerprints and marks will be removed from door jambs and light switches using a microfiber cleaning cloth.

MONTHLY

High Dusting:

All areas above normal eye level will be dusted using a microfiber cloth. This includes high shelves, window sills, ceiling vents, and wall decorations, as well as other areas not included on the nightly schedule.

Low Dusting:

These areas include base and frame of chairs, behind doors, baseboards and other areas not included on the nightly schedule.

Floors:

Corners, edges and all hard to reach areas are to be vacuumed using a 4 level filtration system vacuum.

RESTROOMS

FIVE DAYS PER WEEK

Restrooms:

All restroom fixtures are to be cleaned and sanitized, mirrors are to be cleaned and all counters are to be wiped down using a microfiber cleaning system. Dispensers are to be refilled (from customer's stock) and trash emptied. The floors will be vacuumed using a 4 level filtration system vacuum and damp mopped using a microfiber mopping system.

ONE DAY PER WEEK

Door Jambs and Light Switches:

Fingerprints and marks will be removed from door jambs and light switches using a microfiber cleaning cloth.

MONTHLY

Restroom Partitions:

All fingerprints and marks are to be removed from the partitions using a microfiber cleaning cloth.

High Dusting:

All areas above normal eye level will be dusted using a microfiber cloth. This includes partition tops, ceiling vents, and wall decorations.

Low Dusting:

These areas include behind doors and baseboards.

MINT CONDITION'S MAINTENANCE SERVICE AGREEMENT

PURPOSE: Mint Condition shall provide the janitorial and other related services to **CDC Federal Credit Union** according to the set of specifications set forth in the maintenance program attached.

TERMS: This agreement shall be in effect for one (1) year and will continue in effect from year to year unless terminated. However, this agreement may be terminated or canceled at any time by either party with thirty (30) days written notice, mailed to the business address of the party being notified. Further terms include 1.5% if paid after 30 days, which shall be considered late; client agrees to be liable for attorney's fees if matter referred to collection.

COMPENSATION: The amount of compensation shall be **\$1,575.00** per month to provide a **FIVE (5)** times per week service.

PERSONNEL: Either party agrees that they will not hire personnel from either party's employment while the contract is in effect and/or for one (1) year from the termination of said contract.

WORK SCHEDULE: Services will be provided after your normal working hours.

The following days are statutory holidays on which Mint Condition shall not be obligated to perform any services: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

INSURANCE: A copy of our Certificate of Insurance is available upon request. At any time this agreement is signed, allow seven (7) business days for an original certificate of insurance, naming the customer as insured, to be sent from our insurance company.

EQUIPMENT/SUPPLIES: All cleaning chemicals and equipment needed to perform the Maintenance Program attached will be provided by Mint Condition.

PAYMENT: Invoices will be submitted at the beginning of each month. Payment will be due within 30 days from invoice date.

BY: _____ BY: _____
CDC Federal Credit Union Mint Condition

DATE: _____ DATE: _____

ACCOUNT START DATE: _____

CDC FEDERAL CREDIT UNION

ADDITIONAL SERVICES:

Floor Strip:	<p>The tile floor will be stripped of all old finish and four (4) coats of a high quality floor finish will be applied.</p> <p>Cost of Service: \$300.00</p>
Floor Scrub:	<p>The tile floor will be machine scrubbed and one (2) coat of a high quality floor finish will be applied.</p> <p>Cost of Service:\$200.00</p>
Restroom Scrub:	<p>Ceramic floors will be machine scrubbed using a germicidal cleaner. The baseboards will be hand scrubbed clean.</p> <p>Cost of Service: NA</p>
Tile Floor Buff:	<p>The tile floor will be dust mopped and wet mopped using a restoration product. The floor will then be polished using a high speed buffer (2000 rpm) to provide a "wet look" to the floor.</p> <p>Cost of Service: NA</p>
Carpet Extraction:	<p>All carpeted areas are to be extracted using a pre-spray and a hot water extraction system.</p> <p>Cost of Service: \$1,475.00</p>
Carpet Bonnet:	<p>All carpeted areas are to be bonnet cleaned using the bonnet system.</p> <p>Cost of Service: NA</p>



October 30, 2018

Ms. Emily Asbury
CDC Federal Credit Union
2301 Parklake Drive
Atlanta, GA 30345

RE: MINT CONDITION SERVICE AGREEMENT ADDENDUM

Dear Emily:

This letter will serve as an Addendum to the Mint Condition Service Agreement dated January 24, 2014.

Effective November 1, 2018, Mint Condition's Maintenance Service Agreement will be modified to reflect the frequency of completing the Monthly Tasks for High Dusting, Low Dusting and Blinds for the Call Center area will be changed to a Weekly Task.

These changes will increase Compensation due under the Agreement from \$1,575 to \$1,600 per month.

Should you have any questions, feel free to contact me at (678) 254-0962.

Sincerely,

James P. Hensley
President

ACKNOWLEDGED AND AGREED THIS _____ DAY OF OCTOBER 2018

CDC Federal Credit Union
Emily Asbury

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CLIENT AUTOMATIC SERVICE AGREEMENT

Client Information

Ship To Location: (service location) **Multiple service locations** ☒ (check here and attach location list)
Company Name: CDC Federal Credit Union
Contact Name: Walter Hobby Position: CFO Tel: 678-553-5335 Email: whobby@cdcfcu.com
Address: 2301 Parklake Drive, NE Unit: City: Atlanta State/Prov.: GA Zip/Postal Code: 30345

Sold To Location: ☒ Same as Ship to
Company Name: N/A
Contact Name: Position: Tel: Email:
Address: Unit: City: State/Prov.: Zip/Postal Code:

Bill To Location: ☒ Same as Ship to **Tax Type:** ☐ Exempt (check here and attach exemption certificate)
☐ Same as Sold to
Company Name:
Contact Name: Position: Tel: Email:
Address: Unit: City: State/Prov.: Zip/Postal Code:
Are invoices paid at this location? (payer): ☐ Yes ☐ No Same as: ☐ Ship to ☐ Sold to
Payer (if different from above):
Contact Name: Tel: Email:
Address: Unit: City: State/Prov.: Zip/Postal Code:

Automatic Service

Security Consoles:	Type	Qty	Type	Qty	Type	Qty.
	<input checked="" type="checkbox"/> Standard Console	<u>7</u>	<input type="checkbox"/> Junior Console	<u></u>	<input type="checkbox"/> Other	<u></u>
Service Frequency:	Every: <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 4	weeks, or	<u>N/A</u>	desc.	<u></u>	
Estimated Service Duration:	<u>36 months</u>					

Service Fee

Billing Rate \$20 per minute/console Minimum Charge \$140.00 per service

Invoice Details

Invoice Type: ☒ Local ☐ Consolidated
Payment Method:
☐ Check ☐ E.F.T (attach E.F.T information form) ☐ Visa ☐ MC ☐ AMEX Card Holder:
Card #: Exp. Date:

Agreed to by (Terms and Conditions on reverse):

Shred-it USA Inc. ("Shred-it")

Signed

Print Name Brett Cooper

Position Senior Sales Representative

Date 01/05/10

Company CDC Federal Credit Union

Signed

Print Name

Position

TERMS AND CONDITIONS

1. Sole Terms. All services provided by Shred-it to Client are subject solely to the terms contained herein and any addenda agreed to by the parties in writing and attached hereto. No term or condition on Client's purchase order or any other instrument, agreement or understanding shall be binding upon Shred-it unless agreed to by the parties in writing. All typographical and clerical errors are subject to correction.

2. Shred-it Services. Shred-it will provide the following services to Client:

(a) Shred-it will provide all consoles and other related equipment on Client's premises for the collection and storage of all of Client's paper materials ("Materials"). The number of consoles will be determined by Shred-it after discussions with Client. Additional consoles may be added to this agreement and shall automatically become a part of and subject to the terms hereof.

(b) Shred-it will: (i) collect the Materials on a regularly scheduled and mutually agreed basis and (ii) destroy the Materials using a mechanical shredding device (the "Document Destruction Process").

(c) Within a reasonable time following completion of the Document Destruction Process, Shred-it will provide Client with a Certificate of Destruction.

(d) An authorized representative of Client may, at any time, inspect the Document Destruction Process.

(e) Shred-it will recycle or otherwise dispose of the Material.

3. Consoles and Equipment. Consoles and any other equipment provided to Client by Shred-it is the property of Shred-it. Client will not file any lien, nor allow to be filed any lien, against any such equipment and consoles. Client will keep all consoles and equipment in good working order, normal wear and tear excepted. For any consoles or equipment which are moved, damaged, stolen or lost while at Client's location, Client shall (a) pay the following replacement charges: \$100.00 per console; and (b) indemnify and hold harmless Shred-it and its affiliates and agents for any damages related to such consoles or equipment, and for any Materials which may have been located in such consoles and equipment.

4. Service Fee. Client will pay a "Service Fee" to Shred-it equal to the greater of (each as set forth on the cover page): (a) the Minimum Charge, or (b) the Billing Rate per minute or per container. Notwithstanding anything to the contrary, Client shall pay (i) any amount required by Shred-it, at Shred-it's sole option, if Client requests that Shred-it come to Client's location, and Shred-it agrees to do so, for any reason other than the scheduled shredding or (ii) the Minimum Charge if after Shred-it has arrived at Client's location on the scheduled shredding date and time, Client's offices are closed or Client declines shredding services without prior notification to Shred-it.

5. Payment Terms. Client agrees to pay the Service Fee and all other amounts due within 30-days of the date of the invoice. Any payments not received by Shred-it on the due date will be subject to an interest charge on the unpaid balance of 1.0% per month (or the maximum amount allowed by law). All payments must be in immediately available U.S. funds. The amount of any and all applicable taxes shall be added to the price and paid by Client unless Client has provided Shred-it with exemption certificates acceptable to the taxing authorities.

6. Adjustment of Fees. The Service Fee is fixed for the first year of the Initial Term. In both the second year and third year of the Initial Term and upon subsequent automatic renewal terms, in its sole discretion, Shred-it reserves the right to increase the amount of the Service Fee from time to time (either the minimum charge and/or per minute fee) up to a maximum of 7% per year, exclusive of any applicable taxes and surcharges.

7. Fuel, Environmental or Other Surcharge. Client agrees and acknowledges that (a) Shred-it may, without notice, at any time and from time to time, impose and adjust a fuel, environmental or other surcharge of any amount for any duration, all in its sole discretion; (b) any surcharge imposed is not subject to any cap or maximum including, but not limited to, the 7% Service Fee adjustment and cap described in Paragraph 6; and (c) any surcharge may, from time to time, result in additional profit for Shred-it.

8. Term of Agreement. The Agreement will remain in force for 3 years ("Initial Term"). Unless a new agreement is signed by both parties, this Agreement will automatically renew (each a "Renewal Term") for additional one-year terms unless terminated by either party, by written notice, at least 30-days prior to the expiration of either the Initial Term or any Renewal Term. On termination by either party, Client will immediately pay Shred-it all outstanding balances for services performed by Shred-it prior to termination of the Agreement and upon the termination date, Shred-it shall have the right to retrieve its consoles and equipment from Client, wherever located.

9. Early Termination. In the event Client terminates this Agreement without cause, prior to the completion of the Initial Term or any Renewal Term and upon 60-days written notice to Shred-it, Shred-it shall have the right to immediately retrieve its consoles and equipment from Client, wherever located and Client must immediately pay Shred-it (a) all unpaid invoices and interest thereon as provided in Paragraph 5;

(b) any attorney's fees and collection costs as provided in Paragraph 15; (c) the Service Fees due for the remaining term of the Agreement; and (d) a removal fee of \$50.00 per console. Such Service Fees for early termination shall be calculated based on the average Service Fee incurred by Client for all prior months of the Agreement multiplied by the months remaining in the Initial Term or Renewal Term.

10. Default and Termination for Cause. Either party may immediately terminate this Agreement if the other party fails to cure its breach of this Agreement within 30-days following receipt of notice of such breach. Notwithstanding anything to the contrary, in the event that Client fails to pay any amounts owing under this Agreement when due, including by reason of bankruptcy or insolvency, Shred-it may immediately cancel this Agreement in its entirety, retrieve its consoles and equipment from Client, wherever located, and Client shall be immediately liable for all amounts identified in Paragraph 9 for Early Termination, all without any Shred-it liability whatsoever to Client.

11. Excused Performance. In the event Shred-it is prevented, hindered or delayed from the performance of any act required hereunder by reason of strike, lock-out, acts of God, legal process, failure of power or any other similar reason not directly the fault of Shred-it, then performance of such act shall be excused for the period of delay and the period for the performance of any such act shall be extended for a period equivalent to the period of such delay.

12. Limitation of Liability. Shred-it is not liable for (a) any loss or damage whatsoever relating to the Material or its destruction by Shred-it or (b) for the repair, replacement or restoration of any destroyed Material. Shred-it's aggregate liability, if any, arising under this Agreement or the provision of services to Client is limited to the amount of the Service Fees received by Shred-it from Client during the last year of the term of this Agreement. Notwithstanding the foregoing, in no event will Shred-it be liable for any special, indirect, incidental, consequential, exemplary, or punitive damages, loss of profits or revenue, or loss of use even if informed of the possibility of such damages. To the extent permitted by applicable law, these exclusions and limitations will apply regardless of whether liability arises from breach of contract, warranty, tort (including but not limited to negligence), by operation of law, or otherwise.

13. Setoff. Client will not set off invoiced amounts or any portion thereof against sums that are due or may become due from Shred-it to Client, its parent, affiliates, subsidiaries or other divisions or units.

14. Prohibited Acts. Client shall not: (a) store in any console any Materials considered to be highly flammable, explosive, toxic, biohazard, medical waste, or radioactive, or any other materials which are otherwise illegal, dangerous and/or unsafe, and (b) assign this Agreement to any other party without the prior written consent of Shred-it, which may be withheld in Shred-it's sole discretion.

15. Indemnification; Attorney's Fees and Collection Costs. Client shall indemnify Shred-it for all costs and damages suffered by Shred-it as a result of Client's actual or threatened breach of this agreement. In addition to all other legal and equitable remedies, in the event it becomes necessary for Shred-it to enforce the terms of this Agreement, including but not limited to any action to collect sums due hereunder, Shred-it shall be entitled to an award of its reasonable attorney's fees, litigation expenses and costs of collection.

16. Miscellaneous. This Agreement and any addenda attached hereto and agreed to by the parties in writing, is the entire agreement between the parties, and supersedes any and all prior agreements and arrangements, whether oral or written, between the parties. No modification of this Agreement shall be binding unless in writing, attached hereto, and signed by both parties. This Agreement shall be construed in accordance with the laws of the State of New York, excluding its choice of law provisions. All words and phrases in this Agreement shall be construed to include the singular or plural number, and the masculine, feminine or neuter gender, as the context requires. The failure of either party to insist upon the performance of any provision of this Agreement, or to exercise any right or privilege granted to that party under this Agreement, will not be construed as waiving that provision or any other provision, and the provision will continue in full force and effect. If any provision is found to be illegal, invalid, or otherwise unenforceable by any judicial or administrative body, the other provisions will not be affected and will remain in full force and effect. Provisions herein which by their very nature are intended to survive termination or cancellation of this Agreement will survive such termination or cancellation. Any notices to be given by one party to the other will be considered properly given if deposited in the United States Mail, postage prepaid, "Certified Mail, Return Receipt Requested," sent to the Client at its Head Office identified on the cover page, and if to Shred-it, to the respective Shred-it branch with whom the original contract was signed unless notice of a new address is given and received in accordance with this Section.

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ADDENDUM TO CLIENT SERVICE AGREEMENT

In addition to the terms set forth in the Client Service Agreement (Attached) between **Shred-it** and **CDC Federal Credit Union (Client)**, this addendum provides for the early termination of contractual obligation, in the event that the client is merged with, or purchased by another company or organization. In such an event, client must provide Shred-it with a written notice of the change in ownership within 90 days of the effective date of the change. Shred-it will continue to provide service as agreed upon in the Client Service Agreement throughout the 90 day notice, and the client will remain obligated for all services rendered during the 90 day notice.

Shred-it

CDC Federal Credit Union

Signature

Signature

Printed Name

Printed Name

Date

Date

REVISION

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Community Development
Department

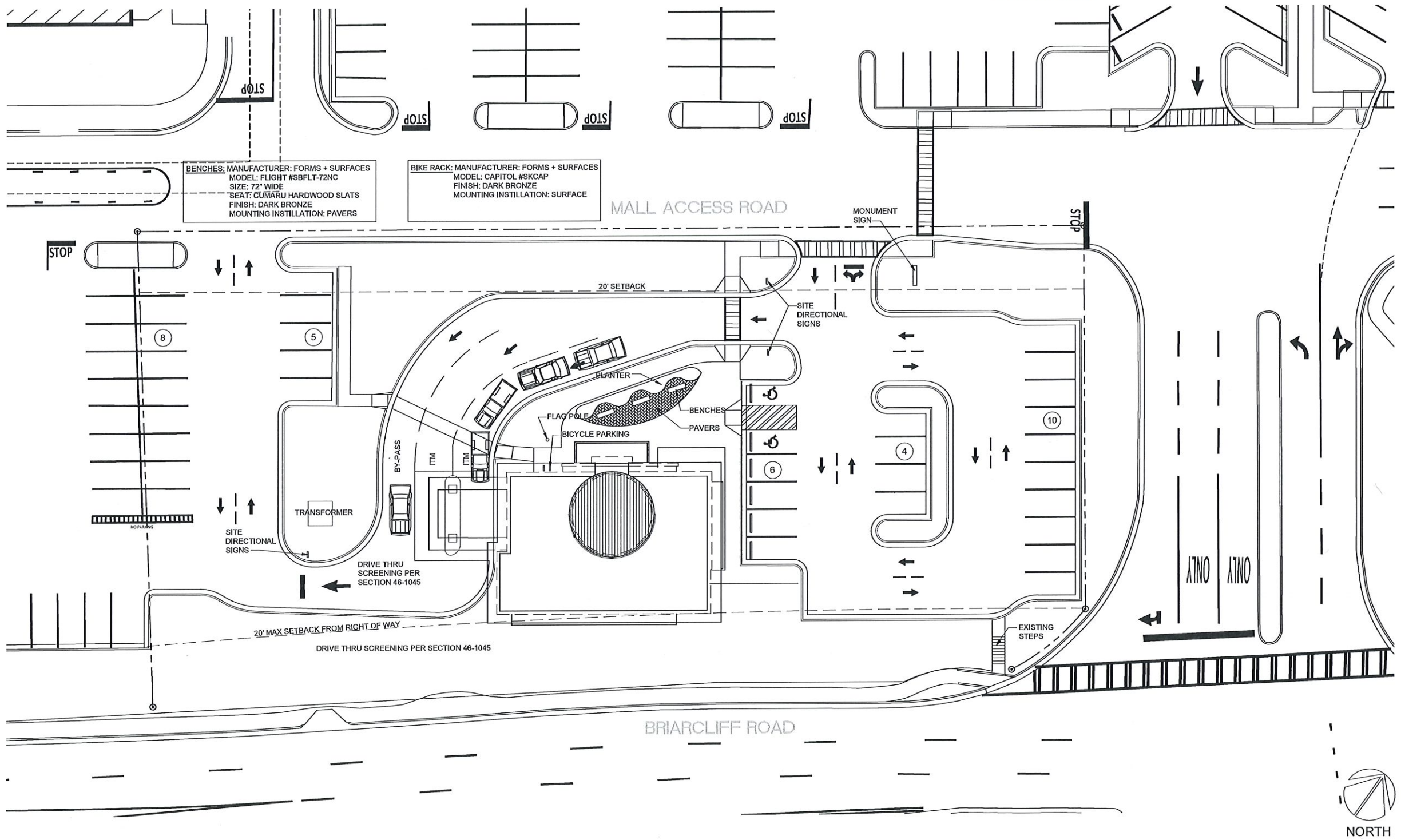
SITE DATA

CREDIT UNION: 3,225 S.F.
ZONED: C-1 (NORTH LAKE OVERLAY
TIER 1)

LOT SIZE: ± 1.04 ACRES (± 45,453 SF)
PARKING REQUIRED: 4 SPACES PER 1000 SF
= 13 SPACES

PARKING PROVIDED: 34 SPACES
(INCL. 2 HC)

LOT COVERAGE: ± 28,258 (62%)
80% MAX LOT
PERMITTED



PROJECT:

CONSULTANT:

ARCHITECT:

SEAL:

REVISIONS:

DATE: 03/12/2021
JOB NO. 2020-062
SHEET TITLE:

SITE PLAN
SHEET NO. ASP-1.1

CONSULTANTS & BUILDERS, INC.
Relationships: Building, Success.
3100 MEDLOCK BRIDGE ROAD, SUITE 400
PEACHTREE CORNERS, GA 30071
PHONE: 770-729-8133
FAX: 770-1160819

APPLEBY + LACCETTI
Architects, Inc.
1447 PEACHTREE STREET, NE
SUITE 600
ATLANTA, GA 30309
PHONE: 404.817.3382
FAX: 404.817.3280

SEAL: [Professional Engineer Seal]

1 SITE PLAN

1/16" = 1'-0"



MEMO

To: Honorable Mayor and City Council Members
From: Courtney Smith
CC: Tami Hanlin, City Manager
Date: March 3, 2021
RE: TA-21-0001

Issue:

Staff is proposing to amend Article 5 (Site Design and Building Form Standards) and Article 9 (Definitions) in order to provide clarity regarding side corner yards. The code currently outlines several yard types, which include front, rear, side interior, and side corner. While the definitions of “yard, corner side” and “yard, interior” make it clear that there are differences between side yards of an interior lot and the side corner yard of a corner lot, a majority of other code sections only reference “side or rear” when outlining regulations. Corner lots have frontage along two roads, essentially creating two front yards. The proposed text amendment will provide clarity on how the code has been interpreted and enforced since 2016. No policy changes are proposed.

Recommendation:

Approval of TA-21-0001

Background:

Planning Commission reviewed the proposed text amendment at their Feb. 18, 2021 meeting and recommended approval. The proposal will go before Mayor and City Council on March 8, 2021 and April 12, 2021.

Summary: NA

Financial Impact: NA

**STATE OF GEORGIA
CITY OF TUCKER**

ORDINANCE O2021-03-05

AN ORDINANCE OF THE MAYOR AND CITY COUNCIL OF TUCKER, GEORGIA, FOR THE PURPOSE OF AMENDING THE ZONING ORDINANCE FOR TUCKER, GEORGIA, INCLUDING REVISING ARTICLE 5, SECTION 46-1251 REGARDING CORNER LOTS; AND REVISING ARTICLE 9 TO AMEND THE DEFINITION FOR YARD, CORNER SIDE AND TO REMOVE AN ILLUSTRATION THAT IS ILLEGIBLE.

WHEREAS, The Mayor and City Council desires to promote the public health, safety, and general welfare of the residents of the city; and,

WHEREAS, the Mayor and City Council desires to facilitate the creation of a convenient, attractive and harmonious community; and

WHEREAS, the Mayor and City Council desires to encourage an aesthetically attractive environment, both built and natural, and to provide for regulations that protect and enhance these aesthetic considerations; and

WHEREAS, the Mayor and City Council desires to preserve and improve gateways; and

WHEREAS, the Mayor and City Council desires to provide clarity on existing regulations; and

WHEREAS, the Mayor and City Council desires to achieve compliance with all applicable state and federal regulations; and

WHEREAS, the Mayor and City Council desires to provide for protection of the constitutional rights and obligations of all citizens within the city; and

WHEREAS, the Mayor and City Council wish to amend Article 5, Section 46-1251 (a) to replace “to a public” with “of;” and to add a section “(f) Restrictions” which states “The regulations and restrictions for front yards shall also apply to side corner yards. When a side yard is mentioned in this chapter, it shall refer to the interior side (see yard, interior side) unless otherwise stated.”

WHEREAS, the Mayor and City Council wish to revise Article 9, to amend the definition of “yard, corner side” to add “Side corner yards have the same regulations and restrictions as front yards;” and to remove Figure 9.12 which is illegible.

WHEREAS, Notice to the public regarding said amendment has been duly published in The Champion, the Official News Organ of Tucker; and

WHEREAS, A Public Hearing was held by the Mayor and City Council of Tucker on March 8, 2021 and April 12, 2021; and

WHEREAS, The Mayor and City Council is the governing authority for the City of Tucker;

NOW THEREFORE, the Mayor and City Council of the City of Tucker while in Regular Session on April 12, 2021, hereby ordains and approves the amendment of Article 5 and 9 as described.

So effective this 12th day of April 2021.

Approved by:

Frank Auman, Mayor

Attest:

Bonnie Warne, City Clerk

SEAL

ARTICLE V. - SITE DESIGN AND BUILDING FORM STANDARDS

DIVISION 1. - GENERALLY

Sec. 46-1247. - Compliance with block and lot requirements.

All development shall comply with this article's site, design, and building form standards, in addition to the requirements in article II of this chapter and chapter 22.

(Ord. No. 2016-06-07, att. (art. 5, intro. ¶), 7-11-2016)

Sec. 46-1248. - Blocks.

(a) *Intent.* The intent of this section is to have the lengths, widths and shapes of blocks in residential subdivisions designed with due regard to:

(1) Provision of building sites suitable to the special needs of:

- a. The building form contemplated;
- b. The conservation of open space; and/or
- c. Existing historic features.

(2) Zoning requirements for lot sizes and dimensions;

(3) Needs for convenient access by pedestrians and bicyclists to public transit, nearby schools, and commercial districts, vehicular circulation at safe speeds and adequate access for emergency vehicles;

(4) Limitations of, and opportunities for, topography to minimize land-disturbance and erosion; and

(5) Connectivity standards in section 46-1307.

(b) *Block length.*

(1) When blocks are subdivided by new streets or created as part of a new development, including mixed-use, the minimum length of resulting new blocks shall be 200 to 300 linear feet.

(2) The maximum block length for new subdivisions in the suburban character area is 600 linear feet.

(3) The maximum block length for new subdivisions in the activity center character area is 500 linear feet.

(c) *Blocks and pedestrian access.* If a new development provides for a path with an easement through a block:

(1) An easement for pedestrian use only shall be at least five feet wide.

(2) An easement for pedestrian and bicycle use shall be at least ten feet wide.

(Ord. No. 2016-06-07, att. (5.1.1), 7-11-2016)

Sec. 46-1249. - Lots.

All lots shall conform to the minimum requirements for the zoning district in which such lot is located, to all applicable requirements of this article, and the requirements of chapter 22. In the event of a conflict between the provisions of this article and chapter 22 with respect to regulation of lots, the provisions of this article shall prevail.

(Ord. No. 2016-06-07, att. (5.1.2), 7-11-2016)

Sec. 46-1250. - Lots, access.

Each lot shall have vehicular access to a public or approved private street, or, in the case of townhouses, fee simple condominiums or cottage lots, to an alley or private internal drive, provided the overall townhouse or cottage development site provides access to a public street. In new subdivisions with three or more single-family detached or single-family attached units, lots on minor or major thoroughfares with lot frontages less than 100 feet shall have driveway access via shared driveways.

(Ord. No. 2016-06-07, att. (5.1.3), 7-11-2016)

Sec. 46-1251. - Lots, corner.

- (a) *Front yard building setback.* On corner lots, the lot frontage with the shortest distance ~~to a public~~ right-of-way shall be designated as the front yard, and development shall comply with front yard building setback requirements of the zoning district in which the lot is located.
- (b) *Side corner yard.* Once the front of a corner lot is determined pursuant to subsection (a) of this section, the remaining side adjacent to a street is the side corner yard.
- (c) *Side corner yard building setback.* The minimum side corner yard building setback on corner lots shall be as designated by the zoning district regulations in article II of this chapter. Unless otherwise restricted, buildings may face either the front or side corner.
- (d) *Lot width.* The minimum width of corner lots with residential uses shall be increased by 15 feet above the minimum width required for the zoning district in which the lot is located.
- (e) *Side corner yard for nonconforming residential.* The side corner yard building setback in residential districts may be reduced to 60 percent of the minimum front yard building setback in the zoning district if:
 - (1) The lot is a legal nonconforming lot; and
 - (2) The lot does not abut a thoroughfare.

(f) *Restrictions.* The regulations and restrictions for front yards shall also apply to side corner yards. When a side yard is mentioned in this chapter, it shall refer to the interior side (see yard, interior side) unless otherwise stated.

ARTICLE IX. - DEFINITIONS

Sec. 46-1773. - Statement of intent and purpose.

The definitions contained herein shall apply to this article. Any word or phrase not defined below but otherwise defined in the Code shall be given that meaning. All other words or phrases shall be given their common ordinary meaning unless the context clearly indicates otherwise.

(Ord. No. 2016-06-07, att. (9.1.1), 7-11-2016)

Sec. 46-1774. - Interpretation.

For the purpose of this article, words and terms are to be interpreted as follows:

- (1) Unless the obvious construction of the wording indicates otherwise, words used in the present tense include the future; words used in the masculine gender include the feminine and neuter; words used in the singular number include the plural; and words used in the plural include the singular. An abbreviated word shall have the same meaning as the unabbreviated word.
- (2) Unless otherwise specified, all distances shall be measured horizontally and at right angles or radially to the line in relation to which the distance is specified.
- (3) The word "lot" shall be deemed also to mean "plot"; the word "used" shall be deemed also to include "designed", "intended", or "arranged to be used"; the term "erected" shall be deemed also to include "constructed", "reconstructed", "altered", "placed", "relocated" or "removed".
- (4) The terms "land use" and "use of land" shall be deemed also to include "building use" and "use of building."
- (5) Where words are not herein defined, but are defined in section 1-2, those words shall have the meaning as defined therein. Words, terms and phrases, when used in this article, shall have the meanings ascribed to them as directed above, except where the text clearly indicates a different meaning.

(Ord. No. 2016-06-07, att. (9.1.2), 7-11-2016)

Sec. 46-1775. - Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

ADA means the Americans with Disabilities Act.

"A" weighted sound level means the sound level reported in units of dB(A) approximating the response of human hearing when measuring sounds of low to moderate intensity as measured using the "A" weighting network with a sound level meter meeting the standards set forth in ANSI S1.4-1983 or its successors.

Abandonment means the relinquishment, discontinuance and cessation of a use, other than as a result of government action, for any continuous period of time as may be provided in this chapter.

Abutting means having property or district lines in common. The term "abutting" does not include property separated by a road or right-of-way.

Accessory building means a building detached from the principal building located on the same lot and customarily incidental and subordinate in area, extent, and purpose to the principal building or use.

Accessory dwelling unit. See *Dwelling unit, accessory*.

Weekday means the time period of the week that begins at 7:00 a.m. on each Monday and ends at 6:00 p.m. on each Friday.

Weekend means the time period of each week that begins at 6:00 p.m. on each Friday and ends at 7:00 a.m. on each Monday.

Wetlands means an area of land meeting the definition of "wetlands" set forth in 33 CFR 328.3(b), as amended, and that is subject to federal, state or local regulations governing land meeting that definition.

Wind turbine means a turbine, a rotating machine which mounted on a tower, is used to capture energy from the wind to produce electricity.

Wine means any alcoholic beverage not more than 24 percent by volume made for fruits and berries or grapes either by natural fermentation or by natural fermentation with brandy added. The term "wine" includes, but is not limited to, all sparkling wines, champagne, and combinations of such beverages, vermouths, special natural wines, rectified wines and like products. Such establishment may include (sell) tastings as an accessory use.

Workforce housing means for-sale housing that is affordable to those households earning 80 percent of median household income for the Atlanta Metropolitan Statistical Area (MSA) as determined by the current fiscal year HUD income limit table at the time the building is built.

Xeriscape means a landscape designed and maintained with the principles that promote good horticultural practices and efficient use of water and is characterized by the use of vegetation that is drought-tolerant or of low water use in character.

Yard means that area of a lot between the principal building and adjoining lot lines, unoccupied and unobstructed by any portion of a structure from the ground upward, except as otherwise provided herein.

Yard, corner side, means an open-space area of a corner lot between the exterior side lot line and the required exterior side building setback line, extending between the front building setback line and the rear building setback line. Side corner yards have the same regulations and restrictions as front yards.

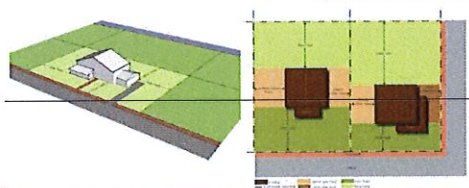
Yard, front, means an area extending across the total width of a lot between the front lot line and the building. With respect to limitations within the front yard, there can only be one front yard.

Yard, interior side, means a yard extending between the front and rear yards and being that area between the side lot line, where the side lot line is coincidental with the side or rear lot line of an adjacent lot, and that line or lines established by the side wall or walls of the principal structure.

Yard, rear, means a yard extending across the total width of a lot between side lot lines and being that area between the rear lot line and that line or lines established by the rear wall or walls of the principal structure projected to intersect the side lot lines.

Yard, side, means a yard extending between the front and rear yards and being that area between the side lot lines and the principal structure.

Figure 9.12. Illustration of Yard



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Yard sale means the temporary residential sale of tangible personal property, such as but not limited to, household items, clothing, tools, toys, recreational equipment, or other used or secondhand items normally found in and about the home. The term "yard sale" includes the terms estate sale, if held outside, garage sale, basement sale, carport sale, moving sale, or rummage sale. This temporary use



MEMO

To: Honorable Mayor and City Council Members
From: Rip Robertson, Director, Parks & Recreation
CC: Tami Hanlin, City Manager
Date: 12 April 2021
RE: Pool Amenities – Cofer/Rosenfeld

Issue: With the City of Tucker's commitment to quality facilities, parks, and events/activities, we continue to make improvements throughout our entire Department. We have researched and decided to add two water features to our municipal pools for the 2021 swim season.

Recommendation: Staff recommends approving a contract to add the Aqua Swing to Cofer Pool and a Water Slide to Rosenfeld Pool. We recommend approving a contract with Aquatic Consulting & Equipment, INC. for a total of \$59,555.00 to install the Water Slide (\$40,155.00) and the Aqua Swing (\$19,400.00) at our municipal pools.

[Click or tap here to enter text.](#)

Background: We will operate the pools below full capacity again this year but are adding some fun amenities to bring some excitement to our facilities. The Aqua Swing and Water Slide are safe, fun attractions for families while they relax in the sun. These amenities have proven to be more attractive to more swimmers than diving boards. They will be supervised with signage to always ensure safe use. This will require removal of one diving board at Cofer and the single board at Rosenfeld. The diving well has prompted discussion for its lack of depth for diving and the board is not a diving board but a platform. The slide will be safe in the depth provided at Rosenfeld. The area is small which will provide safety for all ages. At Cofer, we will remove one diving board and will monitor use of the board and Aqua Swing during operating hours to ensure proper use of both.

Summary: These two additions will be our latest upgrade for our facilities, and we feel confident that they will add excitement to our pools.

Financial Impact: This item will be funded in the Departments SPLOST Fund CIP, 320-6212-54-12000 (SP2112).



AQUATIC CONSULTING & EQUIPMENT, INC.

TO: Jason Collins- City of Tucker
FROM: Brad Bachman – Aquatic Consulting & Equipment
DATE: March 9, 2021
RE: Water Slide

Thank you for considering Aquatic Consulting and Equipment, we are pleased to quote to you the following:

Aqua Zip Purchase and Installation

# 203713	Spectrum Aqua Zip	\$14,100
Freight		\$1,600.00

Customer is responsible for off-loading upon delivery.

Installation. Assembly	Spectrum Aqua Zip	\$3,700
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Please feel free to contact me with any questions.

\$19,400





AQUATIC CONSULTING & EQUIPMENT, INC.

TO: Jason Collins- City of Tucker
FROM: Brad Bachman – Aquatic Consulting & Equipment
DATE: March 9, 2021
RE: Water Slide

Thank you for considering Aquatic Consulting and Equipment, we are pleased to quote to you the following:

Water Slide Purchase and Installation

695-209-33 **S.R. Smith Vortex Water Slide w/ Spiral Staircase**
\$26,875
HALF Flume, Color: Blue. (Also available in Grey)

695-209-43 **S.R. Smith Vortex Water Slide w/ Spiral Staircase**
\$28,505
FULL Flume, Color: Blue. (Also available in Grey)

Freight **S.R. Smith Vortex Water Slide**
\$1,600.00
Customer is responsible for off-loading upon delivery.

Installation **S.R. Smith Vortex Water Slide**
\$6,250.00
Complete Assembly of Water Slide.
Install onto pool deck, including all bracing & coring holes for anchors.
Provide water source from the mechanical room.

Tee off existing line and plumb to deck w/ 1.5" PVC.
Install 6" bypass valve in mechanical room for slide water source.
All parts, materials, and labor are included.



AQUATIC CONSULTING & EQUIPMENT, INC.

Concrete / Demolition Work on Pool Deck

\$3,800

Create Trench from the Pump Room to the Pool Deck for Slide Water Source

- Saw cut a trench approximately 60' long x 12" wide x 8" deep.
- All discarded concrete will be removed and disposed of offsite.
- After addition of plumbing, deck will be re-poured to a broom finish with dowelling of new concrete into the old to prevent sinking. Best efforts will be made but an exact deck color match will not occur.

Please feel free to contact me with any questions.

\$40,155





MEMO

To: Honorable Mayor and City Council Members
From: Ken Hildebrandt
CC: Tami Hanlin, City Manager
Date: April 12, 2021
RE: Contract Award for Engineering Design - Chamblee Tucker Road Safety Improvements

Issue:

This award is for a task order to be approved for the engineering design of safety improvements on Chamblee Tucker Road from Fellowship Road to Tucker Norcross Road.

Recommendation:

Staff recommends the contract be awarded to VHB in the amount of \$79,860.

Background:

VHB has completed its safety study for the corridor. The scope of this engineering contract would be to design a road diet by resurfacing and restriping the road for a single thru lane in each direction, a center lane, and bike lanes on each side. This plan would also include the installation of 6 to 8 flashing pedestrian beacons, some raised islands, and appropriate signage. The scope also includes the submittal of an application to GDOT to reduce the speed limit from 40 mph to 35 mph.

Financial Impact:

\$79,860 will be funded from the SPLOST Quick Response account. Construction for this project would need to be budgeted in the future.

Scope of Services

City of Tucker

Vanasse Hangen Brustlin, Inc. (VHB)

Professional Services RFQ #2018-016

Task Order No.

Chamblee Tucker Road Lane Diet and Pedestrian Crossings

Fellowship Road to Tucker Norcross Road

March 26, 2021

Project Context

During the development of the City of Tucker's Strategic Transportation Master Plan (STMP) several needs were identified along the Chamblee Tucker Road Corridor within the city limits of Tucker. These needs included:

- There is a need to conduct vehicular speed studies along the southern portion of Chamblee Tucker Road and to identify opportunities to control speed.
- There is a lack of safe pedestrian crossings of Chamblee Tucker Road between Fellowship Road at Tucker High School and Livsey Road at Livsey Elementary School. Safe pedestrian crossings in this area would provide pedestrian and bicycle access across Chamblee Tucker Road to Kelley Cofer Park and Henderson Park, as well as additional access to the schools.

The City desires to move forward with the preparation of a construction plans along the Chamblee Tucker Road Corridor from Fellowship Road to Tucker Norcross Road to implement a lane diet and construction pedestrian crossings.

Work Tasks

VHB will review collected information, obtain additional data, prepare construction plans and coordinate with the City who will let the project to construction.

The services to be furnished by VHB shall be those necessary to design and provide electronic files for the following: Final Plans in PDF format for the pedestrian crossing improvements for PROJECT. The work shall be performed in accordance with applicable CITY, GDOT, FHWA and AASHTO guidelines. All drafting and design shall be done in general accordance with GDOT's Plan Presentation Guide (PPG).

VHB shall coordinate closely with the CITY'S Project Manager and shall provide regular updates on status and issues. VHB shall receive the CITY'S approval prior to beginning each major task of the PROJECT.

The PROJECT shall be developed as follows:

Task 1 – Concept & Database

VHB will perform the following tasks in support of preparing alternative concept designs and database files for the PROJECT:

- 1) Prepare database for design and plans from aerial photography, enhance with road names, property owner names, facilities and business names
- 2) Prepare a log of existing roadway signs along Chamblee Tucker Rd
- 3) Develop and evaluate alternatives for lane drop and lane addition at each end of the corridor, coordinate with the City to select preferred alternatives
- 4) Coordinate with City to determine final locations for new pedestrian crossings (assumes 8 locations)
- 5) Coordinate with the City to determine final locations for median islands without a pedestrian crossing (assumes 4-6 locations)
- 6) For ped crossing locations identified by the City, perform site visits, confirm sight distances, take photos and enhance database (assumes 8 locations)
- 7) For existing signal locations, perform site visits, take photos and enhance database (assumes 3 locations - Fellowship, Livsey, Tucker-Norcross)
- 8) Develop concept plans graphically depicting proposed laneage, pedestrian crossings and median islands
- 9) Review and discuss the concept plans with the City, including site reviews where needed
- 10) Revise concept plans per recommendations from the City, obtain concurrence from the City prior to preparation of Final Plans
- 11) Prepare presentation and attend City Council Meeting
- 12) Prepare and provide the following information for submittal to GDOT to obtain a radar permit for lowering the speed limit to 35 mph: typical section, concept layout with curve design speeds, and a US Limits report based on the proposed configuration

Task 2 – Construction Plans

VHB shall perform the following tasks to complete Final Construction Plans for the PROJECT.

- 1) Evaluate existing signs along the corridor and determine the need for additional signs and removal or relocation of existing signs
- 2) Coordinate with the City to establish limits of pavement resurfacing and incorporate pavement rehabilitation quantities from the City into the plans
- 3) Prepare Final Construction Plans, including:
 - a) Cover Sheet, Index Sheet
 - b) General Notes
 - c) Typical Sections and Details
 - d) Summary Quantities Sheets, quantity takeoffs itemized by plan sheet
 - e) Construction Plan Sheets illustrating required raised islands, ADA ramps, sidewalk, flashing beacons
 - f) Signing and Marking Plans
 - g) Signal Plans (2 locations, Livsey Road and Tucker Norcross Road)
 - h) GDOT Standard Drawings and Construction Details
- 4) Review RRFB Special Provision, update as needed, submit to City for review, revise per comments
- 5) Submit Plans to City for Final review, address comments, revise plans
- 6) Prepare Detailed Construction Cost Estimate including the bid items and quantities
- 7) Submit Final Plans to the City for letting to construction
- 8) Assist the City with answering contractor questions during letting

Task 3 – Special Studies

When requested by the City, VHB will prepare scope and fee proposals for performing special studies or additional services beyond those required in the previous work tasks. Upon agreement with the City, the VHB shall perform the services requested.

Schedule:

- Submit Concept Plans for City review within two (2) months from receipt of Notice to Proceed.
- Submit Final Construction Plans for initial City review within two (2) months from City approval of Concept Plans.

Fee:

The scope of services under Tasks 1 and 2 will be provided for a lump sum fee of **\$69,780.00**. Additional fees under Task 3 – Special Studies will be authorized by the City, if needed. The total not-to-exceed fee under this Task Order is **\$79,860.00**.

Scope and Fee Assumptions:

The following assumptions were made in the development of the scope and fee:

- Traffic operational studies and signal warrant studies are not required.
- Detailed crash analysis and crash diagrams are not required.
- Public outreach efforts are not required.
- Environmental studies, documentation and permitting are not required.
- Topographic, property and utility surveys are not required.
- Existing right-of-way lines shown on the plans will be approximate, no deed research or field surveys will be performed.
- ADA ramp and sidewalk installation or replacement to occur only at new pedestrian crossing locations.
- Pavement evaluation and recommendations are not required.
- The City will provide direction on extents and typical section for pavement resurfacing.
- The City will provide direction for quantities of leveling, deep patching or other pavement rehabilitation items to include in the project.
- Right of Way Plans are not required.
- Traffic signal plans are provided only for two locations, Livsey Road and Tucker Norcross Road.
- Drainage improvements will not be required.
- Erosion, Sedimentation & Pollution Control Plans are not required.
- Construction phase services are not required.
- All submittals will be in PDF format.



MEMO

To: Honorable Mayor and City Council Members
From: Ken Hildebrandt
CC: Tami Hanlin, City Manager
Date: April 12, 2021
RE: Contract Amendment – Hugh Howell Road at Flintstone Drive Intersection Improvement

Issue: This contract amendment with ER Snell is to relocate approximately 620 feet of 12" water line along Hugh Howell Road.

Recommendation:

Staff recommends the approval of this contract amendment in the amount of \$374,920 to ER Snell, with an additional contingency amount of \$25,080 (Not to Exceed \$400,000).

Background:

In January of this year Council awarded the contract for the construction of the intersection improvement at Hugh Howell Road @ Flintstone Drive to ER Snell in the amount of \$855,262.12 (with a total Not to Exceed amount of \$900,000). During the design of the project it was determined that an existing 12" asbestos cement water line adjacent to Hugh Howell Road was in conflict with the construction and needs to be relocated. Staff and our consultant One Atlas has worked with DeKalb Watershed management and the Georgia Department of Transportation to design this relocation. Due to numerous existing utilities along the shoulder of Hugh Howell Road, it is necessary to relocate approximately 620 feet of water line under the westbound thru lane. After design modifications and negotiations to reduce the cost, ER Snell has provided an estimate of \$374,920 to perform this work. An additional \$25,080 would allow some contingency for unanticipated issues or additional rock excavation.

Financial Impact:

\$400,000 would be funded from the Capital Project Contingency account. Staff is having discussions with DeKalb Watershed Management on a potential cost sharing partnership.



April 7, 2021

City of Tucker
1975 Lakeside Parkway Suite 350
Tucker, GA 30084

ATTN: Ken Hildebrandt

RE: ITB #2020-020
Hugh Howell Road at Flintstone Drive
ERS Job #50347
Water Main Price

Dear Mr. Hildebrandt,

Please see below the revised pricing to replace the water main for the Hugh Howell Road at Flintstone Drive project. These prices are based on the 60% plans by Atkins dated March 26, 2021. All trench backfilling will be done per GDOT Specs with the original trench dirt. Any additional asphalt leveling and/or mill & inlay, erosion control, and GAB that is necessary will be paid for using the current unit prices in the contract.

If you have any questions or concerns, please do not hesitate to contact me.

Biditem	Description	Quantity	Unit	Unit Price	Total
495	6" DIP RJ CLASS 250	20	LF	\$ 113.00	\$ 2,260.00
500	8" DIP RJ CLASS 250	40	LF	\$ 285.00	\$ 11,400.00
505	12" DIP RJ CLASS 250	620	LF	\$ 338.00	\$ 209,560.00
510	DUCTILE IRON FITTINGS RJ	1	TN	\$ 20,800.00	\$ 20,800.00
511	6" POLYETHYLENE PIPE WRAP	20	LF	\$ 1.15	\$ 23.00
515	8" POLYETHYLENE PIPE WRAP	40	LF	\$ 1.15	\$ 46.00
520	12" POLYETHYLENE PIPE WRAP	620	LF	\$ 2.30	\$ 1,426.00
525	GATE VALVES W/ VALVE BOX & EXT 8 INCH	1	EA	\$ 3,290.00	\$ 3,290.00
530	GATE VALVES W/ VALVE BOX & EXT 12 INCH	1	EA	\$ 4,790.00	\$ 4,790.00
535	FIRE HYDRANT ASSEMBLY	2	EA	\$ 7,870.00	\$ 15,740.00
540	SALVAGE EX FIRE HYDRANT	2	EA	\$ 564.00	\$ 1,128.00
545	TAPPING SLEEVE & VALVE, 12"X8"	1	EA	\$ 14,500.00	\$ 14,500.00
550	CONNECT TO EX WATER LINES, 8"	1	EA	\$ 5,410.00	\$ 5,410.00
551	LONG SIDE SERVICE LINE REPLACEMENT 2"	1	EA	\$ 10,100.00	\$ 10,100.00
552	SHORT SIDE SERVICE LINE REPLACEMENT 2"	1	EA	\$ 3,630.00	\$ 3,630.00
560	ROCK EXCAVATION	50	CY	\$ 535.00	\$ 26,750.00
565	GRANITE CURB	10	LF	\$ 110.00	\$ 1,100.00
570	ABANDON EX WATER MAIN W/ GROUT	18	CY	\$ 1,040.00	\$ 18,720.00
575	TRAFFIC CONTROL	1	LS	\$ 12,500.00	\$ 12,500.00
580	ABANDON EX VALVE BOX	2	EA	\$ 117.00	\$ 234.00
585	WATER VALVE COVER & MARKER DISC	3	EA	\$ 406.00	\$ 1,218.00
590	CUTTING & CAPPING EX WATER MAINS	2	EA	\$ 3,690.00	\$ 7,380.00
590	GAB PLACED UNDER CONCRETE CAP	110	TN	\$ 26.50	\$ 2,915.00
				Subtotal	\$ 374,920.00

Sincerely,



Robbie Schamerhorn, P.E.
Estimator
E.R. Snell Contractor, Inc.



CONTRACT AGREEMENT
ITB #2020-020
HUGH HOWELL ROAD AT FLINTSTONE DRIVE
INTERSECTION IMPROVEMENT
AMENDEMENT

This Agreement made and entered into this ____ day of _____ in the year 2021; by and between **The City of Tucker, Georgia**, having its principal place of business at 1975 Lakeside Parkway, Suite 350, Tucker, Georgia 30084 and **ER Snell Contractor, Inc.** ("Contractor"), located at 1785 Oak Road, Snellville, GA 30078.

WHEREAS, the City of Tucker and Contractor have a current contract for the Hugh Howell Road at Flintstone Drive Intersection Improvement (ITB #2020-020) dated February 17, 2021; and

WHEREAS, a 12" Asbestos Cement water line pipe is in conflict with the proposed construction; and

WHEREAS, the City of Tucker desires to relocate said water line for a distance of approximately 620 linear feet along Hugh Howell Road; and

WHEREAS, the City of Tucker had provided Contractor an engineered plan for the water line relocation and estimated construction quantities; and

WHEREAS, Contractor has provided unit pricing on said quantities which are satisfactory to the City of Tucker;

NOW THEREFORE, in consideration of the mutual covenant and promises contained herein, the parties agree as follows:

Amended Scope of Work

1. Contractor shall install approximately 620 linear feet of 12" ductile iron pipe water main, gate valves, fire hydrant assemblies, connections to existing water line, excavation, road patching, traffic control, and other items as required to construct the water line per the attached plan and bid tabulation sheet, and in conformance with the requirements of the City of Tucker, DeKalb County Watershed Management, and the Georgia Department of Transportation.

2. The original contract amount of \$855,262.12 remains in effect. The Contract Amendment will be compensated at the unit price rate as shown in the attached Bid Tabulation Sheet signed by ER Snell.
3. This contract does not change any of the terms in the existing contract, including the required completion date of July 23, 2021.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed by their duly authorized officers as of the day and year set forth next to each signature.

CITY OF TUCKER:

By:_____

Title:_____ CITY MANAGER

Name:_____ TAMI HANLIN

Date:_____

CONTRACTOR:

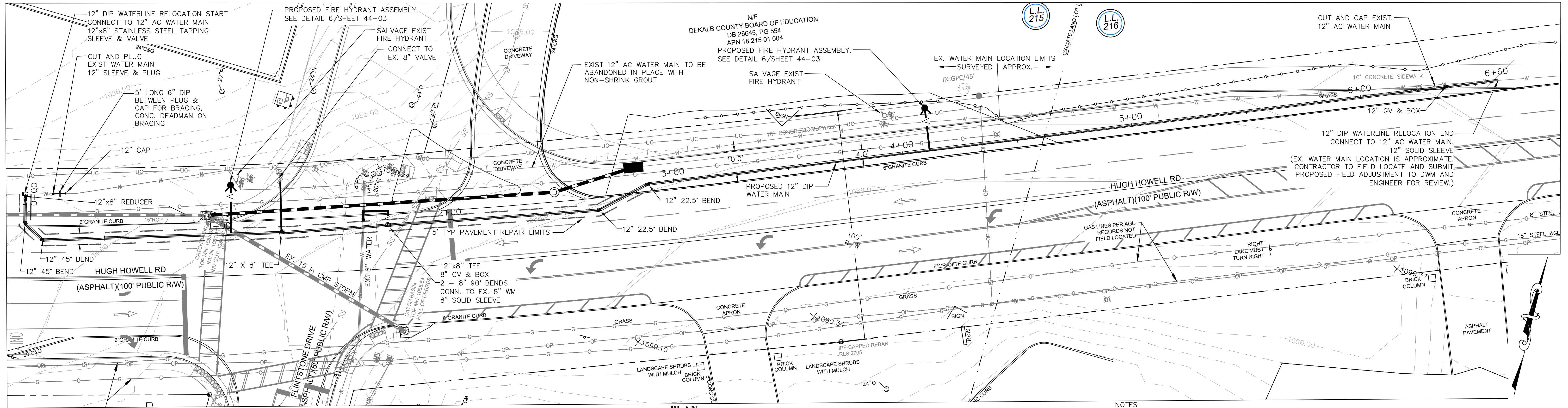
By:_____

Title:_____

Name:_____

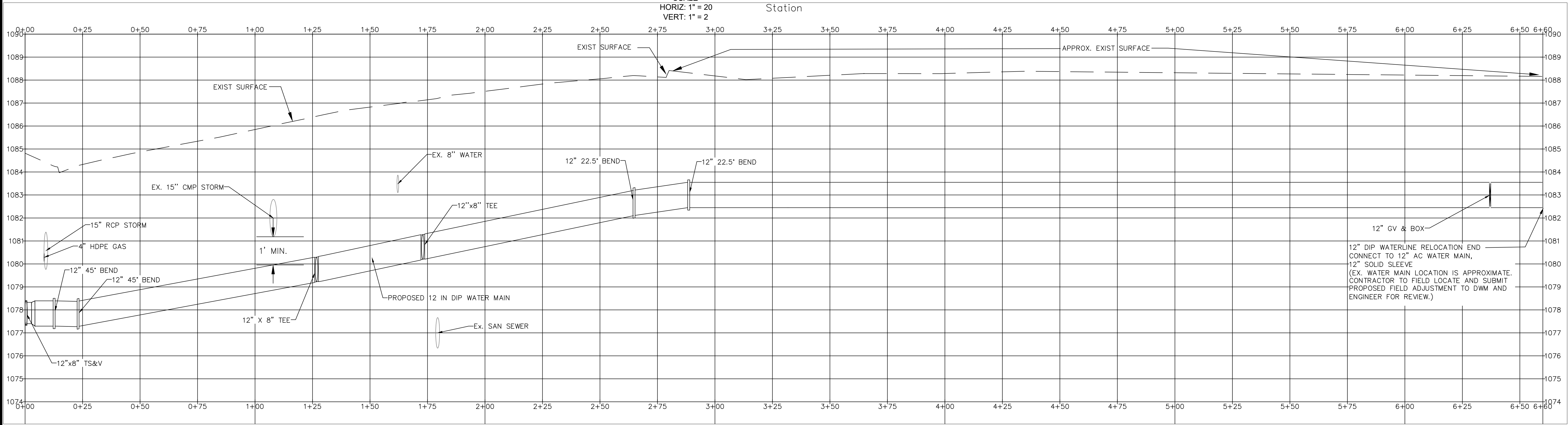
Date_____

Attest:_____
Bonnie Warne, City Clerk (Seal)



PLAN
SCALE: 1" = 20'
PROFILE
SCALE
HORIZ: 1" = 20'
VERT: 1" = 2'

- NOTES
1. THE SPEED LIMIT ALONG HUGH HOWELL ROAD (SR 236) IS 45 MPH.
 2. PAVEMENT CUT FOR TRENCH TO BE 5 FEET MAXIMUM FOR TOTAL LENGTH OF 12" DIP INSTALLATION IN OUTSIDE WESTBOUND LANE.
 3. ALL DUCTILE IRON PIPING, FITTINGS, AND VALVES SHALL HAVE RESTRAINED JOINTS.



100% SUBMITTAL

ATKINS

1600 Riveredge Parkway, Suite 700
Atlanta, Ga 30328
P: 770-933-0280



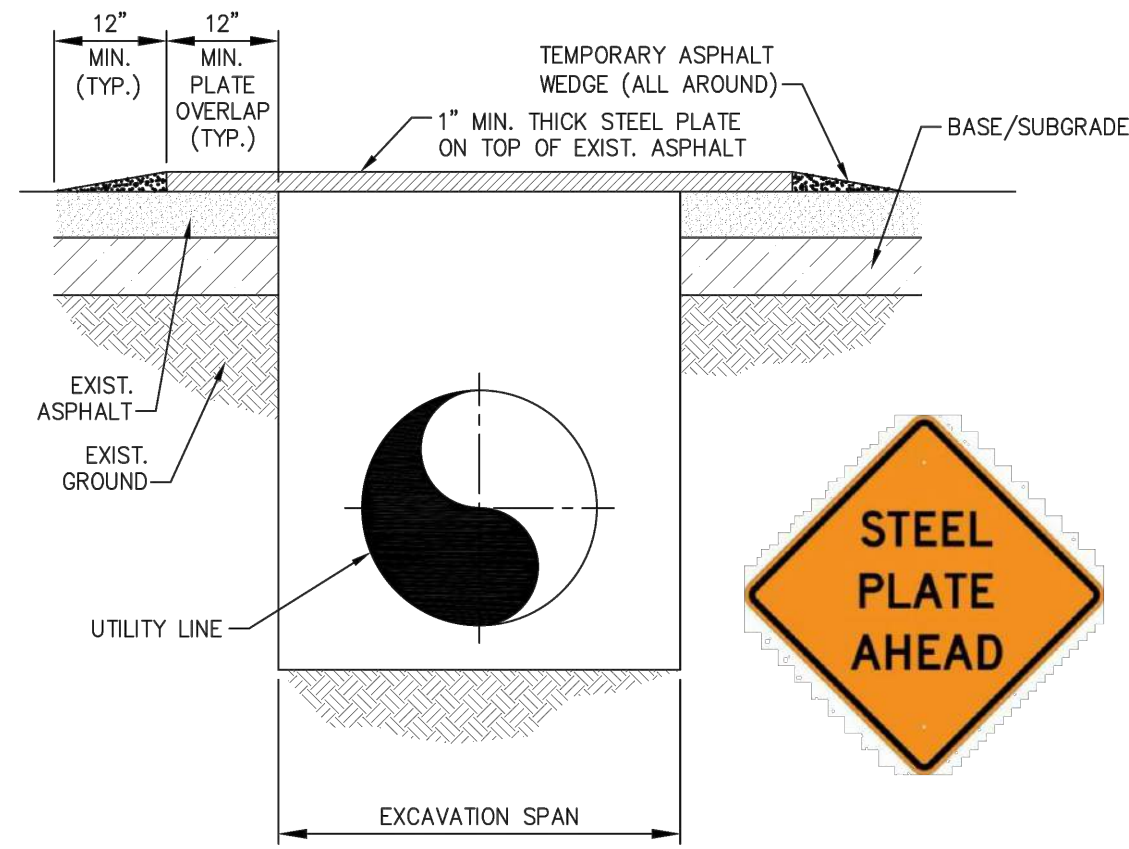
REVISION DATES		
REV	DATE	BY

DEKALB COUNTY
FLINTSTONE DR

PLAN AND PROFILE
STA 0+00 TO STA 6+60

DRAWING No.
44-01

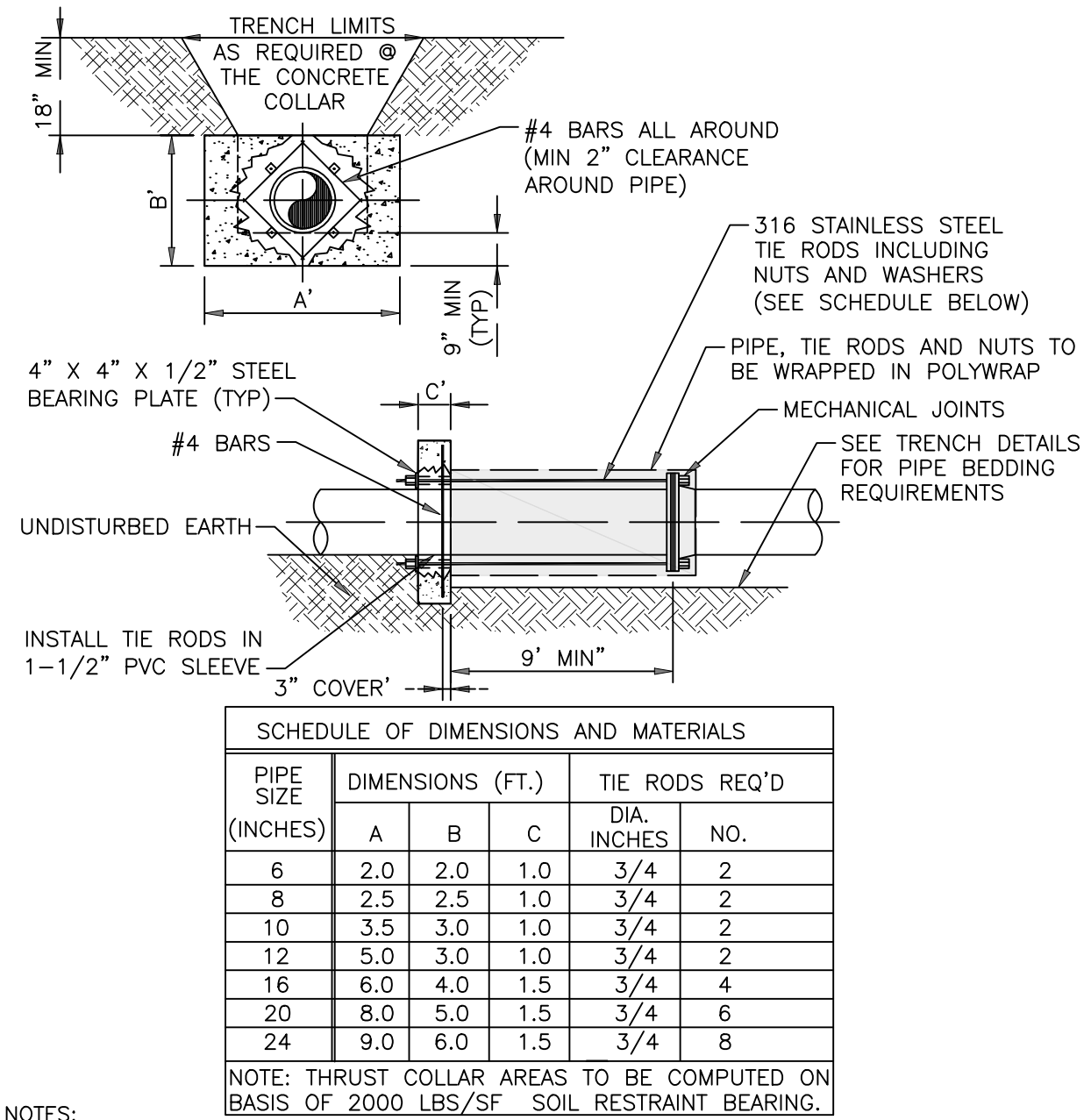
Plotted April 07, 2021 11:54am



- NOTES:
1. INSTALLATION SHALL BE USED IN AREAS WHERE BACKFILLING OPERATIONS OF AN EXCAVATION IN THE ROADWAY CANNOT MEET THE MINIMUM COMPACTION REQUIREMENTS AND PERMANENT PATCHING PLACEMENT WITHIN THE SAME DAY.
 2. ALL EXCAVATIONS SHALL BE BACKFILLED WITHIN THE ROADWAY.
 3. EACH PLATE IS TO OVERLAP EXISTING PAVEMENT 12" MINIMUM IN EVERY DIRECTION AND MULTIPLE PLATES SHALL ABUT AND BE SECURED TO EACH OTHER.
 4. EACH STEEL PLATE SHALL BE ANCHORED SECURELY TO PREVENT MOVEMENT.
 5. TEMPORARY PAVING WITH A COLD ASPHALT MIX OR APPROVED EQUAL SHALL BE USED TO FEATHER EDGES OF THE PLATE TO FORM A WEDGED TAPER TO COVER THE EDGES OF THE STEEL PLATE.
 6. THE STEEL PLATE SHALL BE REMOVED WITHIN 30 DAYS OF PLACEMENT WITH THE EXCAVATION MEETING THE MINIMUM COMPACTION REQUIREMENTS AND PERMANENT PATCHING INSTALLED.
 7. ANY DITCH LINE NEEDING A STEEL PLATE LONGER THAN 30 DAYS SHALL REQUIRE DCDWM'S WRITTEN APPROVAL.
 8. WARNING SIGNS ADVISING MOTORIST THAT THEY SHOULD EXPECT TO ENCOUNTER STEEL PLATES SHALL BE PLACED APPROXIMATELY 100 FEET IN ADVANCE OF THE STEEL PLATE LOCATION. THE SIGNS SHALL MEET MUTCD SIGN SIZE REQUIREMENTS, SHALL STATE STEEL PLATE AHEAD, AND SHALL BE VISIBLE TO THE MOTORIST.

STEEL PLATE INSTALLATION DETAIL

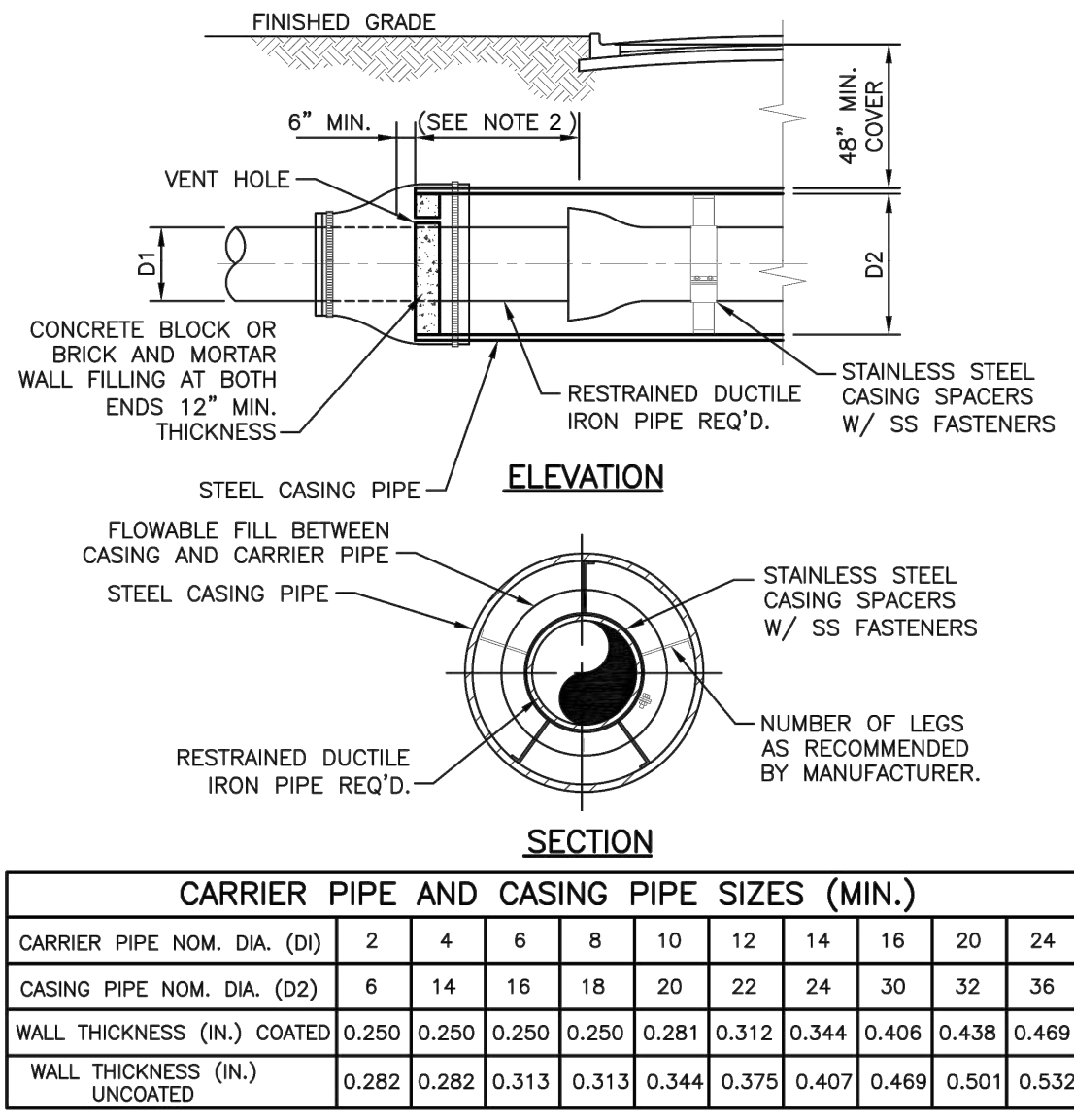
NTS **1**



- NOTES:
1. ADDITIONAL REINFORCEMENTS SHALL BE AS SPECIFIED BY THE ENGINEER.
 2. MINIMUM COMPRESSIVE STRENGTH FOR CONCRETE SHALL BE 3000 PSI.
 3. BEDDING, BACKFILL AND COMPACTION SHALL BE AS SPECIFIED ELSEWHERE IN THE STANDARDS.
 4. ALL FORM BOARDS SHALL BE REMOVED PRIOR TO BACKFILL.
 5. NO ALLOWANCE SHALL BE MADE FOR FRICTION BETWEEN THE PIPE WALL AND THE THRUST COLLAR.
 6. DESIGN PRESSURE: 150 PSI.
 7. PIPE SIZE GREATER THAN 24" DIAMETER SHALL HAVE THRUST RESTRAINT DESIGNED BY A REGISTERED P.E.

THRUST RESTRAINT 15 PSI TIE-ROD DETAIL

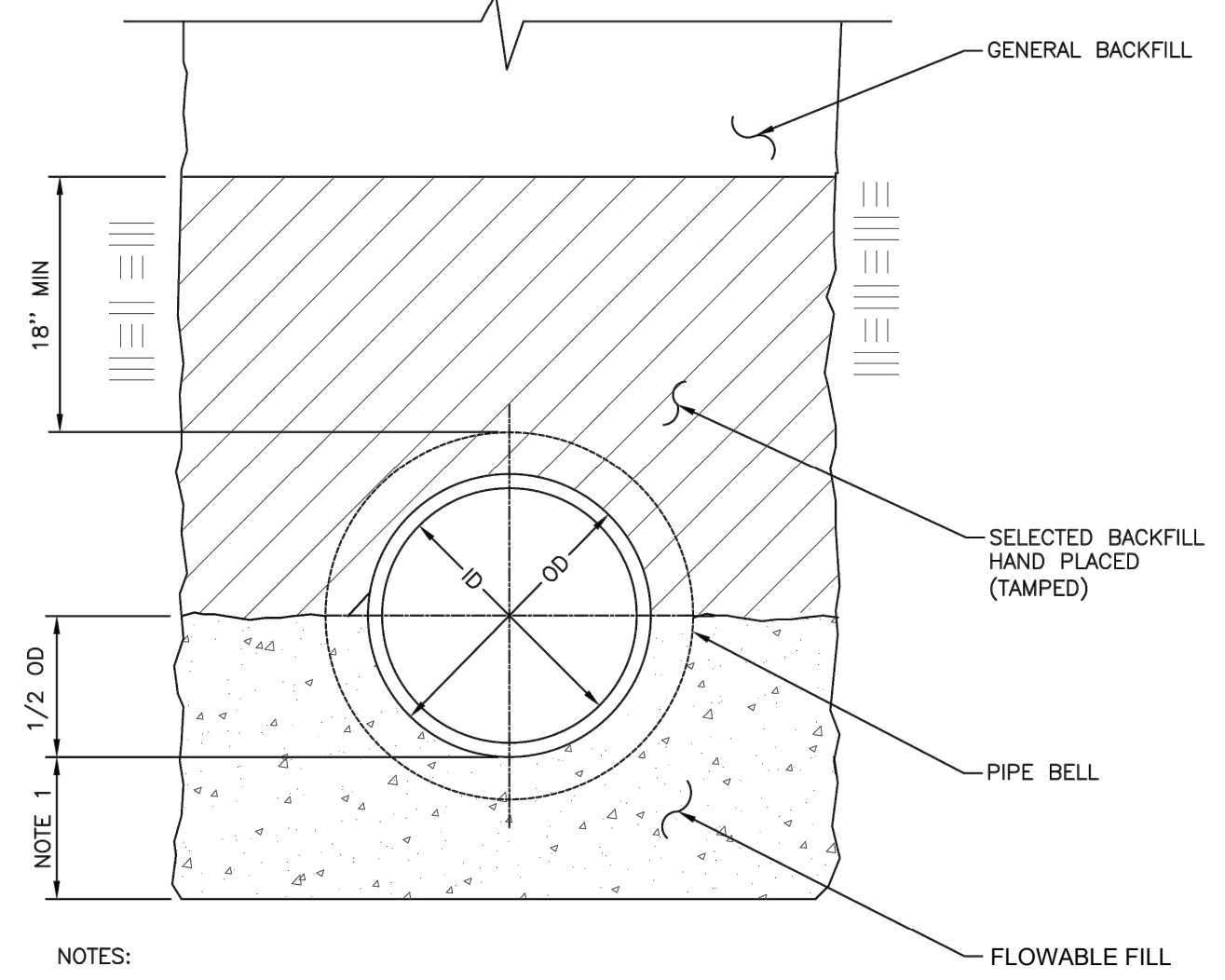
NTS **2**



- NOTES:
1. STAINLESS STEEL CASING SPACERS ARE REQUIRED AS SHOWN.
 2. WHERE PRACTICAL, CASING SHALL EXTEND A MIN. OF 10'-0" BEYOND EDGE OF PAVEMENT OR LONGER AS REQUIRED BY LOCAL PERMITTING AGENCIES.
 3. A MINIMUM OF 3 CASING SPACERS PER JOINT OF INSTALLED CARRIER PIPE SHALL BE PROVIDED.
 4. THIS DETAIL REMAINS APPLICABLE TO CARRIER PIPE AND CASING SIZES LARGER THAN SHOWN ON TABLE. SEE PLAN AND PROFILE SHEETS FOR CASING SIZE REQUIREMENTS.

CASING AND PIPE SUPPORT INSTALLATION

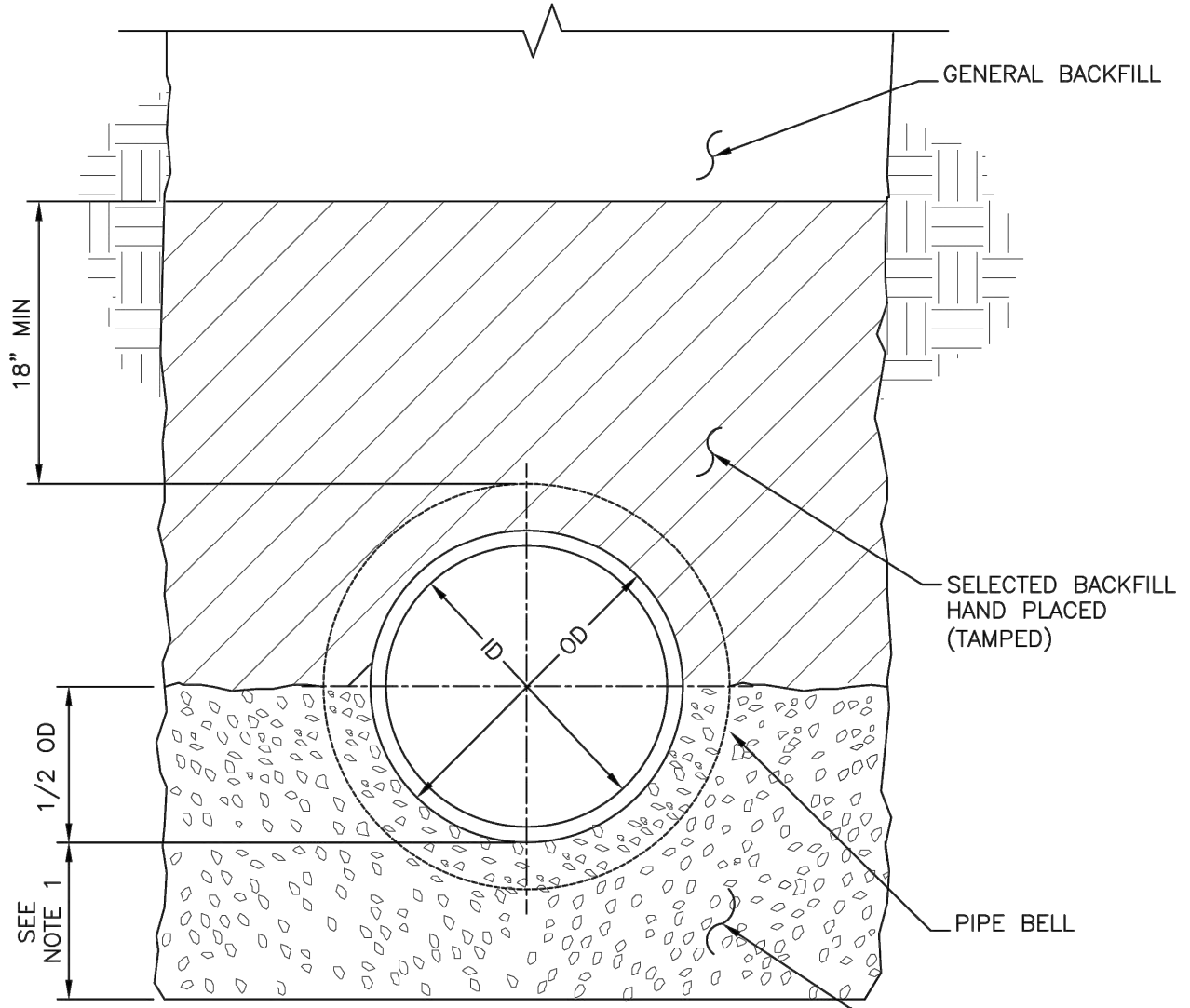
NTS **3**



- NOTES:
1. CONCRETE DEPTH BELOW PIPE:
 - a.) PIPE DIAMETER UP TO 12":
 - i.) EQUAL TO 1/2 TIMES THE OUTSIDE DIAMETER (OD)
 - ii.) MINIMUM 6"
 - b.) PIPE DIAMETER GREATER THAN 12":
 - i.) EQUAL TO 1/4 TIMES THE OUTSIDE DIAMETER (OD)
 - ii.) MINIMUM 6"
 - c.) MAXIMUM 12"

CLASS "A" BEDDING

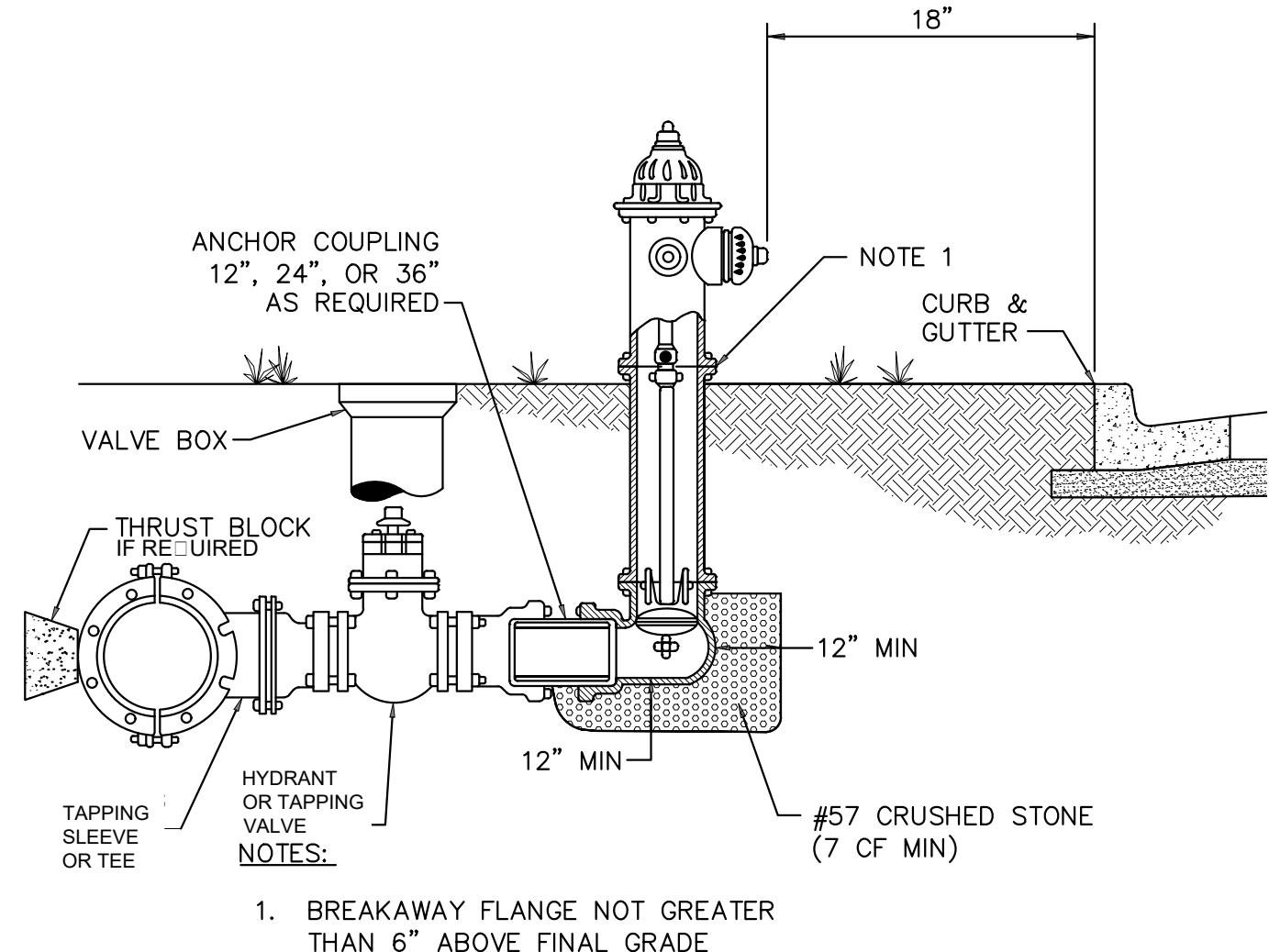
NTS **4**



- NOTES:
1. BEDDING DEPTH BELOW PIPE:
 - a.) PIPE DIAMETER UP TO 12":
 - i.) EQUAL TO 1/2 TIMES THE OUTSIDE DIAMETER (OD)
 - ii.) MINIMUM 4"
 - b.) PIPE DIAMETER GREATER THAN 12":
 - i.) EQUAL TO 1/4 TIMES THE OUTSIDE DIAMETER (OD)
 - ii.) MINIMUM 6"
 - c.) MAXIMUM 12"

CLASS "A" BEDDING

NTS **5**



TYPICAL FIRE HYDRANT DETAIL TAP INSTALLATION

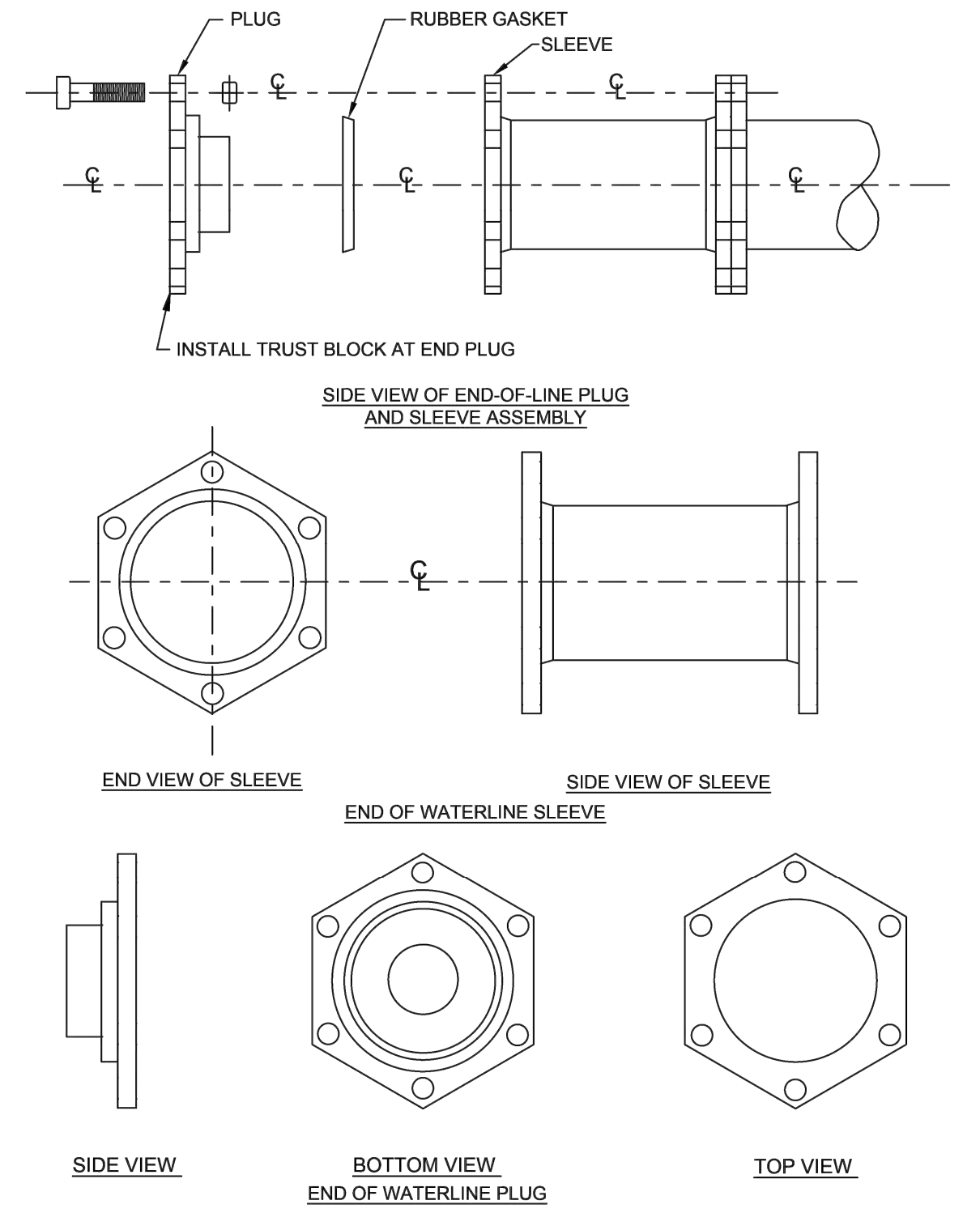
NTS **6**

- KEYNOTES:
1. EXISTING WATER MAIN
 2. SERVICE CONNECTION WET TAP BY DCDWM APPROVED CONTRACTOR
 3. GATE VALVE (TYP.)
 4. DOMESTIC WATER SERVICE METER
 5. DOMESTIC SERVICE BACKFLOW PREVENTION ASSEMBLY
 6. IRRIGATION BACKFLOW PREVENTION ASSEMBLY
 7. PUBLIC FIRE HYDRANT, (IF REQUIRED)
 8. FIRE SERVICE BACKFLOW PREVENTION ASSEMBLY
 9. IRRIGATION METER, (OPTIONAL AT ADDITIONAL SDC EXPENSE)
 10. RIGHT-OF-WAY LINE
 11. PERMANENT UTILITY EASEMENT, MINIMUM 5'-0" OUTSIDE OF FIRE SERVICE VAULT
 12. PRIVATE FDC OR HYDRANT MUST BE LOCATED ON THE CUSTOMER SIDE OF BACKFLOW DEVICE.



TYPICAL COMMERCIAL/ INDUSTRIAL SERVICE LAYOUT

NTS **7**



END OF LINE PLUG & SLEEVE ASSEMBLY

NTS **8**

100% SUBMITTAL

Plotted: April 06, 2021 5:23pm

ATKINS

1600 Riveredge Parkway, Suite 700
Atlanta, Ga 30328
P: 770-933-0280



REVISION DATES		
REV	DATE	BY

DEKALB COUNTY
FLINTSTONE DR

STANDARD DETAILS

DRAWING No.
44-03



MEMO

To: Honorable Mayor and City Council Members
From: Ken Hildebrandt
CC: Tami Hanlin, City Manager
Date: April 12, 2021
RE: Resolution to Adopt the Tucker Summit CID Freight Cluster Plan

Issue: Adoption of the revised Freight Cluster Plan

Recommendation:

Staff recommends the adoption of this resolution.

Background:

This plan was funded by the Atlanta Regional Commission with the objective of implementing transportation improvements to enhance the movement of freight throughout the Mountain Industrial Boulevard corridor and surrounding areas. A draft plan was presented at the October 26, 2020 Work Session by Larry Kaiser representing the Tucker Summit Community Improvement District, and Wade Carroll with Metro Analytics. Revisions were presented at the March 22, 2021 Work Session.

Summary:

The Freight Cluster Plan has analyzed the existing MIB corridor and developed a strategy to implement improvements to improve the transportation efficiency of freight. The plan has sections including a Work Program Development, Short-Term Roadway Projects, Short-Term Pedestrian Projects, and Long-Term Strategies. The adoption of this resolution will enable the TSCID and the City to implement projects as funding allows, and pursue federal / state funding as opportunities develop.

Financial Impact:

There is no financial commitment at this time. As projects develop there will be potential funding partnerships between the City of Tucker, Tucker Summit CID, and the Georgia Department of Transportation for multiple transportation Improvements.

**A RESOLUTION TO ADOPT THE TUCKER SUMMIT
COMMUNITY IMPROVEMENT DISTRICT FREIGHT CLUSTER PLAN**

WHEREAS, the Mayor and Council of the City of Tucker are authorized by the City Charter to adopt rules to govern the governance of its business; and

WHEREAS, the Mayor and Council desire to further the goals of the Atlanta Regional Commission's goals by improving freight mobility throughout the Metro Atlanta area;

WHEREAS, communities that complete and update a freight study are eligible to apply for transportation project funding that support the goals of the study in furthering an increasingly economically vibrant and connected community;

WHEREAS, the Tucker Summit Community Improvement District Freight Cluster Plan includes a unified list of projects and policy recommendations relevant to freight, vehicular and pedestrian infrastructure improvements.

NOW THEREFORE BE IT RESOLVED, by the Mayor and Council of the City of Tucker while at a regular meeting on April 12th, 2021, the attached, Exhibit A, Tucker Summit Community Improvement District Freight Cluster Plan, is approved and adopted.

SO RESOLVED, this the 12th day of April 2021.

Approved by:

Frank Auman, Mayor

Attest:

Bonnie Warne, City Clerk

SEAL

TUCKER SUMMIT COMMUNITY IMPROVEMENT DISTRICT FREIGHT CLUSTER PLAN Recommendations Report

March 23, 2021

PREPARED FOR:



PREPARED BY:



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1 Overview of Report

1.1 Purpose of Report

The purpose of the Recommendations Report is to provide a summary of the Tucker Summit Community Improvement District's (TSCID) Freight Cluster Plan (FCP). This report describes how recommended projects, policies, and actions were developed, evaluated, and prioritized. The process began with the development of a project management plan and statement of the FCP's vision, goals, and objectives. Once those pieces were in place, a robust community engagement and best practices review quickly followed. The next steps included the creation of an *Inventory and Assessment* and *Traffic Study Reports*. Then a fiscally constrained short-term action plan and fiscally unconstrained long-term vision project list were built upon the information gathered. This report documents the FCP's process, evaluation, and future project priorities.

1.2 Organization of Report

As such, the remainder of this report is organized as follows:

- Chapter 2 – An overview and summary of results from various outreach activities conducted throughout the TSCID FCP. Some of the activities completed include Steering Committee Meetings, Trucker Interviews, Cargo Oriented Demand (COD) Workshops, and other activities. The chapter also includes a summary of major takeaways from the outreach exercises.
- Chapter 3 – A summary of major analytical findings from the *Inventory and Assessment Report*, including needs of roadways, land use and development, freight routing, transit workforce access, and bicycle and pedestrian.
- Chapter 4 – An overview of previously identified projects and policy recommendations including roadway, bridge and safety, resurfacing, land use and development, transit initiatives, and bicycle and pedestrian improvements.
- Chapter 5 – A description of proposed new and modified projects identified during the development of the TSCID FCP. Projects include roadway improvements, operational improvements, transit initiatives, and policies.
- Chapter 6 – This chapter reviews the vision, goals, and objectives developed early in the TSCID FCP. It presents a prioritization framework for new roadway and capacity projects, operation improvements, bridge projects, and resurfacing projects.
- Chapter 7 – This chapter identifies potential project costs. It also identifies potential project funding sources such as federal, state, county, and local.
- Chapter 8 – This chapter provides a prioritized short-term fiscally constrained project list which identifies roadway and pedestrian studies and improvements. It also includes potential strategies and policies for land use and development, transit, and workforce access.
- Chapter 9 – This chapter provides long-term vision fiscally unconstrained projects, studies, and strategies. These include goals for increased roadway capacity, operations, and safety. It also includes potential strategies and policies for transit and workforce access, land use, and development.

2 Outreach Activities

A variety of outreach activities were completed as part of the TSCID FCP. A Stakeholder and Outreach Engagement Strategy was prepared. The sections below include descriptions and summaries of those activities. Major activities completed include the selection of a Steering Committee, multiple Steering Committee meetings, stakeholder interviews, and surveys. The outreach also included periodic briefings to the TSCID Board of Directors.

2.1 Steering Committee

During the kickoff of this plan a Steering Committee was formed that included a diverse group of participants including TSCID staff, property owners, local government, freight providers and business owners. Representatives from the following public organizations were invited to participate in the Steering Committee Meetings:

- Georgia Department of Transportation (GDOT)
- Atlanta Regional Commission (ARC)
- City of Tucker
- DeKalb County
- Gwinnett County
- Gateway 85 Community Improvement District
- Lilburn Community Improvement District

Representatives from the following public and private organizations were also invited to participate in the Steering Committee process:

- Metro Atlanta Chamber of Commerce
- Georgia Motor Trucking Association
- UPS
- CSX
- City of Tucker Police Department
- Marten Transport, Ltd.
- Ram Tool
- Macy's
- International Paper Company
- Flowers Baking Company
- Cox Enterprises, Inc.
- Pepsi Beverages Company
- American Medical Response of Georgia, Inc.
- House of Cheatham, Inc.
- Southern Region Distribution Services, LLC
- Comcast/Xfinity

The Steering Committee met four times and provided input on the needs and recommendations for the FCP. While these meetings were intended to be held as in-person events, the final three meetings had to be held virtually due to the COVID-19 pandemic. A list of the meeting dates and a short description of the purpose of each meeting is included below:

- **Steering Committee Meeting #1 – February 4, 2020 @ 11:30 a.m. (Stone Ridge Event Center)** – This meeting began with an introduction of the FCP and the project team. Then the team provided a timeline for events and presentation of the FCP’s overview. Following the presentation, an input session was held. Attendees were asked to provide input on what they would like to see the plan accomplish, industries to attract, and any additional feedback beneficial to the FCP process.
- **Steering Committee Meeting #2 – April 8, 2020 @ 1:30 p.m. (Virtual via Zoom)** – The second meeting agenda included the status of deliverables such as the Outreach Activities, *Best Practices Report*, and *Inventory and Assessment Report*. Further, topics discussed included general TSCID travel characteristics, and an overview of the area’s land use and development analysis. The Steering Committee participants input was requested following the presentation. Several questions regarding congestion, safety issues, potential improvements, truck parking, and overall development vision were addressed during the input session.
- **Steering Committee Meeting #3 – July 1, 2020 @ 1:30 p.m. (Virtual via Zoom)** – The third Steering Committee Meeting began with an update of current deliverables in progress followed by a presentation. The presentation included an update on Outreach Activities, findings of the *Inventory and Assessment Report*, and the methodology and findings of the *Traffic Study Report*. The meeting discussions focused on a review of land use and market strategies, short-term projects, and long-term projects. Input was gathered from participants during the meeting and through an online mapping tool.
- **Steering Committee Meeting #4 – September 15, 2020 @ 2:00 p.m. (Virtual via Zoom)** – The fourth meeting began with the status of current deliverables including project recommendations. A presentation of the Draft Short-term and Long-term Plan was given to the attendees. This presentation included land use and multimodal recommendations, the short-term and long-term project lists. An input session was held following the presentation which focused on the proposed project lists. The meeting was attended by 40 people.

The minutes for each of the Steering Committee meetings are provided in Appendix A.

Major input highlights from the Steering Committee Meetings include:

- The purpose of the FCP should be to identify projects that can be implemented.
- TSCID’s FCP should work cohesively with the Statewide Freight Plan which provides policy strategies but does not drill down to local roadways such as Mountain Industrial Boulevard.
- Group confirmed local planning efforts such as the TSCID FCP are necessary because it is also not included at the regional planning level.
- The need for short-term operational improvements should be prioritized over long-range visionary improvements.

- Several potential safety and operational improvements were suggested by outreach participants at locations throughout the TSCID.
- Coordination between the TSCID, City of Tucker, and DeKalb County will help provide productive results for future growth and mobility.
- Potential transit operations, such as Bus Rapid Transit (BRT) may be coming to the area soon and should be considered during planning for this corridor.
- Alternative funding sources should be considered during the development of this plan.
- Truck parking and staging availability is an issue to be addressed.
- The addition of an Amazon facility east of the study area will significantly increase traffic.
- Causes of congestion in the areas were identified as improper signal phasing, lack of alternative routes, volume of cars, distracted driving, need for flexible work schedules, left-turn movements out of drives, and the Mountain Industrial Boulevard and US 78 interchange.
- Problem intersections include: Jimmy Carter Boulevard and Singleton Road, Mountain Industrial Boulevard and Hugh Howell Road, Mountain Industrial Boulevard and US 78, Jimmy Carter Boulevard and US 29, Mountain Industrial Boulevard and Lewis Road.
- Problem driveways include Sam's Club, Convenient Store at Mountain Industrial Boulevard and E. Ponce de Leon Avenue, QT, and Stone Mountain Inn.
- Improvements stakeholders would like to see included: median along Mountain Industrial Boulevard, signal phasing coordination, roundabouts, turning radius improvements, adaptive signals along Mountain Industrial Boulevard, Tucker Industrial Road extension across US 78 with half diamond interchange, connected vehicle technology, and shared truck parking.
- Barriers to redevelopment of the TSCID include funding, permit issues, and worker access.
- Stakeholders identified potential mixed-use areas along Hugh Howell and Lawrenceville Highway.

2.2 Interviews

A total of 15 stakeholder interviews were conducted with companies and agencies who have an interest in the process and outcomes of the FCP. The interviews included both public and private sector.

Interviewees included:

Private Sector

- Flowers Bakery
- Graphic Packaging
- Clean Harbors Environmental
- Friends of Disabled Adults and Children (FODAC)
- Green Ranger
- House of Cheatham
- Church of Latter-Day Saints
- Macy's
- PepsiCo
- Sempert Transportation
- UPS

- ITW Pro Brands
- Thermopac

Public Sector

- City of Tucker
- DeKalb County

The purpose of the interviews was to gather input on:

- Freight-related transportation challenges being experienced.
- How their facilities operate, trends in the logistics and supply chain industry that are impacting the interviewee's business.
- Improvements the interviewee believed could make a difference.

A questionnaire was created to obtain feedback on current and future freight transportation in the area. This report represents common themes that highlight shared issues among interviewees and includes feedback on origin and destination and staging and trucking needs.

2.2.1 Origin and Destination

This section highlights questions and answers asked during the interviews regarding origins and destinations of trips.

- **Where do your incoming trucks typically come from?**
 - Logistics centers in Norcross, Covington, and Chamblee
 - Distribution centers in Macon, Augusta, and Rome
 - Port of Savannah
 - North Carolina, South Carolina, and Florida
- **What major roadways are typically used to access and depart from your businesses?**
 - US 78, Mountain Industrial Boulevard, Jimmy Carter Boulevard, E. Ponce de Leon Avenue, Hugh Howell Road, Flintstone Drive, Lawrenceville Highway, and Tucker Industrial Road (All via I-20, I-75/85, GA 400, I-285)
 - Local roads within industrial park areas include Lewis Road, Roadhaven Road, Stone Ridge Drive, Rock Mountain Road, and Goldsmith Street
- **What are the destinations for the trucks that leave your facility?**
 - Retail areas around the Atlanta region (mainly DeKalb and Fulton Counties)
 - Logistics centers in Doraville, Covington, and Suwannee
 - Macon, Augusta, Rome, Brunswick, and Port of Savannah
 - North Carolina, South Carolina, Alabama, Florida, Virginia, and New Jersey
 - Cross-country including California, Indiana, Illinois, Texas, and Arkansas

2.2.2 Truck Parking/Staging

This section highlights questions and answers asked during the interviews regarding truck parking and staging.

- **What areas of the TSCID are in most need of staging areas for trucks?**
 - Lewis Road, Roadhaven Road, and Stone Ridge Drive
- **Is there demand for overnight parking in the district? If so, where?**
 - Yes, there is demand for overnight parking
 - Near 78 and Mountain Industrial Boulevard
 - Rock Mountain Road near E. Ponce de Leon Avenue

2.2.3 Other Common Themes

Other common themes identified through the interview process included the following:

- Most businesses operate a minimum of 5 days per week, from 10 to 24 hours per day.
- Most businesses used truck only; three exceptions – one primarily ships by rail and air; two others transport by truck to ports for international shipping.
- Inadequate turning radius was the most commonly mentioned difficulty.
- Other challenges include lack of parking and/or staging areas; traffic congestion, especially along Mountain Industrial Boulevard, US 78, Ponce de Leon Avenue, and I-285
- Scheduling sometimes negatively affected by the Georgia Department of Public Safety driving hours restrictions¹.
- Recommended improvements include – future transportation designs include wider radii that accommodate modern truck wheelbase; new warehouse space should incorporate truck overnight parking.
- Potential for partnerships – coordination between private sector and government agencies; partnerships between private companies to coordinate scheduling to lessen congestion; coordination with government agencies on growth plans, construction, zoning, transportation improvements, etc. (A specific example of such a partnership would be UPS coordinating with Amazon on scheduling delivery time. It should also be noted that one of TSCIDs core missions is to develop partnerships with local businesses and government.)
- Worker transportation – Most respondents said workers use private vehicles, with few using transit. Of those employees utilizing transit, pedestrian safety accessing the transit stops is a concern. Two respondents work with MARTA on incentives; one uses the Georgia Commute Options program.
- Trends indicate that more training will be needed (CDL licensing, warehouse operations, use of navigation tools) to ensure an adequate workforce
- Dedicated truck routes will help, along with better signage, signalization, and synchronization of traffic lights.
- Navigation databases need to be updated to include more Tucker data.
- To attract millennials, the area will need infrastructure improvements such as up-to-the minute information for drivers, development of walkable amenity rich areas, and better and more accessible transit service.

¹ <http://dps.georgia.gov/document/publication/hours-service-rules/download>

- All respondents anticipate Amazon’s new facility nearby to the east of the TSCID will create greater congestion and competition for workers; one respondent indicated that the move would revitalize the area along with other planned construction.

Government agency responses during the interviews included:

- Concern that growth will continue to outpace the ability to expand infrastructure and upgrade transportation systems.
- Greater coordination is needed between agencies involved in zoning, permitting, construction, and transportation services.
- Private sector can help with beautification and landscape maintenance.
- The appeal of the TSCID area is growing, mainly because of proximity to Atlanta, still a desirable region for businesses; lots of potential for mixed use commercial and residential, less industrial.
- Private and public sectors should work together on economic development planning.
- Workforce development training is needed; should explore outreach to local schools.

2.3 Other Outreach Activities

In addition to the Steering Committee Meetings and Stakeholder Interviews, a few other outreach activities were conducted during the development of the TSCID FCP. Trucker surveys were conducted within the TSCID boundaries. A public website was maintained, and an online survey was also conducted during the development of this plan.

2.3.1 Trucker Surveys

An important element of the outreach process was creating an opportunity to receive feedback from truck drivers that serve businesses within the TSCID FCP study area. A questionnaire was created to obtain information that would inform the study process and document the transportation issues and challenges truck drivers face in the area. The original approach to conduct the questionnaire was to identify businesses within the industrial area that would allow for onsite intercept opportunities directly with drivers. Due to the COVID-19 restrictions however, that process was abandoned. The surveyors (who are retired truck drivers) suggested an intercept process using the Citizens Band (CB) radio technology. Using the CB radio, surveyors were able to reach 26 truck drivers, and many of them allowed the questionnaire to be shared in person while staging within the study area.

The participating companies included: Status, 1Load Express, Caspi, Premier, G & G Global, Fat Rabbit Express, Roadmaster Transportation, Lazer Spot, Cross Country, New Market Equipment, Detroit Express, Beacon Roofing, Valles Trucking, Red Classic, MAPF Logistics, IBT, Old Dominion, Brown Trucking, and Capable Express

Responses to the truck driver surveys indicated that drivers were primarily fleet or independent. Of those drivers, 8 were local and 18 were long-distance drivers. Challenges faced while driving in the TSCID were congestion, small curb radii, small parking lots, inadvertent destruction of grass and trees, and narrow roads. Location specific issues were identified by drivers at Mountain Industrial Boulevard and Lewis Road, US 78 and I-285, Mountain Industrial Boulevard and E. Ponce de Leon Avenue. The survey revealed that about 50% of respondents utilize off-peak delivery times (between 12 am and 6 am). Drivers identified the barriers to utilizing off-peak deliveries as lack of parking and lack of staff at

plants. Drivers also identified the following safety issues when driving in the area: trees close to the roadways, cars mixed with trucks, driveways in and out, narrow intersections and roads, speeding vehicles, and traffic operations. Drivers identified the following safety issues when parked or staging: no rest areas, poor lighting and security, insufficient parking and staging areas. When asked what improvements would benefit drivers and businesses in the TSCID, the common themes from drivers were wider turn lanes, wider roads, speed monitoring, additional lighting and signage, and more parking facilities.

2.3.2 Online Survey

In addition to the activities above, an online survey was designed to reach a larger audience of stakeholders targeting feedback on freight issues in the study area. The survey was extended to TSCID members, area businesses, and employees. A total of 37 surveys were completed. Survey respondents were a mix of employees and business owners. The respondents included freight buyers, distributors, manufacturers, logistics planners, dispatch personnel, drivers, and administrators. Drivers and administrators accounted for about 52% of respondents. The following themes were mentioned by respondents:

- Biggest challenges facing the area are traffic volumes, congestion, and poor road conditions.
- Drivers commuting to work are primarily in individual vehicles.
- Priorities should include more transit, access, and rail crossings.
- Most respondents worked from 9am – 5pm.
- Biggest safety concerns included speeding, lack of rest areas, security, unsafe lane changes, jaywalking, and poor visibility.
- Most drivers do not use traffic apps during the daily commute.
- Mountain Industrial Boulevard and US 78 is the most challenging intersection in the area.
- Respondents felt road widenings would benefit businesses the most.
- Illegal truck parking should be ticketed.

2.3.3 Website

A public website was maintained throughout the development of this plan. General information, documentation, maps, and online surveys were available on the site.

2.4 Summary of Outreach

Several common themes were identified throughout the outreach process during the development of this plan. Key takeaways from the outreach activities are:

- The TSCID suffers from congestion and safety issues caused by improper signal phasing, lack of alternative routes, volume of cars, distracted driving, need for flexible work schedules, left-turn movements out of drives, and the Mountain Industrial Boulevard and US 78 interchange.
- An overall development vision should be identified for the corridor.
- Projects proposed should be those that will result in implementation.
- Short-term and long-term project coordination should be made at all levels of government.
- Proposed plans and projects should include a potential future transit plan for the area.

- Alternative funding sources should be considered to implement projects.
- Truck parking and staging needs should be considered as part of any plan.
- Problem intersections noted by participants include: Jimmy Carter Boulevard and Singleton Road (outside the TSCID), Mountain Industrial Boulevard and Hugh Howell Road, Mountain Industrial Boulevard and US 78, Jimmy Carter Boulevard and Lawrenceville Highway, Mountain Industrial Boulevard and Lewis Road.
- Access management throughout the corridor should be considered in this plan.
- Mountain Industrial Boulevard is the primary route in the TSCID for ingress and egress to local businesses.
- Origins for freight primarily include the Atlanta Region, but also the Port of Savannah and out of state goods.
- Destinations for freight out of the TSCID are primarily the Atlanta Region, but can be going as far away as California.
- Most businesses utilize trucks for freight movements rather than air or rail.
- Inadequate turning radii was the most mentioned difficulty in the area.
- Transportation for workers to get to work is needed in the area.
- The new Amazon facility along with other new facilities could create a lot more traffic in the TSCID.

3 Major Analytical Findings from FCP

The following chapter represents the major findings from the TSCID FCP *Inventory and Assessment Report* as they relate to freight mobility and industrial development. For ease of review, these findings have been organized by the subject matter presented below:

- Roadway Needs
- Land Use and Development Needs
- Freight Routing Needs
- Workforce Access Needs

3.1 Roadway Needs

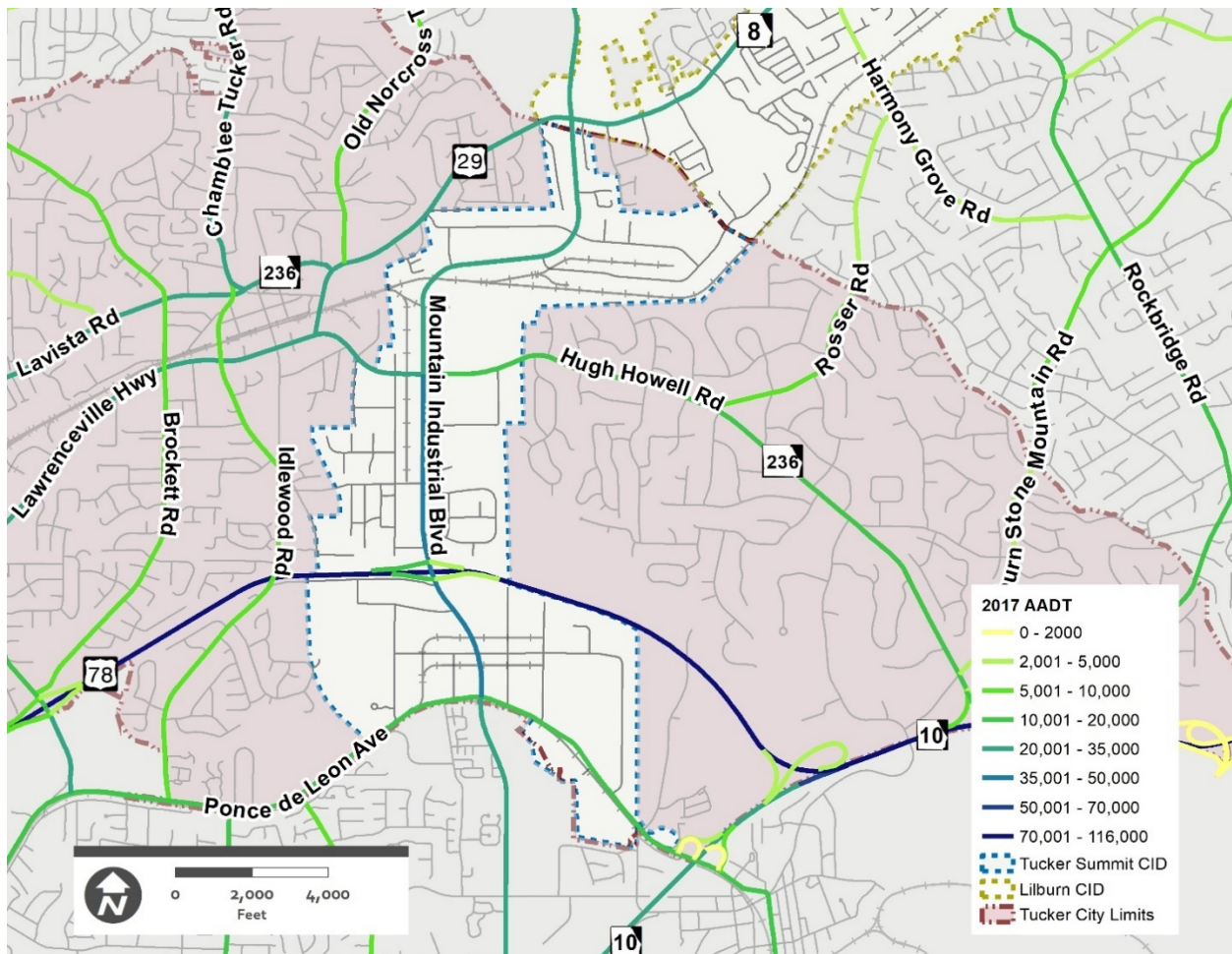
The following sections discuss the results found during analysis of study area roadways. Topics include capacity, operations, safety, resurfacing, bridges, and system resiliency.

3.1.1 Capacity

Analysis from the *Inventory and Assessment Report* indicates that, based on total daily volume as shown below in Figure 1, the worst congestion within the TSCID is observed along Mountain Industrial Boulevard. Particularly, the section between Hugh Howell Road and US 78 experiences a Level of Service (LOS) F as shown below in Figure 2. Within the TSCID, US 78 operates in congested conditions, with ramps at Mountain Industrial Boulevard operating at a LOS E and F. Future volumes from the ARC Activity-Based Model shown in Figure 3, indicate that Mountain Industrial Boulevard is projected to carry 39,800 to 67,100 vehicles per day by 2040. The highest projected volumes are anticipated between the junction with US 78 and Hammermill Road. The greatest growth in traffic is projected to be 29 to 31% north of S. Royal Atlanta Drive. Traffic is also projected to grow 23 to 25% between E. Ponce de Leon Avenue and Hugh Howell Road. Projected future LOS for the entire Mountain Industrial Boulevard within the TSCID show as Level E and F as shown in Figure 4 below.

Recent GDOT traffic counts also determined that within the study area, US 78 carries the highest volume of trucks and serves as a critical truck route to freight-oriented businesses in the TSCID. While US 78 carries the most trucks, Mountain Industrial Boulevard also carries a significant amount of trucks through the study area. It carries 1,990 average daily trucks south of S. Royal Atlanta Drive, as shown in Figure 5. The analysis also revealed that local roads off Mountain Industrial Boulevard, are heavily utilized by trucks accessing distribution centers and warehouses. These findings highlight the need for effective capacity improvements, optimization, and access management along Mountain industrial Boulevard.

Figure 1: Existing (2018) Roadway Volumes

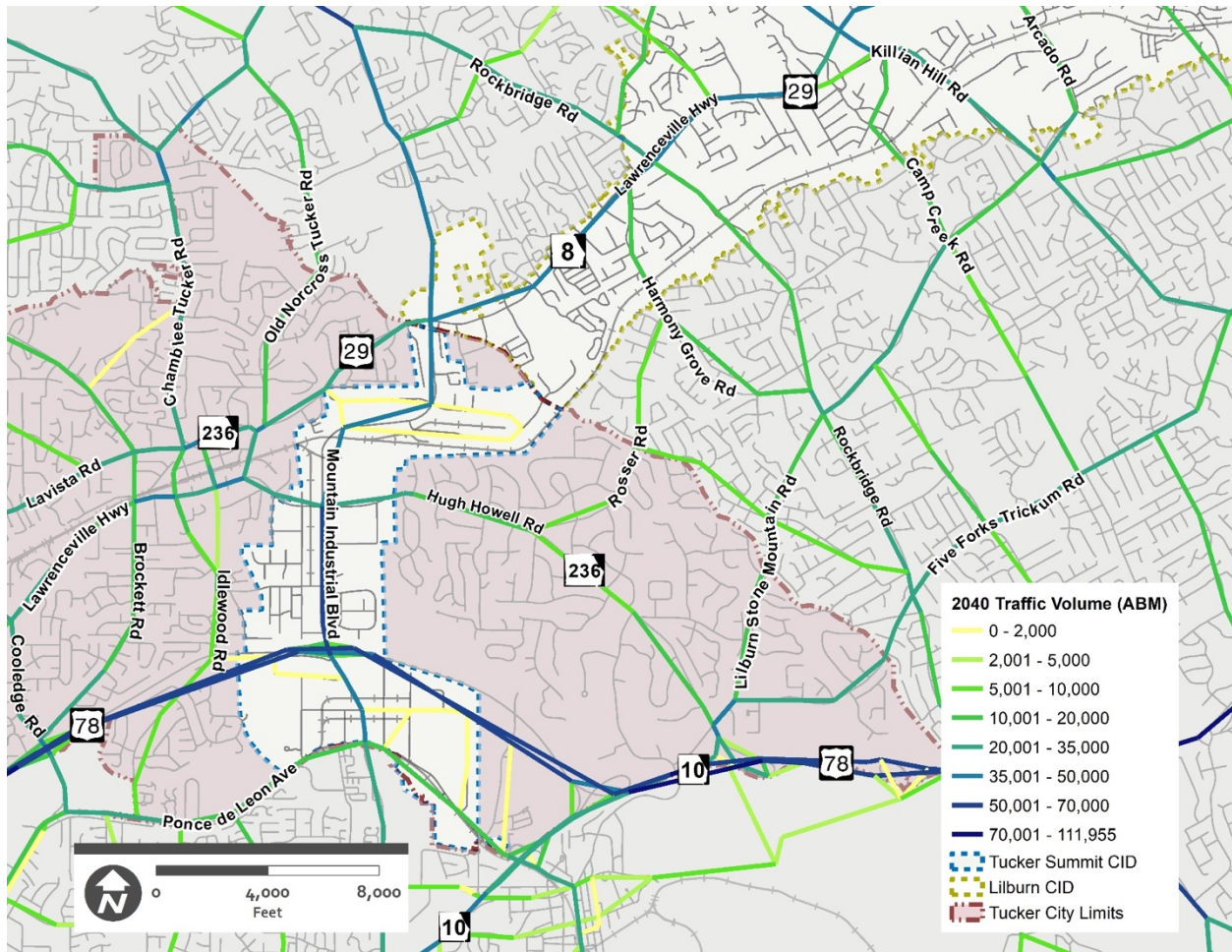


Source: GDOT²

² GDOT (2019). Traffic Counts. Retrieved from http://www.dot.ga.gov/DriveSmart/Data/Documents/Traffic_GeoDatabase.zip.

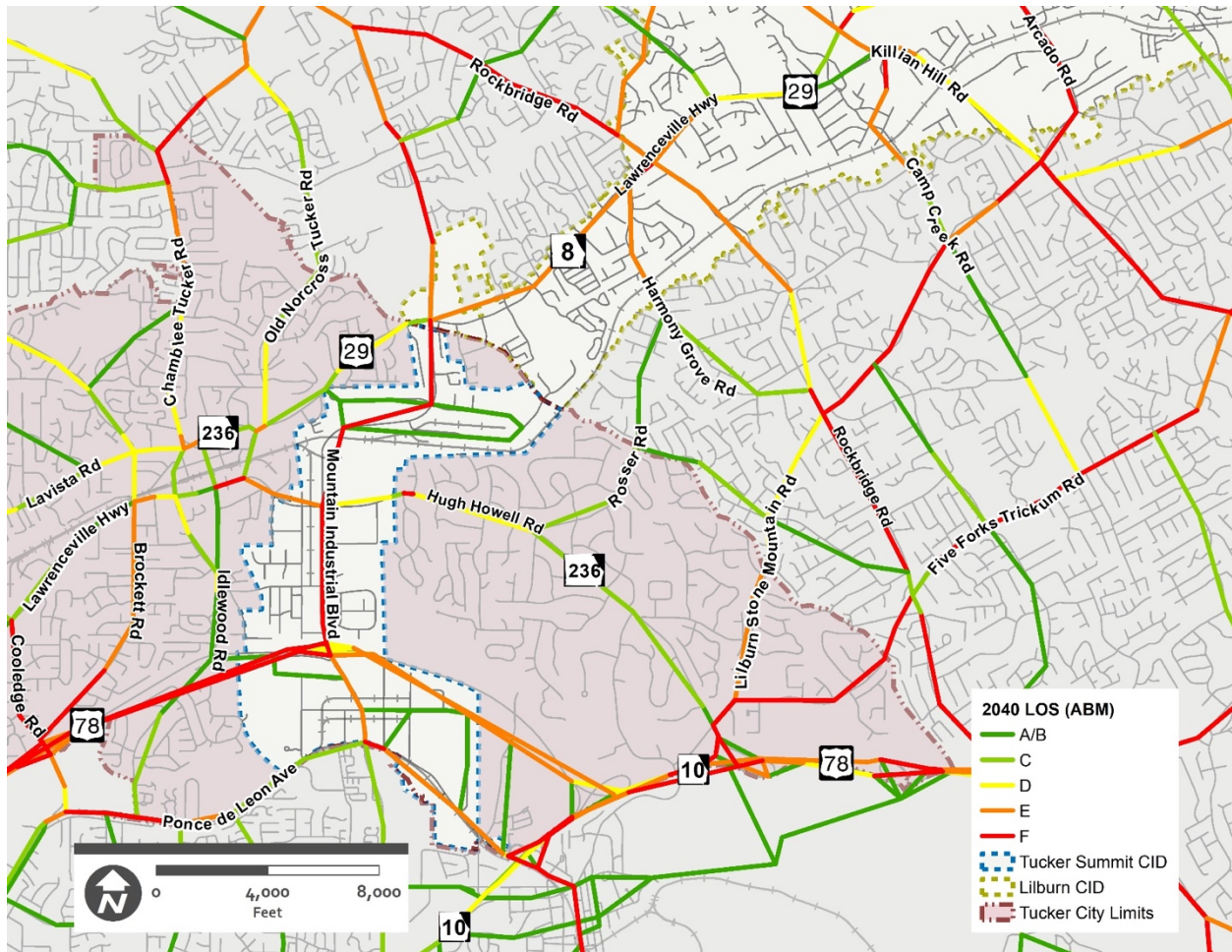
Source: ARC Activity-Based Model

Figure 3: Projected Roadway Volumes (2040)



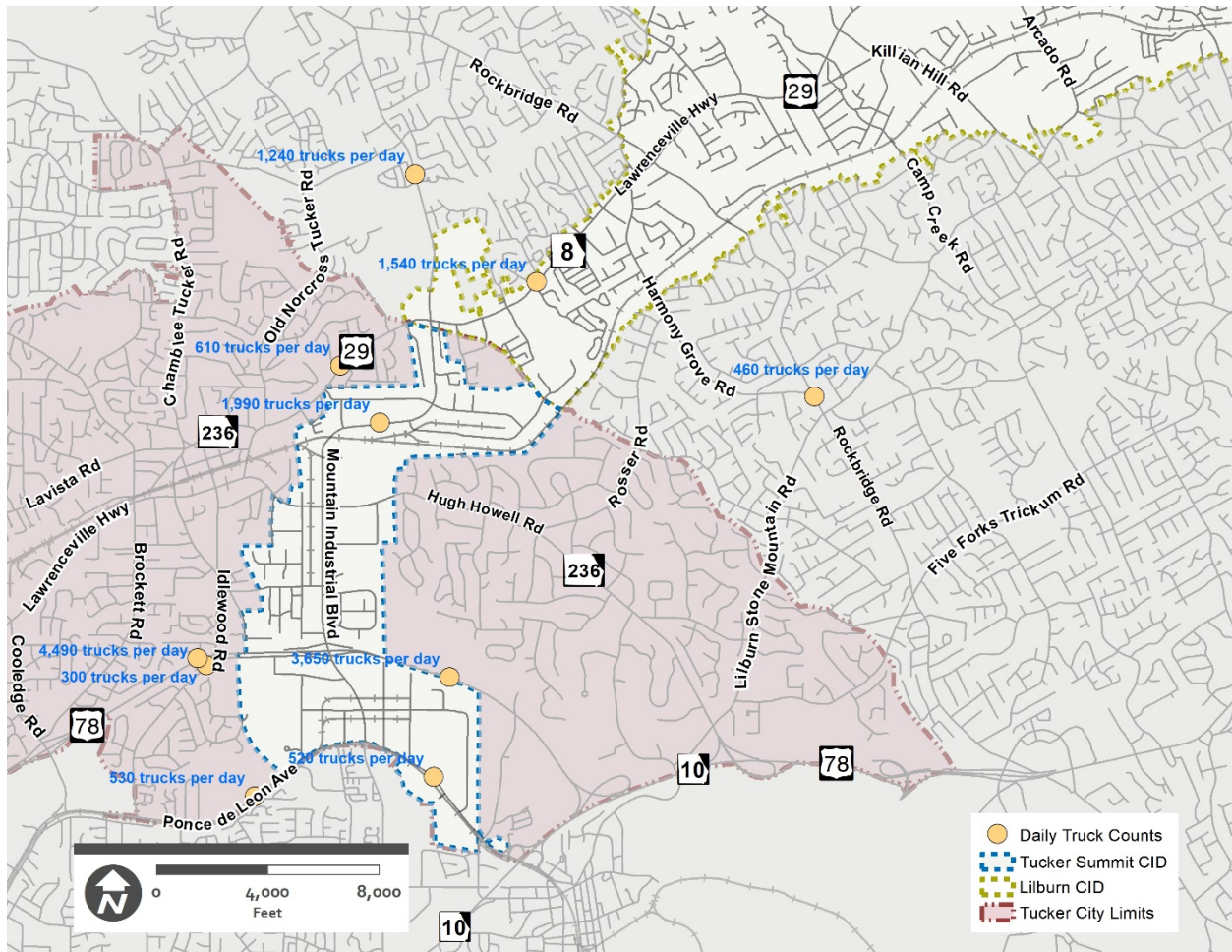
Source: ARC Activity-Based Model

Figure 4: Projected Congestion 2040 Roadway LOS



Source: ARC Activity-Based Model

Figure 5: Existing GDOT Daily Truck Volumes



Source: GDOT

3.1.2 Operations

As part of the FCP, a detailed traffic study was conducted at 14 intersections. Eleven intersections are located within TSCID, one intersection is located just west of TSCID in the City of Tucker, and two intersections are in the City of Lilburn and Lilburn CID just north of TSCID. Key findings from the traffic study include the following:

- Under the existing year (2020) conditions, most of the intersections evaluated operate at an acceptable LOS (LOS D or better) during peak periods. The exception is Lawrenceville Highway (US 29/SR 8) at Indian Trail Lilburn Road/Killian Hill Road, which currently operates at LOS E in the morning peak period.
- Based on the projected growth in traffic at the study intersections, if no improvements are made, four intersections are projected to operate at LOS E or worse during peak periods by the future horizon year (2030):
 - The Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way intersection is projected to operate at LOS F during the afternoon peak period.
 - The Mountain Industrial Boulevard at E. Ponce de Leon Avenue intersection is projected to operate at LOS E during the morning peak period.
 - The Lawrenceville Highway (US 29/SR 8) at Rockbridge Road intersection is projected to operate at LOS E during the morning peak period.
 - The Lawrenceville Highway (US 29/SR 8) at Killian Hill Road/Indian Trail Road intersection is projected to operate at LOS F and LOS E during the morning and afternoon peak periods, respectively.

3.1.3 Safety

As shown in Figure 6 below, a crash analysis was conducted for crashes occurring on non-freeway routes in TSCID from 2014 to 2018. Key findings from this analysis are as follows:

- Between 2014 and 2018, there were a total of 2,931 crashes in TSCID along non-freeway routes. Of these crashes, 278 took place on private property.
- The most prevalent crash types were rear-end crashes (43 percent) and angle crashes (33 percent). Collectively, head-on collisions and sideswipes account for approximately 15 percent of all crashes.
- Twenty-three percent of all crashes resulted in at least one injury. Three crashes resulted in one or more fatalities.
- As shown in Figure 7 below, there were 178 crashes involving a tractor-trailer or other type of commercial vehicle. Most of these crashes occurred on Mountain Industrial Boulevard. One of these crashes involved a pedestrian. The most prevalent crash types among crashes involving commercial vehicles were angle crashes (41 percent) and rear-end crashes (31 percent). Same-direction sideswipe crashes accounted for 18 percent of all commercial crashes. Among all commercial crashes, 17 percent (30 crashes) took place on private property.
- A corridor-level crash analysis was performed for Mountain Industrial Boulevard within TSCID.
 - A total of 1,827 crashes, including both commercial and non-commercial vehicles, occurred along the corridor between 2014 and 2018. Most crashes were rear end (47

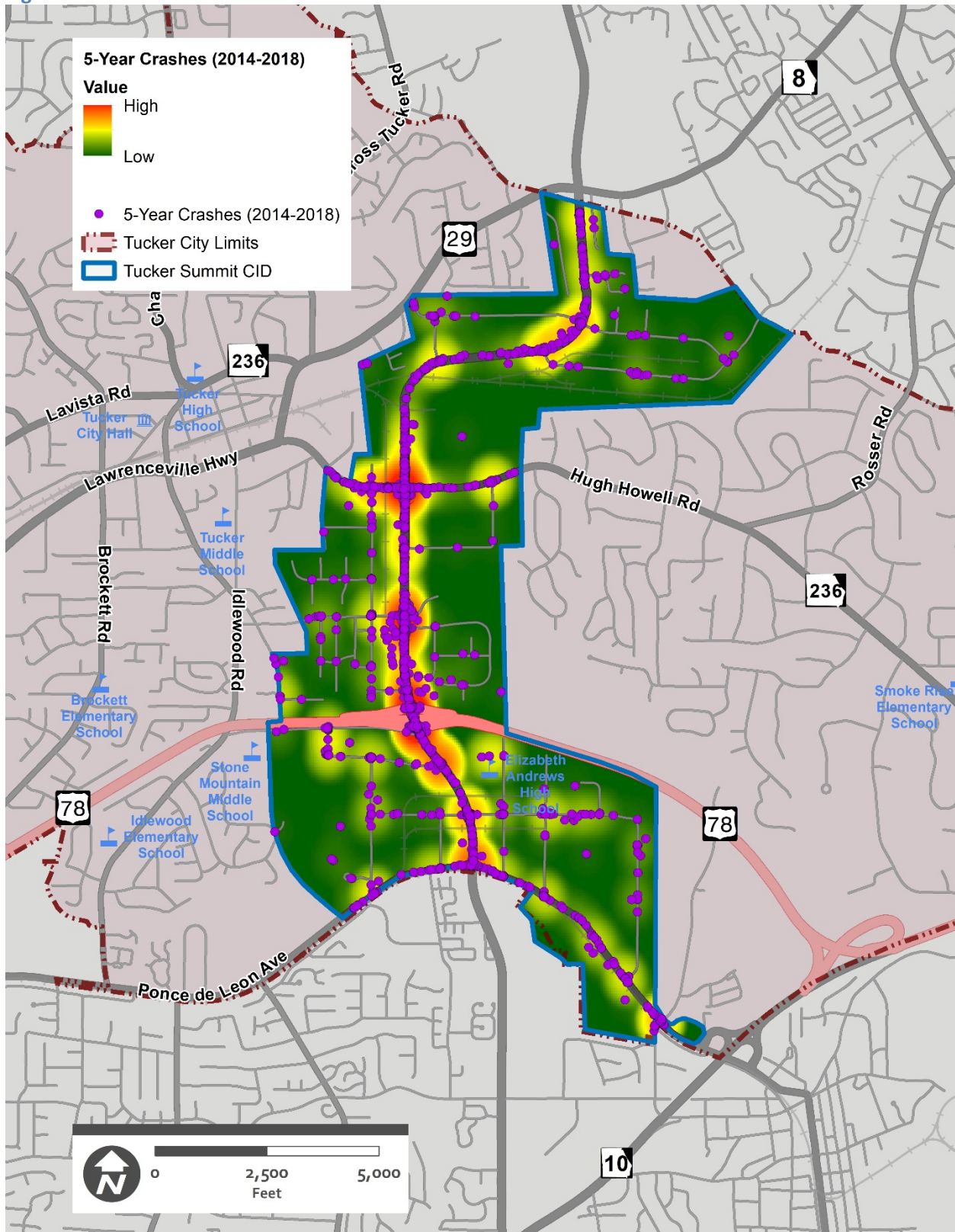
percent) and angle crashes (32 percent). Most crashes along the corridor involved property damage only. Twenty-six percent of crashes resulted in at least one injury, and three crashes resulted in a fatality. The average crash rate along the corridor exceeds statewide averages for total crashes, injury crashes, and fatal crashes, compared to other routes with the same functional classification (urban principal arterial).

- Of the 178 commercial crashes in TSCID from 2014 to 2018, 96 crashes, or 54 percent of all commercial crashes, occurred along Mountain Industrial Boulevard. The most prevalent crash type was angle crashes (36 percent), followed by rear end crashes (32 percent), sideswipes in the same direction (23 percent). Collectively, sideswipes in the opposite direction and collisions with objects other than a motor vehicle accounted for five percent of all crashes.

A crash analysis was performed for the 14 intersections included in the traffic study. Eight intersections averaged ten or more crashes annually:

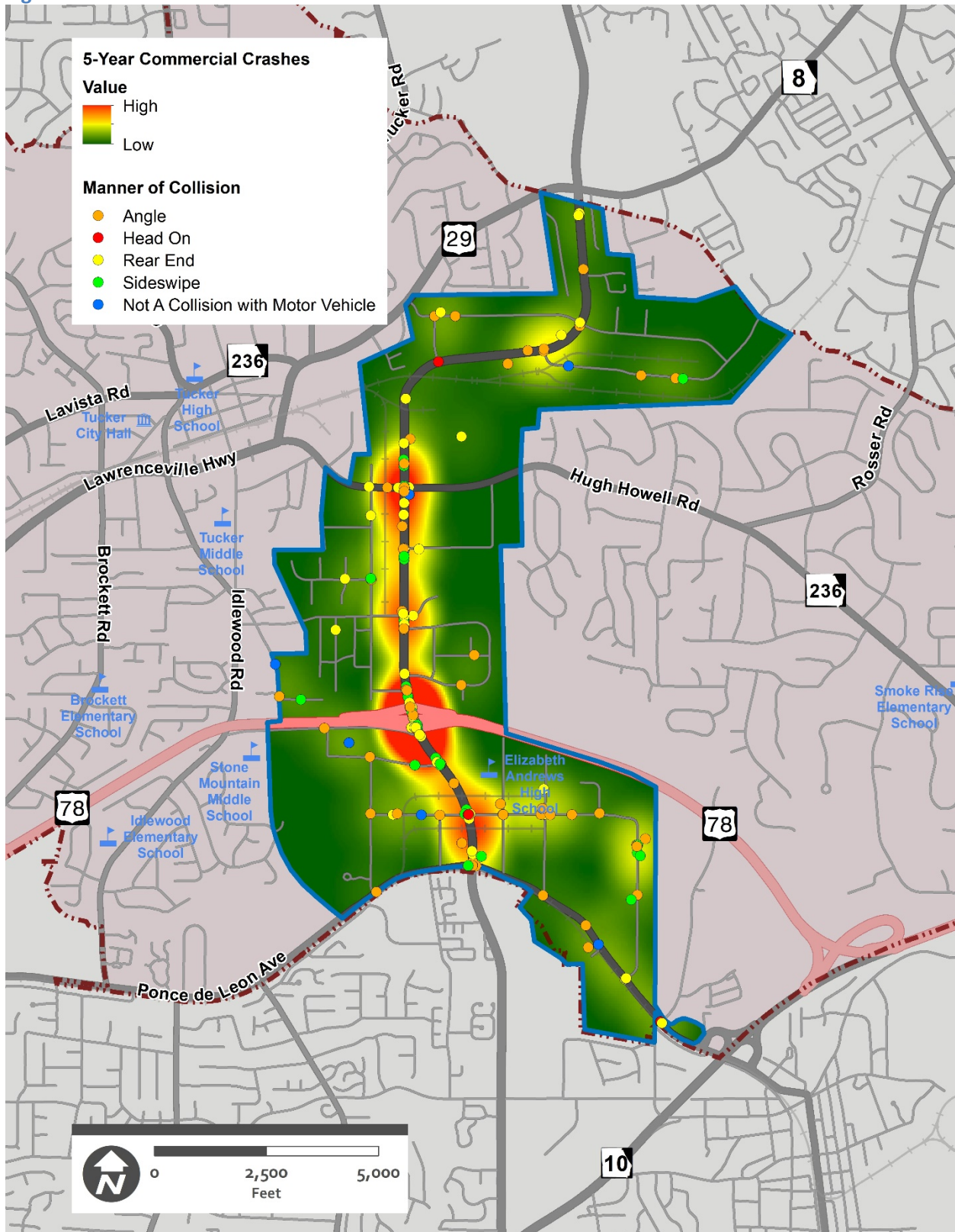
- Mountain Industrial Boulevard at North Royal Atlanta Drive – 24 annual average crashes
- Mountain Industrial Boulevard at South Royal Atlanta Drive – 11 annual average crashes
- Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way – 22 annual average crashes
- Mountain Industrial Boulevard at Greer Circle – 25 annual average crashes
- Mountain Industrial Boulevard at Lewis Road – 13 annual average crashes
- Mountain Industrial Boulevard at E. Ponce de Leon Avenue – 30 annual average crashes
- Lawrenceville Highway (US 29/SR 8) at Rockbridge Road – 39 annual average crashes
- Lawrenceville Highway (US 29/SR 8) at Indian Trail Lilburn Road/Killian Hill Road – 36 annual average crashes

Figure 6: Auto Crash Locations



Source: GEARS

Figure 7: Commercial Vehicle Crash Locations



Source: GEARS

3.1.4 Resurfacing

The FCP includes an evaluation of pavement condition based on the City of Tucker's pavement analysis (2018) and highlights resurfacing projects that are planned or have been recently completed.

- In 2018, most roadways within TSCID received scores indicating that roadway pavement is of poor, very poor, or serious condition, with a limited number of roadways in fair, good, or excellent condition. Mountain Industrial Boulevard was determined to be in very poor condition (score of 31.2 on a scale of 0 to 100). Since 2018, however, Mountain Industrial Boulevard has been resurfaced along its extent through the TSCID. Other roads that were recently resurfaced include Lewis Road, Rock Mountain Boulevard, Roadhaven Drive, Auger Drive, Beverage Drive, Greer Circle, Flintstone Drive, Granite Drive, and South Royal Atlanta Drive.
- Roads within TSCID that were in poor condition or worse at the time of the 2018 pavement analysis that have yet to be scheduled for resurfacing by the City of Tucker include Bibb Boulevard, Hirsch Drive, Kilman Drive, McCurdy Drive, North Royal Atlanta Drive, North Royal Place, Presidents Walk, Presidents Way, South Bibb Drive, and Tuckerstone Parkway.³

3.1.5 Bridge Needs

An inventory of the bridges in the TSCID identified only three located within the TSCID boundary. As shown in Table 1, the bridges within the TSCID identified as being in Good to Fair condition, based on bridge inspections and according to National Bridge Inventory (NBI) standards.

Table 1. Condition of Major Bridges in or Near TSCID Study Area

Bridge Name	Location	Condition
089-0131-0	Mountain Industrial Boulevard @ CSX Railroad	Good
089-0132-0	Mountain Industrial Boulevard @ US 78	Fair
089-0144-0	N. Hairston Road @ CSX Railroad	Fair

Because two of the bridges within the TSCID are overpasses over railroads, these bridges pose no issue regarding vertical clearance. It should be noted, however, that the Mountain Industrial Boulevard bridge over US 78 was identified to have a 16'3" vertical clearance, which falls below the vertical clearance standard as established by GDOT.⁴ The minimum vertical clearance for bridges over state routes (non-interstate) is 16'9", and the permissible clearance (with approval from the GDOT Bridge Office) is 16'6". This indicates that this bridge may be vulnerable to impact from tall trucks, and that the bridges should be elevated to meet the minimum clearances when they undergo repair or replacement.

³ City of Tucker (2018). Tucker Pavement Condition Index (PCI) Ratings.

https://www.tuckerga.gov/meeting_detail_T51_R223.php

⁴ GDOT (2020). Bridges and Structures Manual. Chapter 2, Section 2.3.3.1. Retrieved from

http://www.dot.ga.gov/PartnerSmart/DesignManuals/BridgeandStructure/GDOT_Bridge_and_Structures_Policy_Manual.pdf

In addition to the vertical clearance issue above, the bridge located along North Hairston Road over the CSX Railroad immediately south of the intersection with E. Ponce de Leon Avenue currently has weight restrictions. H-modified trucks, type 3/tandem trucks, and timber trucks each have posting requirements of 16 tons, 15 tons, and 22 tons, respectively. This bridge is currently in fair condition; it was constructed in 1963 and reconstructed in 1982.⁵

⁵ GDOT (2020). 089-0144-0 Bridge Documents – GeoPi. Retrieved from <http://www.dot.ga.gov/applications/geopi/Pages/BridgeDocument.aspx?StructureID=089-0144-0>.

3.1.6 System Resilience Needs

A common theme heard from the TSCID and other stakeholders throughout the development of the TSCID FCP is system resilience. From a regional perspective, TSCID and particularly Mountain Industrial Boulevard was identified by stakeholders as an alternative route for I-285 during peak and emergency conditions. In addition, stakeholders identified the I-285/I-85 interchange just to the northwest of the TSCID as having both operational and capacity issues that force drivers to find alternate routes. This intersection was ranked the #2 freight bottleneck in 2020 by the American Transportation Research Institute (ATRI) in their annual rankings⁶. Because of the overarching issues on I-285, the Jimmy Carter Boulevard and Mountain Industrial Boulevard Corridor becomes a critical north-south arterial for automobile and freight traffic.

As noted within the *Inventory and Assessment Report*, portions of Mountain Industrial Boulevard currently operate at LOS F. The entirety of Mountain Industrial Boulevard is projected to operate at LOS F in 2040. Alleviating congestion along this provides a system resilience and an alternative for I-285.

The short-term and long-term projects would address TSCID system resilience in a phased approach. Short-term projects would address immediate operational and safety issues. While the long-term projects would provide future capacity and mobility improvements.

3.2 Land Use and Development Needs and Opportunities

Based on the assessment of current zoning, development patterns, and economic trends noted within the *Inventory and Assessment Report*, the following needs were identified:

- Local governments can undertake redevelopment and revitalization efforts in older commercial and industrial areas. Those areas can then qualify for the State's job tax credit in areas designated as Opportunity Zones by the state. This credit can be taken against the businesses' Georgia tax liability and payroll withholding tax.
- Federal Opportunity Zones were created to allow investors to defer federal taxes by taking capital gains from other investments and investing in these designated areas. There is currently an opportunity zone along E. Ponce de Leon Avenue east of Mountain Industrial Boulevard, and it may make sense to pursue opportunity zone funding for roadway improvements.
- Various funding sources exist in city, county, regional, state, and federal budgets that can be utilized to partner on capital and operational improvements related to transportation and infrastructure. Examples of these potential sources of funds include municipal public works budgets, Georgia Department of Transportation Quick Response program funds, and competitive federal grant programs. Active and thorough coordination with elected officials and staff are crucial to effectively securing assistance.
- Local quasi-governmental organizations like the Tucker Downtown Development Authority, DeKalb Chamber of Commerce, etc. may also have funding or expertise to help support capital projects and economic development initiatives. Other non-profit organizations may offer

⁶ <https://truckingresearch.org/2020/02/18/atri-releases-annual-list-of-top-100-truck-bottlenecks-3/>

programs (particularly related to sustainability) that may be complementary to addressing freight mobility challenges.

- Corporate partners may be available to contribute funding or donate right of way or easements as in-kind contributions for important capital projects. Some companies may also have innovative technology-based solutions that they wish to test in a pilot program at reduced or no cost to local governments.
- A robust communication and social media strategy can help raise awareness of the need for and opportunities to create enhancements to freight infrastructure.
- Smart land use policies that concentrate on encouraging context sensitive design can enhance operations with no additional public investment needed. Encouraging non-freight uses like data centers in buildings no longer suitable for logistics operations may mitigate truck congestion.

Land use and development recommendations based on these needs and opportunities are provided in Chapter 8 (short-term) and Chapter 9 (long-term) herein.

3.3 Freight Routing Needs

Given the relatively small roadway network and industrial development throughout the TSCID area, there are no specific freight routing concerns within the study area. There are two sets of designated truck networks that comprise the cumulative roadway freight network within the TSCID:

- ARC Regional Freight Network - Regional truck routes in the TSCID are Mountain Industrial Boulevard and US 78. These routes provide the following critical connections:
 - Mountain Industrial Boulevard - Provides connections to I-85 via Jimmy Carter Boulevard as well as US 78 and I-20 via Wesley Chapel Road. Other truck routes accessible through this route include Peachtree Industrial Boulevard, SR 155, and Buford Highway (US 23/SR 13).
 - US 78 - Provides limited-access east-west connectivity through the study area and allows vehicles to access I-285 and Decatur to the west and Stone Mountain, Stone Mountain Park, Snellville, and Athens to the east. Additional truck routes that can be accessed through this route include Clairmont Road (US 23) and SR 124 in Snellville.
- National Highway Freight Network – I-85 and I-285, which connect the TSCID to the national highway network.
- DeKalb County Truck Routes – The DeKalb 2014 Transportation Plan identifies Mountain Industrial Boulevard and US 78 as “Potential Regional Routes” and Hugh Howell Road (SR 236) and US 29 (Lawrenceville Highway) as “Current County Routes.” However, the Plan expresses the need to update their County network to be more consistent with the ARC Regional Freight Network.

3.4 Workforce Access Needs

During the development of the *Inventory and Assessment Report*, the plan reviewed and identified workforce access needs, including transit, bicycle, and pedestrian. The sections below provide details of needs found.

3.4.1 Transit Needs

A review of transit characteristics was conducted during the *Inventory and Assessment Report*. The report identified three existing bus routes provided by the Metropolitan Atlanta Rapid Transit Authority (MARTA) in the TSCID. It also identified that MARTA has approximately 88 bus stops in the TSCID of which 14 have shelters, as shown in Figure 8 below. As of early 2019, nearly all bus stops were determined to be in good condition; the exception being the bus stop at N. Royal Atlanta Drive and S. Royal Atlanta Drive, which were documented as fair condition⁷. Some of these locations were on a potential list for new bus stop amenities to be installed by MARTA, including shelters and benches.⁸ There is one park-and-ride lot located near the study area. The Goldsmith Park & Ride in Stone Mountain, located at 5530 Central Drive, is served by MARTA Route 120.⁹

Between August and December 2019, among the 88 MARTA bus stops within TSCID, 729 bus riders embarked, and 643 bus riders disembarked during weekdays, representing a total ridership of 1,373 riders during the weekday period according to data obtained from MARTA. These stops serve multiple warehouses in the vicinity.

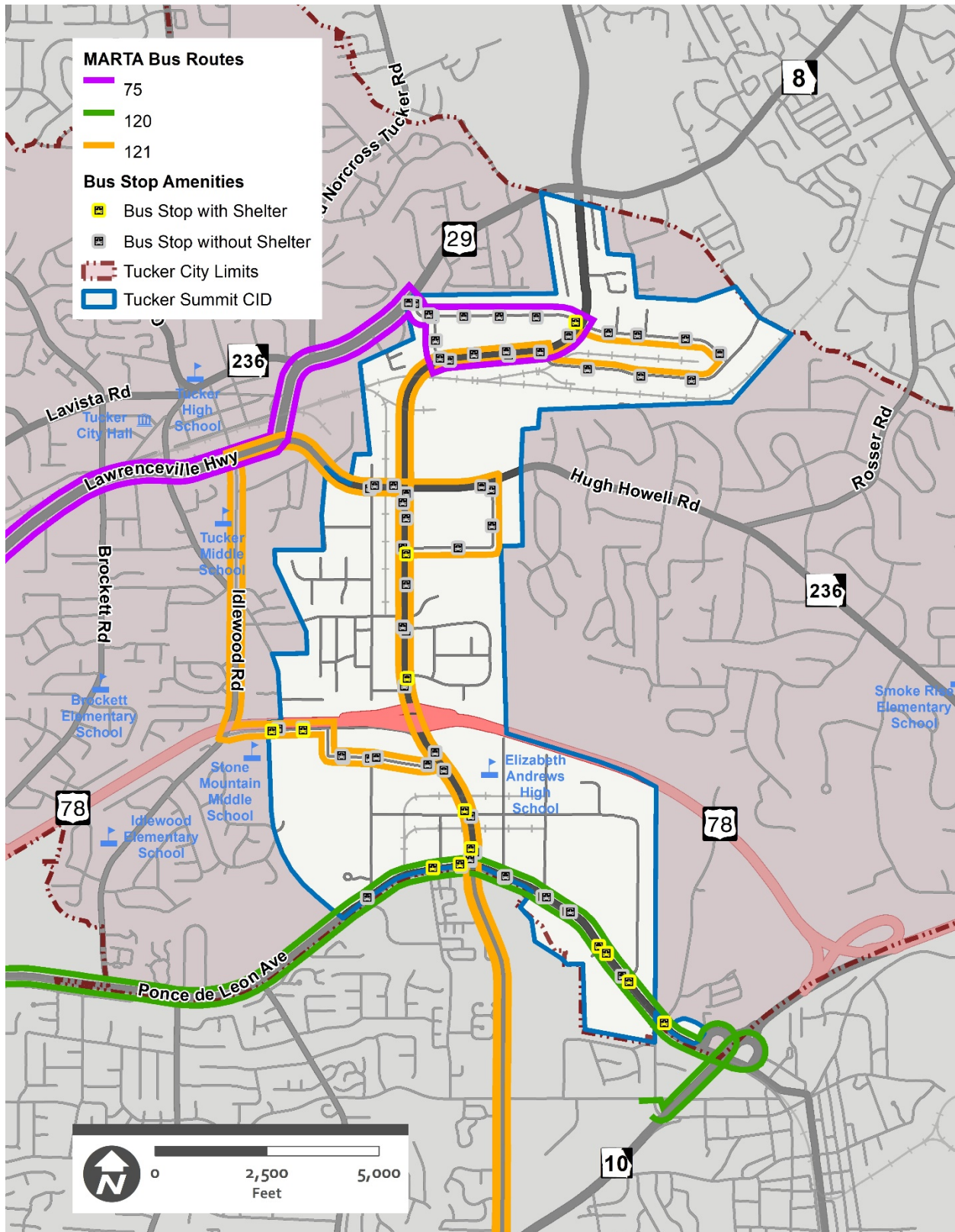
Based on the findings in the *Inventory and Assessment Report*, the Mountain Industrial Boulevard corridor currently has full coverage from the routes provided by MARTA. The corridor currently is well served, and no additional transit needs are necessary at the writing of this report. However, some considerations were mentioned during stakeholder input and outreach sessions. It was mentioned by stakeholders that additional connections and long-term transit solutions to Gwinnett County would help the area. It was also brought to the project team's awareness that a potential future transit station could be on the horizon just south of the US 78 and Mountain Industrial Boulevard Interchange at the current site of the Ethiopian Evangelical Church of Atlanta.

⁷ City of Tucker (2020). City of Tucker – Asset Map. Retrieved from <https://gis.interdev.com/tucker/tuckerassets/>. Also, input from Larry Kaiser in May 2020.

⁸ Tucker Summit CID (2019). Tucker Summit CID December 2019 Newsletter. Retrieved from <https://www.tuckersummitcid.com/news/newsletters/tucker-summit-cid-december-2019-newsletter/>.

⁹ MARTA (2019). Route 120 – E. Ponce de Leon Avenue. Retrieved from <https://www.itsmarta.com/120.aspx>.

Figure 8: MARTA Bus Routes w Shelters and Amenities

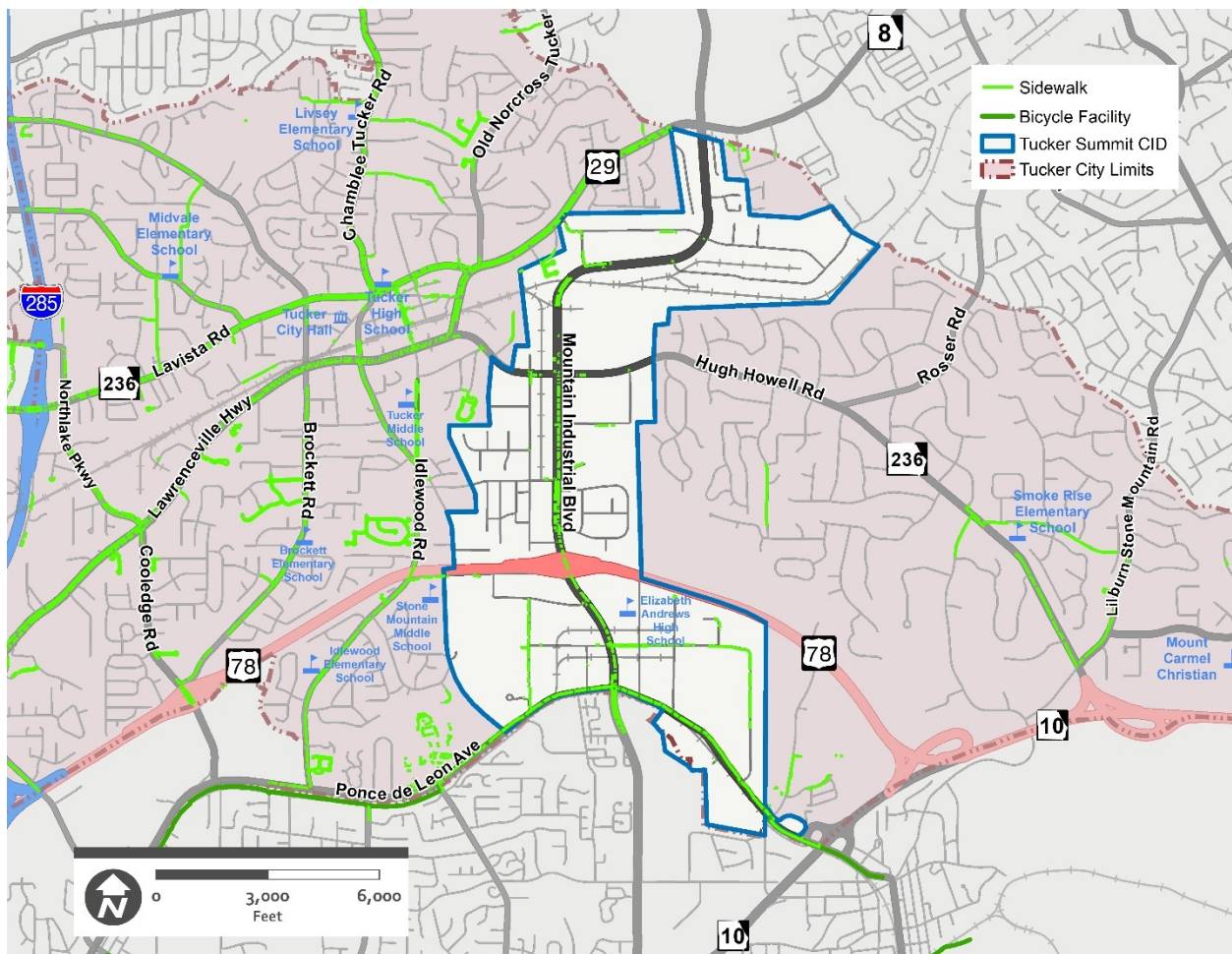


Source: ARC, City of Tucker, MARTA

3.4.2 Pedestrian Needs

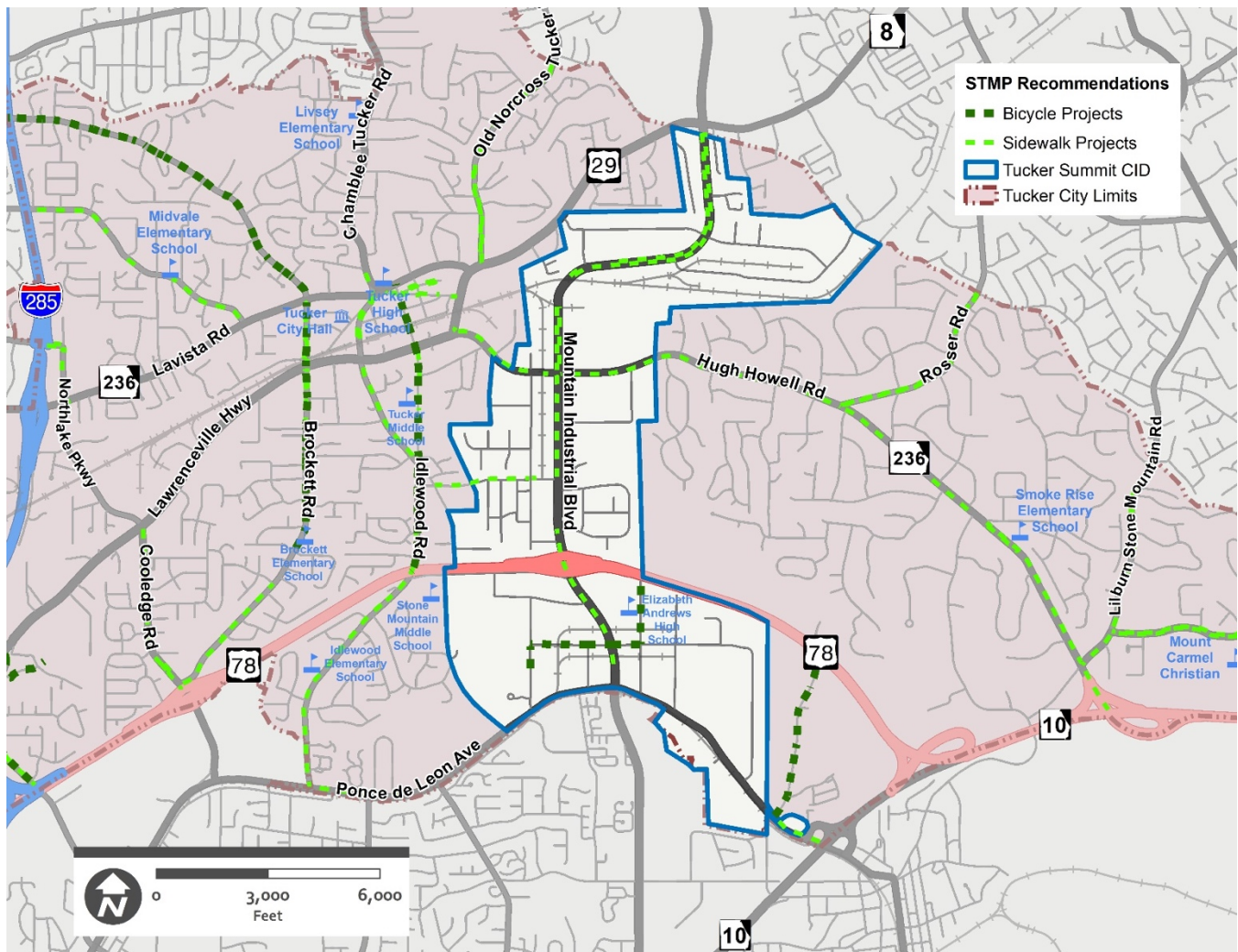
- Mountain Industrial Boulevard and Hugh Howell Road both have gaps in sidewalk coverage. Many segments along the corridors have no sidewalks, or sidewalks on only one side of the roadway. Figure 9 shows the existing bicycle and pedestrian network within TSCID. To address these needs, the Tucker Tomorrow STMP includes eight Tier 1, short-term sidewalk projects and two Tier 3 long-term sidewalk projects in the study area; located along Mountain Industrial Boulevard and Hugh Howell Road.
- Many of the MARTA stops within TSCID lack bus stop amenities, such as shelters and benches. TSCID and MARTA have collaborated and will continue to do so to install these types of features at the most heavily utilized bus stops. TSCID is also prioritizing sidewalk projects that provide direct connections to MARTA bus stops.

Figure 9: Existing Sidewalks and Pedestrian Facilities



Source: City of Tucker

Figure 10: Planned Pedestrian Facilities



Source: City of Tucker

Table 2: Mode Share in the TSCID Study Area and Vicinity

	Count	Share
Estimate; Total: - Car, truck, or van - drove alone:	6,731	69%
Estimate; Total: - Car, truck, or van - carpooled:	940	10%
Estimate; Total: - Public transportation (excluding taxicab):	1,155	12%
Estimate; Total: - Walked:	97	1%
Estimate; Total: - Taxicab, motorcycle, bicycle, or other means:	328	3%
Estimate; Total: - Worked at home:	548	6%

Source: 2017 American Community Survey (US Census Bureau)

4 Previously Identified Projects and Policy Recommendations

As part of the *Inventory and Assessment Report* review process, the project team inventoried several transportation projects already planned and programmed in the TSCID study area. Projects identified included maintenance, new roadways, roadway widenings, and traffic operations intended to improve mobility and safety. These previously planned and programmed projects provided the baseline from which to develop an overall project list for the FCP.

4.1 Roadway Improvements

The following section provides the inventories of the roadway projects programmed within the ARC TIP, planned at the state level within the GDOT work program, or identified from other studies and provide a benefit to the freight system in the TSCID.

4.1.1 Programmed

The following projects have been programmed at the regional, county, or city level:

- **City of Tucker – I-3 – Lawrenceville Hwy/Mountain Industrial Boulevard** (Tucker STMP)
- **City of Tucker – Hugh Howell Road/Flintstone Drive Intersection Improvements**

4.1.2 Planned

The following projects were within the GDOT work program. Since they have secured designated funding, they were not included in the FCP project lists:

- **GDOT 0015216 – Mountain Industrial Boulevard/Hugh Howell Dual Left Turn Lanes** – This project consists of the addition of dual left turns on northbound and southbound Mountain Industrial Boulevard at Hugh Howell Road. This scope includes widening Mountain Industrial Boulevard by approximately six feet and reducing lane widths to 11 feet to accommodate the new turn lanes. The proposed improvements will taper back to match the existing lane configuration. In addition, a right turn lane will be constructed on the eastbound SR 236 approach. Construction of this project is scheduled for 2022.¹⁰
- **GDOT 0017399 – US 78/Mountain Industrial Boulevard Interchange** – This project consists of improvements to the Mountain Industrial Boulevard interchange at US 78. In addition to funding from GDOT, the City of Tucker and TSCID funds and the GTIB are being used to implement this project.

The Interchange project components include:

- Installation of a narrow median on Mountain Industrial Boulevard from Elmdale Drive to Greer Circle.

¹⁰ GDOT (2019). PI#0015216 SR 236 @ CR 5164/CR 9476/Mountain Industrial Boulevard. Retrieved from <http://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectID=0015216>.

- Changes in traffic signal phasing at the two US 78 ramp intersections to protected-only left-turn phases, along with prohibitions for right turns at red signals.
- Increase in the length of deceleration lanes and reduction of skew on US 78 exit ramps.
- Two exclusive left-turn lanes and two exclusive right-turn lanes on US 78 eastbound exit ramp, along with an increase in the length of the deceleration ramp.
- One exclusive left-turn lane and two exclusive right-turn lanes on US 78 westbound exit ramp, along with an increase in the length of the deceleration ramp.
- Conversion of Hirsch Drive to a right-in, right-out only intersection.
- Conversion of Hammermill Road (north) to a right-in right-out only intersection.

4.1.3 Planned – Long-Term

The following planned project was identified by the Tucker Tomorrow STMP and carried forward for consideration in the FCP.

- **City of Tucker - Mountain Industrial Boulevard Widening (6 Lanes, Hugh Howell to US 78)** - The City of Tucker adopted this project through Tucker Tomorrow STMP. It will widen Mountain Industrial Boulevard to 6-lanes from Hugh Howell Rd to US 78.

4.2 Bridge Improvements

There were no previously planned or programmed bridge improvements within the TSCID.

4.3 Safety Improvements

The only identified safety improvement prior to this study are lighting improvements at the US 78 interchange with Mountain Industrial Boulevard.

4.4 Resurfacing

Roadways within TSCID are resurfaced through City of Tucker’s pavement program, which is funded through the DeKalb County SPLOST program. TSCID roadways with scheduled resurfacing projects are listed in Table 3. These roadways provide direct connections to freight-intensive businesses within TSCID. This resurfacing schedule will continue to be maintained and updated by the City of Tucker.

Table 3: Corridors Scheduled for Future Resurfacing

Road Name	Year
Lewis Way	2022
Litton Drive	2022
Elmdale Drive	2023
Juliette Road	2023
Roger Marten Way	2023
Tucker Industrial Road	2023

Source: City of Tucker¹¹

¹¹ City of Tucker (2020). City of Tucker - City Map. Retrieved from <https://gis.interdev.com/tucker/citymap/>.

4.5 Land Use and Development

A review of documents from previous studies provided both local and regional land use strategies and recommendations considered during the development of the FCP. Those strategies and recommendations are described in the sections below.

4.5.1 Local

The *Inventory and Assessment Report* conducted a review of documents from previous studies. The most relevant document reviewed regarding local land use and development recommendations was the City of Tucker Comprehensive Plan – Tucker Tomorrow Strategic Transportation Master Plan (STMP). The plan identified three sub-areas in the City of Tucker, one of which is the Mountain Industrial Boulevard corridor. The plan envisions the following land use and development strategies:

- Replace auto-oriented commercial, aging motels serving as residential uses with areas of mixed-use development, and multi-story residential facilities.
- Creation of ‘pedestrian pockets’, clusters of retail space, and offices near transit resources.
- Recruitment of bio-medical firms, zoning changes to improve aesthetics, and additional bike lanes.
- Preservation of industrial land uses along Hugh Howell Road, including policies to prevent strip retail.

4.5.2 Regional

The previous studies also revealed some regional land use and development recommendations. Relevant recommendations and strategies include the following:

- **DeKalb 2014 Transportation Plan**
 - Develop activity centers to reduce sprawl and strip development
- **DeKalb County Transit Master Plan**
 - Align land use policy with transit investment to promote walkability and transit usage near stations.
 - Incentivize private development and enhance opportunities to secure FTA funds
- **Atlanta Regional Truck Parking Assessment Study**
 - Integrate truck parking with local land use plans.

4.6 Transit Initiatives

While the *Inventory and Assessment Report* process did not reveal any specific planned or programmed transit initiatives, the report identified both local and regional transit initiatives described in the sections below.

4.6.1 Local

The Tucker Tomorrow STMP includes the following policy recommendations regarding transit within the City of Tucker and TSCID: ¹²

- Examine potential for a future shuttle between downtown Tucker and Northlake area.
- Coordinate with DeKalb County, MARTA and Gwinnett County regarding specific transit needs and opportunities within the Lawrenceville Highway (US 29/SR 8) corridor.
- Coordinate with DeKalb County and GDOT for future express bus access to the planned I-285 corridor managed lanes, allowing an express transit connection to MARTA Doraville Station and to the Perimeter Center district.
- Provide improved bus shelters at key locations – coordinate with MARTA on their initiative to improve bus shelters.

4.6.2 Regional

The previous studies also revealed some regional transit initiatives and strategy recommendations. Pertinent recommendations and strategies include the following:

- **DeKalb County 2014 Transportation Plan**
 - TSCID consideration of funding for shuttle routes to major employers.
- **DeKalb County Transit Master Plan**
 - Consider potential upgrades to service routes.
 - Tucker is identified as a possible location for 2-3 'Arterial Rapid Transit' buses with stations along Lavista Road, Lawrenceville Highway and Hairston Road.
 - Align land use policy with transit investment to promote walkability and transit usage near stations.
- **Destination 2040: Gwinnett Comprehensive Transportation Plan**
 - Enact transit supporting overlay districts.
- **Connect Gwinnett: Transit Plan**
 - Coordination with new regional transit agency, the Atlanta Transit Link (ATL).
 - Additional transit service noted include a semi-rapid bus service or form of Arterial Rapid Transit following Lawrenceville Highway, and would likely connect with the planned 'Mobility Center' in Tucker.
- **ARC Regional Transportation Plan (RTP)**
 - Seek additional funding, find alternative financing options and public private partnerships to provide transit to major activity centers.
- **Strategic Regional Thoroughfare Plan**

¹² City of Tucker (2019). Tucker Tomorrow Strategic Transportation Master Plan, p. 31.

- Utilize design criteria from the SRTP in local plans to provide coordinated transit development and planning.

4.7 Local Pedestrian Improvements

The Tucker Tomorrow STMP includes recommendations for sidewalk projects assigned to three tiers based on need and prioritization. Tier 1 projects are short-term, Tier 2 projects are mid-term, and Tier 3 are long-term projects. There are eight Tier 1 sidewalk projects and two Tier 3 sidewalk projects along Mountain Industrial Boulevard and Hugh Howell Road (SR 236). These planned sidewalk projects will help improve multimodal connectivity to and within TSCID for the local workforce.¹³

Table 4: Tiered Sidewalk Projects from Tucker Tomorrow STMP

Project ID	Corridor	From	To	Length (ft)	Tier
S-29-A/S-29-B	Mountain Industrial Boulevard	North of 2301 Mountain Industrial Boulevard	Hugh Howell Road (SR 236)	3,680	1
S-42	Mountain Industrial Boulevard	Northern City Limit/Gwinnett County Line	CSX Railroad	6,607	1
S-11	Hugh Howell Road	Lawrenceville Highway	Tucker Industrial Road	2,138	1
S-43	Mountain Industrial Boulevard	Northern City Limit/Gwinnett County Line	2530 Mountain Industrial Boulevard	6,953	1
S-26	Mountain Industrial Boulevard	Hammermill Road	Lewis Road	3,364	1
S-13	Hugh Howell Road (SR 236)	Mountain Industrial Boulevard	Rosser Road	7,062	1
S-27	Mountain Industrial Boulevard	Hugh Howell Road	Elmdale Drive	2,789	1
S-44	Mountain Industrial Boulevard	Tuckerstone Parkway	CSX Railroad	544	1
S-28	Mountain Industrial Boulevard	Lewis Road	1600 Mountain Industrial Boulevard	750	3
S-10	E. Ponce de Leon Avenue	Juliette Road	Eastern City Limit	905	3

Source: Tucker Tomorrow STMP

¹³ City of Tucker (2019). Tucker Tomorrow Strategic Transportation Master Plan, Appendix A. Retrieved from https://www.tuckerga.gov/document_center/Plans%20&%20Studies/Tucker%20Strategic%20Transportation%20Master%20Plan%209-10-2019.pdf.

The City of Tucker has adopted policies in its Comprehensive Plan (2018) and STMP that address the need for pedestrian safety and connectivity in the city. The 5-Year Community Work Program in the Comprehensive Plan update includes the following strategies:¹⁴

- Complete a Transportation Master Plan (adopted by the City of Tucker in 2019).
- Consider a sidewalk master plan/policy that defines where sidewalks are required for development projects as part of the City's transportation network.

The Tucker STMP includes the following policy recommendations geared towards pedestrians:¹⁵

- Adopt a Complete Streets policy.
- Implement improvements recommended in the 2018 Intersection Safety Analysis.
- Continue to add sidewalks throughout the City and connect the existing sidewalks.
- Examine potential additional midblock pedestrian crossings where warranted and feasible.

The Tucker STMP also includes three bicycle projects along local roads south of US 78. These are included in Table 5.¹⁶

Table 5: Planned Bicycle Projects in TSCID Study Area

Project ID	Project Name	Road	Type
B-5	Roadhaven Drive Shared Lane	Roadhaven Drive	Shared Lane
B-6	Lewis Road Buffered Bike Lane or Bike Lane	Lewis Road	Bike Lane (5') or Buffered Bike Lane (4')
B-7	Litton Drive Shared Lane	Litton Drive	Shared Lane

Source: Tucker Tomorrow STMP

¹⁴ Ibid, p. 63-64.

¹⁵ City of Tucker (2019). Tucker Tomorrow Strategic Transportation Master Plan, p. 31.

¹⁶ City of Tucker (2019). Tucker Tomorrow Strategic Transportation Master Plan, p. 34. Retrieved from https://www.tuckerga.gov/document_center/Plans%20&%20Studies/Tucker%20Strategic%20Transportation%20Master%20Plan%209-10-2019.pdf.

5 New and Modified Projects Identified through the Cluster Plan

This chapter will identify new or modified projects that were developed from the TSCID FCP process. In addition to specific projects, some planning projects were identified to assess the feasibility and begin the development of future roadway improvements. Roadway improvements identified include capacity, safety, and operational improvements. Transit initiatives were developed from stakeholder input, outreach activities, analysis from the *Inventory and Assessment Report*, and the *Traffic Study Report*. Details regarding the identified improvements are described below.

5.1 Planning Studies

This plan identified multiple planning studies that will help determine the feasibility and begin future development of the TSCID roadway system. The planning studies identified are as follows:

- **Scoping Study for Reconfiguration of Tuckerstone Parkway at Mountain Industrial Boulevard -** This project includes conducting a scoping study to determine the feasibility of reconfiguring the intersection area of Tuckerstone Parkway at Mountain Industrial Boulevard. The reconfiguration could potentially be a roundabout.
- **Scoping Study for Mountain Industrial Boulevard/S. Royal Atlanta Drive & Mountain Industrial Boulevard/N. Royal Atlanta Drive -** This project is to conduct a scoping study to determine the feasibility of implementing a roundabout at Mountain Industrial Boulevard at S Royal Atlanta Drive, the median U-turns (teardrop configuration) just north of Mountain Industrial Boulevard at N. Royal Atlanta Drive, and the reconfiguration of Mountain Industrial Boulevard and N. Royal Atlanta Drive.
- **Interchange Modification Report - US 78 at Mountain Industrial Boulevard Interchange -** In coordination with GDOT and City of Tucker, this project includes the development and completion of an interchange modification report (IMR) to identify a preferred interchange design alternative for Mountain Industrial Boulevard at US 78 and seek FHWA approval for modification of the interchange. This interchange is a vital component of mobility within the TSCID and as a system resiliency asset for the region. Further developing this interchange and determining an optimal mobility strategy will enhance and provide a myriad of benefits to the TSCID and the Atlanta region well into the future

5.2 Roadway Improvements

Roadway improvements identified through the Plan process are either capacity/new roadway or safety/operational improvements. Some of the projects are suited for short-term implementation while others are long-term visionary projects. The long-term visionary projects are identified so they can support a long-term vision for the TSCID.

5.2.1 Capacity and New Roadway

The following capacity and new roadway projects have been identified for further evaluation in the prioritization process:

It should be noted that in Chapter 4, the Mountain Industrial Boulevard Widening to 6 Lanes from Hugh Howell to US 78 was presented as a project that is currently being planned as a long term-solution to address capacity issues for the Mountain Industrial Boulevard corridor.

5.2.2 Operational Improvements

The *Traffic Study Report* component of the FCP proposes operational and safety improvements throughout the TSCID area. With the proposed improvements, each intersection is projected to operate at an acceptable LOS D or better during peak periods by the future year horizon.

The following operational improvements are described in further detail in the sections below:

- 5.1.2.1 - Mountain Industrial Boulevard at N. Royal Atlanta Drive
- 5.1.2.2 - Lawrenceville Highway (US 29/SR 8) at N. Royal Atlanta Drive
- 5.1.2.3 - Mountain Industrial Boulevard at S. Royal Atlanta Drive
- 5.1.2.4 - Tucker Industrial Road at Hugh Howell Road
- 5.1.2.5 - Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way
- 5.1.2.6 - Tucker Industrial Road at Elmdale Drive/Roger Marten Way
- 5.1.2.7 - Mountain Industrial Boulevard at Hammermill Road (South)
- 5.1.2.8 - Mountain Industrial Boulevard at Greer Circle
- 5.1.2.9 - Mountain Industrial Boulevard at Lewis Road
- 5.1.2.10 - Mountain Industrial Boulevard at E. Ponce de Leon Avenue
- 5.1.2.11 - E. Ponce de Leon Avenue at Rock Mountain Boulevard
- 5.1.2.12 - Lawrenceville Highway (US 29/SR 8) at Rockbridge Road
- 5.1.2.13 - Lawrenceville Highway (US 29/SR 8) at Indian Trail Lilburn Road/Killian Hill Road
- 5.1.2.14 - Mountain Industrial Boulevard at Tuckerstone Parkway
- 5.1.2.15 - Mountain Industrial Boulevard at Tuckerstone Parkway
- 5.1.2.16 - Mountain Industrial Boulevard at Tuckerstone Parkway
- 5.1.2.17 - Roundabout/Realignment at Mountain Industrial Boulevard/Tuckerstone Parkway
- 5.1.2.18 - Roundabout at Mountain Industrial Boulevard/S. Royal Atlanta Drive, Teardrop Roundabout north of Mountain Industrial Boulevard/N. Royal Atlanta Drive

5.2.2.1 Mountain Industrial Boulevard at N. Royal Atlanta Drive

- **Turn Lanes and Geometric Improvements:** Install channelized single right-turn lanes with wide curb radii. These will accommodate truck turning movements along the northbound and southbound Mountain Industrial Boulevard and the westbound N. Royal Atlanta Drive approaches.
- **Flashing Yellow Arrows (FYAs):** Install FYA signal head indications for the southbound Mountain Industrial Boulevard and eastbound and westbound North Royal Atlanta Drive left-turns. FYAs give a clearer indicator to drivers to yield to oncoming traffic for permissive left turns on green, thereby improving safety.

- **Signal Phasing:** Convert the northbound Mountain Industrial Boulevard left-turn phase to a protected-only movement. A protected-only movement provides an exclusive phase for left-turn maneuvers in the form of a left-turn arrow indication. The left-turn movement can be made only under the green left-turn indication. Currently, this left-turn movement is allowed during the permissive phase (circular green indication). The existing horizontal curve along the north leg of the intersection restricts sight distance for northbound vehicles. This creates unsafe conditions for vehicles turning left. Converting the left-turn phase to a protected-only movement will make the left-turn movement safer by allowing the left turns without any conflicting traffic maneuvers.
- **Supplemental Signals:** Install supplemental signal heads along the northbound and southbound Mountain Industrial Boulevard approaches.
- **Signage:** Install “traffic signal ahead” signage along the northbound and southbound Mountain Industrial Boulevard approaches.
- **Median Nose Delineators:** Install median nose delineators at the median along Mountain Industrial Boulevard to enhance the visibility of medians.
- **Driveway Relocation:** Work with the property owner to consider relocating the driveway along North Royal Atlanta Drive west of the intersection further away from the intersection.
- **Pavement Markings:** Restripe the intersection and install raised pavement markers. Raised pavement markers improve the intersection safety by making the delineation between lanes more visible to drivers, particularly in dark, foggy, or other low-visibility conditions.
- **Retroreflective Signal Head Backplates:** Install backplates with retroreflective borders on traffic signal heads. This enhances the visibility of traffic signals, especially in dark, foggy, or other low-visibility conditions.
- **Pedestrian Accommodations:**
 - Install pedestrian crosswalks and pedestrian signals along the northbound and southbound Mountain Industrial Boulevard approaches.
 - Install sidewalks along Mountain Industrial Boulevard and North Royal Atlanta Drive at the intersection to connect to adjacent MARTA bus stops. Extend sidewalks along the north leg of Mountain Industrial Boulevard to the Gwinnett County line.
 - Install ADA curb ramps at all four corners of the intersection.

5.2.2.2 Lawrenceville Highway (US 29/SR 8) at North Royal Atlanta Drive

- **Pavement Markings:** Repave and restripe N. Royal Atlanta Drive at the intersection and install raised pavement markers. Raised pavement markers improve the intersection safety by enhancing delineation and driver awareness and by providing positive guidance for motorists, especially in low visibility conditions.
- **Median Nose Delineators:** Install median nose delineators at the median along N. Royal Atlanta Dr.
- **Signal Heads:** Install FYA signal head indications for the southbound Lawrenceville Hwy. (US 29/SR 8) left turn.

- **Turn Lane and Geometric Improvements:**
 - Install a single right-turn lane with a wide curb radius accommodating truck turning movements along the northbound Lawrenceville Hwy. (US 29/SR 8) approach.
 - Reconstruct the northeast quadrant of the intersection to widen the curb radius to accommodate wider right-turning truck movements along the westbound N. Royal Atlanta Dr. approach.
- **Sidewalks:**
 - Install sidewalk along the south side of N. Royal Atlanta Dr. from the intersection curb radius to the existing sidewalk east of the intersection.
 - Install sidewalk along the north side of N. Royal Atlanta Dr. from the intersection curb radius to the existing MARTA bus stop east of the intersection.
 - Reconstruct the existing sidewalks along both sides of Lawrenceville Hwy. (US 29/SR 8) at the intersection.
- **Tree Clearing:** Cut trees back along the west side of Lawrenceville Hwy. (US 29/SR 8) at the intersection.

5.2.2.3 *Mountain Industrial Boulevard at South Royal Atlanta Drive*

- **Turn Lane and Geometric Improvements:** Install channelized single right-turn lane with wide curb radius to accommodate truck turning movements along the eastbound Mountain Industrial Boulevard approach.
- **Eyebrow/Loon:** Remove the acceleration lane on the west leg of the intersection and install an eyebrow or loon to accommodate eastbound U-turns along Mountain Industrial Boulevard. An eyebrow or loon is a paved area on the outside edge of the travel lane that enables U-turns by large vehicles.
- **FYAs:** Install FYA signal head indications for the left-turns on all four approaches. FYAs give a clearer indicator to drivers to yield to oncoming traffic for permissive left turns on green, thereby improving safety.
- **Signal Ahead Signage:** Install “traffic signal ahead” signage along the westbound Mountain Industrial Boulevard approach.
- **Median Nose Delineators:** Install median nose delineators at the median along Mountain Industrial Boulevard to enhance the visibility of medians.
- **Driveway Relocation:** Work with the property owner to consider relocating the driveway along Mountain Industrial Boulevard east of the intersection further away from the intersection.
- **Retroreflective Signal Head Backplates:** Install backplates with retroreflective borders on traffic signal heads. This enhances the visibility of traffic signals, especially in dark, foggy, or other low-visibility conditions.
- **Pedestrian Accommodations:**
 - Install pedestrian crosswalks and pedestrian signals across all four legs of the intersection.
 - Install sidewalks along Mountain Industrial Boulevard and South Royal Atlanta Drive at the intersection to connect to adjacent MARTA bus stops.

- Install ADA curb ramps at all four corners of the intersection.

5.2.2.4 Tucker Industrial Road at Hugh Howell Road (SR 236)

- **Turn Lane and Geometric Improvements:**
 - Install channelized single right-turn lane with wide curb radius to accommodate truck turning movements along the eastbound Hugh Howell Road (SR 236) approach.
 - Reconstruct the southeast quadrant of the intersection to widen the curb radius to accommodate wider right-turn movements by trucks.
- **FYAs:** Install FYA signal head indications for the left-turns on all four approaches. FYAs give a clearer indicator to drivers to yield to oncoming traffic for permissive left turns on green, thereby improving safety.
- **Retroreflective Signal Head Backplates:** Install backplates with retroreflective borders on traffic signal heads. This enhances the visibility of traffic signals, especially in dark, foggy, or other low-visibility conditions.
- **Pedestrian Accommodations:** Install sidewalks along Tucker Industrial Road and Hugh Howell Road (SR 236) at the intersection to connect to adjacent MARTA bus stops.

5.2.2.5 Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way

- **Turn Lane Installation:** Install channelized single right-turn lane with wide curb radius to accommodate truck turning movements along the northbound Mountain Industrial Boulevard approach. (This is in addition to the improvements recommended by the TSCID's December 2019 traffic engineering study.)
- **FYAs:** Install FYA signal head indications for the left-turns on the northbound and southbound approaches of Mountain Industrial Boulevard. FYAs give a clearer indicator to drivers to yield to oncoming traffic for permissive left turns on green, thereby improving safety.
- **Pavement Markings:** Restripe Elmdale Drive and Roger Marten Drive at the intersection and install raised pavement markers. Raised pavement markers improve the intersection safety by making the delineation between lanes more visible to drivers, particularly in dark, foggy, or other low-visibility conditions.
- **Retroreflective Signal Head Backplates:** Install backplates with retroreflective borders on traffic signal heads. This enhances the visibility of traffic signals, especially in dark, foggy, or other low-visibility conditions.
-
- **Pedestrian Accommodations:** Install sidewalks along the west side of Mountain Industrial Boulevard and along Roger Marten Way at the intersection to connect to adjacent MARTA bus stops.

5.2.2.6 Tucker Industrial Road at Elmdale Drive/Roger Marten Way

- **Repave and Restripe:** Repave, restripe, and install raised pavement markers. Raised pavement markers improve the intersection safety by enhancing delineation and driver awareness. This provides positive guidance for motorists, especially in low visibility conditions.

- **Install Raised Curb and Gutter:** Install raised curb and gutter on all four corners of the intersection with wide curb radii to accommodate right-turn movements by trucks. Install drainage structures to ensure positive drainage at the intersection and along all four approaches.

5.2.2.7 *Mountain Industrial Boulevard at Hammermill Road (South)*

- **Lane Reconfiguration, Signing and Pavement Markings:**
 - Reconfigure the inside lane on the Elmdale Drive approach to allow left, through, and right turns. This reconfiguration includes installing corresponding pavement markings. Install no right-turn-on-red (RTOR) overhead signage on the mast arm above the inside lane to prohibit right turns on red from the inside lane of the Elmdale Drive approach. Reconstruct the southwest quadrant of the intersection to widen the curb radius to accommodate wider right-turn movements by trucks.
 - Reconfigure westbound Roger Marten Way at the intersection to add a separate left-turn lane, in addition to the existing left-through-right lane.
- **Turn Lane Installation:** Install channelized single right-turn lane with wide curb radius to accommodate truck turning movements along the northbound Mountain Industrial Boulevard approach. (This should be implemented as a supplement to the improvements recommended by the TSCID's December 2019 traffic engineering study for the intersection and in coordination with the forthcoming GDOT improvement at the interchange (PI 017399)).
- **One-Way Pavement Markings and Signage:** Install one-way pavement markings along the west leg of the intersection. Install signage at the restaurant driveway on the west leg of the intersection to prohibit eastbound traffic.
- **FYAs:** Install FYA signal head indications for the left-turns on the southbound Mountain Industrial Boulevard approach and the westbound Hammermill Road (South) approach. FYAs give a clearer indicator to drivers to yield to oncoming traffic for permissive left turns on green, thereby improving safety.
- **Retroreflective Signal Head Backplates:** Install backplates with retroreflective borders on traffic signal heads. This enhances the visibility of traffic signals, especially in dark, foggy, or other low-visibility conditions.
- **Driveway Relocation:** Work with the property owner to consider relocating the driveway of the "Public Storage" parcel along the west side of Mountain Industrial Boulevard south of the intersection.
- **Pedestrian Accommodations:** Install sidewalks along Roger Marten Way and the west side of Mountain Industrial Boulevard to connect to adjacent MARTA bus stops. Extend the sidewalks to the US 78 interchange.

5.2.2.8 *Mountain Industrial Boulevard at Greer Circle*

- **Turn Lane Installation:** Install channelized single right-turn lane with wide curb radius to accommodate truck turning movements along the southbound Mountain Industrial Boulevard approach. (This should be implemented as a supplement to the improvements recommended by

the TSCID's December 2019 traffic engineering study for the intersection and in coordination with the forthcoming GDOT improvement at the interchange (PI 017399)).

- **FYAs:** Install FYA signal head indications for the left-turns on all four approaches. FYAs give a clearer indicator to drivers to yield to oncoming traffic for permissive left turns on green, thereby improving safety.
- **Signal Phasing:** Install protected/permissive phasing for the eastbound Greer Circle left-turn movement.
- **Retroreflective Signal Head Backplates:** Install backplates with retroreflective borders on traffic signal heads. This enhances the visibility of traffic signals, especially in dark, foggy, or other low-visibility conditions.
- **Pavement Markings:** Restripe Greer Circle at the intersection and install raised pavement markers. Raised pavement markers improve the intersection safety by making the delineation between lanes more visible to drivers, particularly in dark, foggy, or other low-visibility conditions.
- **Repaving:** Repave the intersection to improve pavement condition.
- **Pedestrian Accommodations:** Install sidewalks along the west side of Mountain Industrial Boulevard and along Greer Circle west of the intersection to connect to adjacent MARTA bus stops.

5.2.2.9 Mountain Industrial Boulevard at Lewis Road

- **Turn Lane Installation:** Install channelized single right-turn lanes with wide curb radii accommodating truck turning movements along the northbound and southbound Mountain Industrial Boulevard approaches and along the westbound Lewis Road approach.
- **FYAs:** Install FYA signal head indications for the left-turns on all four approaches. FYAs give a clearer indicator to drivers to yield to oncoming traffic for permissive left turns on green, thereby improving safety.
- **Retroreflective Signal Head Backplates:** Install backplates with retroreflective borders on traffic signal heads. This enhances the visibility of traffic signals, especially in dark, foggy, or other low-visibility conditions.
- **Driveway Relocation:** Work with the property owner to consider relocating the driveway along Lewis Road west of the intersection further away from the intersection.
- **Pedestrian Accommodations:** Install sidewalks along the west side of Mountain Industrial Boulevard and along Lewis Road west of the intersection to connect to adjacent MARTA bus stops.

5.2.2.10 Mountain Industrial Boulevard at E. Ponce de Leon Avenue

- **Geometric Improvements:** Reconstruct the southeast and northeast quadrant of the intersection to widen the curb radius to accommodate wider right-turn movements by trucks. Extend the thru and left-turn lane on east leg of the intersection.
- **Median Nose Delineators:** Install median nose delineators at the median along the south leg of the intersection (North Hairston Road).

- **Driveway Closure/Consolidation:** Work with the property owner to consider closing one of the two Texaco driveways (the one closest to the intersection) along each Mountain Industrial Boulevard and E. Ponce de Leon Avenue at the northeast corner of the intersection.

5.2.2.11 E. Ponce de Leon Avenue at Rock Mountain Boulevard

- **Pavement Markings:** Restripe the intersection and install raised pavement markers. Raised pavement markers improve the intersection safety by enhancing delineation and driver awareness. This provides positive guidance for motorists, especially in low visibility conditions.
- **Retroreflective Signal Head Backplates:** Install backplates with retroreflective borders to all traffic signal head indications.
- **Flashing Yellow Signal Head:** Install FYA signal head indications for the left-turns along the eastbound E. Ponce de Leon Avenue approach.
- **Pedestrian Accommodations:**
 - Install a pedestrian crosswalk and pedestrian signals west of the intersection to cross E. Ponce de Leon Avenue. Install pedestrian landing area at the MARTA stop on the southwest corner of the intersection and install sidewalks from the landing area to the crosswalk across E. Ponce de Leon Avenue.
 - Install supplemental signal heads and advance signal ahead sign for the southbound Rock Mountain Blvd. approach to the intersection.
 - Install sidewalk along the west side of Rock Mountain Blvd. from the intersection curb radius to the existing sidewalk approximately 1500' north of the intersection.

5.2.2.12 Lawrenceville Highway (US 29/SR 8) at Rockbridge Road

- **Turn Lane Installation:**
 - Install a second left-turn lane along the eastbound and westbound Lawrenceville Highway (US 29/SR 8) approaches and convert these left-turns to protected-only movements.
 - Install single right-turn lanes with channelization and wide curb radii accommodating truck turning movements along the southbound Rockbridge Road approach and along the eastbound Lawrenceville Highway (US 29/SR 8) approach.
- **Curb Repair:** Repair the minor damage to the southeast curb at the intersection.

5.2.2.13 Lawrenceville Highway (US 29/SR 8) at Indian Trail Lilburn Road/Killian Hill Road

- **Displaced Left Turn:** Install a two-legged Displaced Left-Turn (DLT) intersection along Indian Trail Lilburn Road and Killian Hill Road.
- **Retroreflective Signal Head Backplates:** Install backplates with retroreflective borders on traffic signal heads. This enhances the visibility of traffic signals, especially in dark, foggy, or other low-visibility conditions.

- **Pavement Markings:** Restripe the intersection and install raised pavement markers. Raised pavement markers improve the intersection safety by making the delineation between lanes more visible to drivers, particularly in dark, foggy, or other low-visibility conditions.

5.2.2.14 Mountain Industrial Boulevard at Tuckerstone Parkway

- **Clearing and Grubbing:** Clear cut trees just south of the intersection to improve sight distance.
- **Flashing Warning Signal:** Install a flashing warning signal on the westbound approach to warn motorists of southbound right-turns from Tuckerstone Parkway. Install flashing beacons in the northbound approach along Mountain Industrial Blvd to warn motorists of approaching Tuckerstone Parkway intersection per MUTCD guidelines.

5.2.2.15 Mountain Industrial Boulevard at Tuckerstone Parkway

- **Access:** Install a 12-ft wide 200-ft long left-turn lane in the Mountain Industrial Boulevard median just east of Tuckerstone Parkway across from the Ram Tool Driveway including an eyebrow for a WB-60 truck to make a U-turn.

5.2.2.16 Mountain Industrial Boulevard at Tuckerstone Parkway

- **Safety:** Convert Tuckerstone Parkway to a right-in right-out only at the Tuckerstone Parkway/Mountain Industrial Boulevard intersection.

5.2.2.17 Roundabout/Realignment at Mountain Industrial Boulevard/Tuckerstone Parkway

- **Realign Road and Construct Roundabout:** Construct a roundabout just east of existing Mountain Industrial Boulevard/Tuckerstone Parkway intersection and realign Tuckerstone Parkway. This project serves as a long-term solution for a safety hazard associated with sight distance issues. To accommodate a roundabout, the intersection will need to be relocated to the east to create additional separation from the CSX bridge.

5.2.2.18 Roundabout at Mountain Industrial Boulevard/S. Royal Atlanta Drive, Teardrop Roundabout north of Mountain Industrial Boulevard/N. Royal Atlanta Drive

- **Construct Roundabout:** Construct a roundabout at Mountain Industrial Boulevard/S. Royal Atlanta Drive.
- **Construct Teardrop Roundabout:** Construct teardrop roundabout just north of Mountain Industrial Boulevard/N. Royal Atlanta Drive.
- **Lane Reconfigurations:** Reconfigure Mountain Industrial Boulevard/N. Royal Atlanta intersection to remove left turn lanes and redirect left turns north to teardrop roundabout.

5.3 Transit Initiatives

Given the bus service coverage within the TSCID area currently being provided by MARTA, there were no specific recommendations for additional enhancements. However, given the study area location at the outer boundary of the MARTA service area and adjacent to the Gwinnett County line, TSCID staff should continue to coordinate with the ATL and Gwinnett Transit to improve transit connections from Gwinnett into the area. Furthermore, there has been discussion about a regional premium transit service along

the US 78 Corridor including a potential transit center in the TSCID. The analysis confirms that the TSCID could benefit from this service to enhance worker access.

5.4 Pedestrian Improvements

All proposed sidewalk projects moved forward in the process were from the Tucker Tomorrow STMP.

6 Prioritization Framework

This chapter will summarize the development of the Prioritization Framework used to initially evaluate potential projects for meeting the overall goals and objectives of the FCP as well as consideration of key factors assessed by the ARC in their overall project evaluation process.

6.1 Vision, Goals, and Objectives

Early in the development of the Plan, an overall vision with a complementary set of goals and objectives was developed. The overall mission of the Plan was based on the RFP, Scope of Services, fieldwork, preliminary analysis, and initial input from the Steering Committee meeting held on February 4, 2020. The sections below summarize the vision, goals, and objectives which provide the basis for the prioritization framework.

6.1.1 Vision Statement

Based on input received from stakeholders and the Steering Committee, the following represents the overall vision for the TSCID FCP:

“Identify an innovative, coordinated, and well-defined short-term action plan as well as a long-term vision to improve freight mobility and maximize the economic potential of the TSCID in a rapidly growing, everchanging marketplace that is the Atlanta region”

6.1.2 Goals and Objectives

The goals and objectives of the TSCID FCP are as follows:

Goal 1: Improve freight mobility throughout the TSCID and surrounding areas

- Objective 1.1: Identify roadway capacity and operational improvements needed to facilitate efficient freight mobility in the TSCID.
- Objective 1.2: Identify solutions for roadway geometric deficiencies to accommodate the operation of trucks within the TSCID.
- Objective 1.3: Investigate potential traffic signal enhancements to reduce delay related to freight movement.
- Objective 1.4: Plan for the progression and implementation of connected vehicle technologies and other Intelligent Transportation Systems (ITS) applications along the roadway network.
- Objective 1.5: Identify frequent crash locations and prioritize related safety improvements.

Goal 2: Support Local and Regional Policy Initiatives

- Objective 2.1: Promote consistency with the policy and project recommendations of the City of Tucker Comprehensive Plan (Tucker Tomorrow) and associated STMP within the TSCID.
- Objective 2.2: Coordinate with Gwinnett County and the City of Tucker to minimize duplicative efforts associated with the upcoming Jimmy Carter Boulevard/Mountain Industrial Boulevard Corridor Study.
- Objective 2.3: Promote consistency with the policy and project recommendations of the DeKalb County Comprehensive Transportation Plan (CTP).
- Objective 2.4: Coordinate with the City of Tucker, DeKalb County, and local business leaders to strengthen economic development opportunities within the TSCID.

Goal 3: Promote Innovative Land Use and Development Strategies

- Objective 3.1: Research and evaluate the potential for best practices for sustainable industrial development/redevelopment.
- Objective 3.2: Research best practices for industrial development that most effectively takes advantage of new technology and advances in supply chain management.
- Objective 3.3: Research and identify opportunities for redevelopment of underutilized and/or vacant parcels.
- Objective 3.4: Investigate potential zoning initiatives to promote truck parking opportunities to accommodate demand.
- Objective 3.5: Coordinate with the City of Tucker and nearby jurisdictions to identify potential sites for additional truck parking in and around the TSCID.
- Objective 3.6: Minimize potential conflicts between industrial development and residential communities.

Goal 4: Promote Cost Effective Solutions and Innovative Funding Strategies

- Objective 4.1: Maximize the use of existing right-of-way for transportation improvements to reduce additional life-cycle costs created by new improvements.
- Objective 4.2: Prioritize cost efficient operational improvements to provide opportunities for short-term implementation.
- Objective 4.3: Identify opportunities to pursue all funding options, whether through GDOT, ARC, or federal grants.

Goal 5: Improve Workforce Access

- Objective 5.1: Identify strategies to enhance and promote transit accessibility to the TSCID.
- Objective 5.2: Investigate and improve key pedestrian connections between major employers to existing bus stops.
- Objective 5.3: Identify opportunities for new bicycle facilities to better connect employment with MARTA, Gwinnett Transit, and the Stone Mountain Trail along E. Ponce de Leon Avenue.

6.2 Project Prioritization Methodology

The vision, goals and objectives described in the previous section were integrated into a spreadsheet-based project prioritization tool to implement the methodology described in this section. For additional details on the spreadsheet-based prioritization tool, see *Appendix B: Prioritization Technical Memo*. A set of criteria were also developed, on which the projects were evaluated and compared. These criteria served as the foundation for developing the project prioritization framework. The study team developed the following six criteria:

1. Mobility
2. Safety
3. Economic Benefit
4. Environment & Public Health
5. Project Readiness
6. System Reliability

The project prioritization methodology included establishing the qualitative and quantitative evaluation factors, also called measures, for each criterion. The project values were collected for each measure, and an ordinal rating scheme was developed that converted the project values to scores between 0 and 100. These scores were used to estimate the total points each project received and then rank-ordered by the total number of points.

This section discusses the criteria, the measures within each criterion and the rating scheme.

6.2.1 Criteria 1: Mobility

Criteria Mobility was used to assess potential improvements that are considered to address an operational deficiency. Five measures, two quantitative, and three qualitative were included in Mobility.

- **Total Average Annual Daily Trips (AADT)** - The total AADT was estimated for each project using the ARC's Travel Demand Model (TDM). The analysis was done for the existing year 2020, for which travel model was available from the ARC. The procedure to calculate AADT depended on the project type. For capacity projects, maximum AADT was picked from the segments that make up the project corridor. For intersection improvements, maximum AADT from the intersecting segments was selected. Projects in locations with higher vehicle AADT received a higher score than the ones in areas with lower vehicle AADT.
- **Truck percentage** - The truck percentage was estimated for each project using ARC's TDM for the year 2020. The truck percentage for each project was based on the links at which AADT was estimated. Projects in locations with higher truck percentage received a higher score than the ones in areas with lower truck percentage.
- **Travel time savings** - Travel time savings are important measure for evaluating the performance of projects. Ideally, a travel demand model could provide the travel time savings by comparing the model results from a No-Build model run and a build (with project in place) run. However, ARC model run requires high computing power and time (more than 36 hours) making it

infeasible to run a build scenario for each project. Therefore, travel time savings were estimated qualitatively using professional judgment. The values used were “Low”, “Medium” and “High.” A project with high travel time savings received a higher score.

- **Serve congested corridor (existing LOS)** - The level of congestion was estimated from the ARC’s TDM. The LOS was estimated for each project using links that were used to estimate AADT. The projects were classified into four categories of LOS – A-C, D, E and F. The projects serving regions with poor LOS received more points than the others.
- **Freight-designated corridor** - The values used of the measure freight-designated corridor were qualitative and the projects were classified into Yes or No categories, depending if the project lies on a freight corridor or not. The projects that are on a freight corridor receive higher points than the ones that are not.

6.2.2 Criteria 2: Safety

Criteria Safety was used to identify the potential improvements that are considered to improve highway safety. The project was considered to improve safety if it is in a location where all types of crash occurrences are high or if the improvement has high Crash Modification Factor (CMF). Safety consists of five measures, four quantitative, and one qualitative, they are described below.

- **Fatal crashes per thousand AADT (within 0.25 mi)** - The crash data was obtained from Georgia Electronic Accident Reporting System (GEARS). A quarter mile buffer was created along each project and the number of fatal crashes for five years from 2014 to 2018 were collected. The crashes were normalized by the AADT to estimate the fatal crashes per thousand AADT. The projects in locations with higher fatal crashes per thousand AADT receive higher scores.
- **Injury crashes per thousand AADT (within 0.25 mi)** – Like the fatal crashes, injury crashes were also estimated from GEARS. The process was similar to estimating the injury crashes per thousand AADT for each project. The projects in locations with higher injury crashes per thousand AADT receive higher scores.
- **Other crashes per thousand AADT (within 0.25 mi)** - Like the fatal and injury crashes, Property Damage Only (PDO) crashes were also estimated from GEARS. The process was similar to estimating the injury crashes per thousand AADT for each project. The projects in locations with higher PDO crashes per thousand AADT receive higher scores.
- **Percent Truck crashes** - Project scoring was also done using the number of trucks involved in the corridor. The GEARS data included trucks involved in the crashes which were used to calculate the percentage of truck crashes for each project. The projects in locations with higher truck crashes receive higher scores.
- **Expected reductions in crashes by project type** - The expected reduction was estimated qualitatively using the CMF for each project. The CMF clearinghouse provided the crash reduction by type of improvement. In case the project included multiple improvements, the highest crash modification factor was used. Since all the projects did not have CMF available, professional judgment was used. The projects were classified into High, Medium, and Low expected reduction in crashes.

6.2.3 Criteria 3: Economic Benefit

Criteria Economic Benefit was used to identify potential improvements that are generally considered to support connectivity and economic growth. Four measures, all qualitative, were used to evaluate the projects under this criterion.

- **Supporting Regionally Significant Locations** - The measure is qualitative and values the project by assigning Yes and No values to each project depending if the project connects to (or is within) a Regional Employment Center, a Freight Cluster Area or a Regional Place.
- **Regional Freight Significance** - Each project was evaluated to see if it improves the movement of freight and is it located on ARC's regional freight system (ASTRoMaP), GDOT's Statewide Designated Freight Corridors or the FHWA National Highway Freight Network (NHFN). The values of Yes or No were assigned to the project and projects with values Yes received higher scores.
- **Maximize use of ROW** - The measure was used to evaluate if the project requires ROW acquisition, including construction easements, from a potential historic property or National Register listed property. The projects were assigned values of Yes and No and the ones that maximize the use of right-of way received higher scores.
- **Multimodal connectivity (Transit, Bicycle, Pedestrian)** - This is a qualitative measure and was used to evaluate whether the project provided connectivity to multiple modes like transit, bicycle, and pedestrian. The projects were assigned values of Yes and No and the ones that provided multimodal connectivity, received higher scores.

6.2.4 Criteria 4: Environment & Public Health

Criteria Environmental and Public Health was used to identify projects that were expected to reduce emissions. It included only one qualitative measure, describe below.

- **Diesel emission reduction** - The projects which helped in reducing vehicle emissions that cause bad air quality and contribute to climate change, received higher scores than others. The projects were categorized qualitatively into High, Medium, and Low values. The projects with High emission reductions received higher scores.

6.2.5 Criteria 5: Project Readiness

Criteria Project Readiness was used to evaluate what would be the level of effort to implement a project. It reflects project complexity, and the following qualitative measures were used to evaluate it. Three measures, all qualitative, were used to evaluate the projects under this criterion.

- **Coordination with City and County; Consistency with County CTP, Transportation Master Plan, etc.** - Each project was evaluated to see if it requires coordination with cities or counties and is consistent with their CTPs or Transportation Master plans. Qualitative values of Yes and No were used. Projects with value of Yes, were consistent with the CTPs and RTPs and received higher scores.

- **Included in RTP** - Qualitative values of Yes and No were used for this measure. If the project is included in the RTP, it would have already been studied regionally. Such projects received higher scores.
- **Level of effort to implement project (project complexity)** - It is a qualitative measure that evaluated the level of effort to implement the project based on ROW and environmental requirements. Low, Medium, and High values were assigned to the projects. Projects with low level of effort to implement received higher scores.

6.2.6 Criteria 6: System Reliability

Criteria System Reliability was used to determine which projects were helpful in adding network resiliency to the transportation network. Only one qualitative measure was used.

- **Provide resiliency to regional and TSCID network** - It is a qualitative measure that assigned values of Yes or No to the projects, based on whether they are expected to provide resiliency to the regional and TSCID transportation networks. Projects with value of Yes received higher scores.

After the project values, which included both quantitative and qualitative values, were obtained for each measure under each criterion, they were converted to scores of 0-100. For additional details on scoring methodology, see *Appendix B: Prioritization Technical Memo*.

6.3 Ranking of Projects

The next step involved assigning values to the criteria above, the definition of seven scenarios with varying criteria weights, and ranking the projects under each scenario. Scenarios were developed by assigning different weighting factors to individual criteria. The purpose of this was to understand the impact of each criteria on project rankings. It also identified projects that consistently appeared near the top of the rankings, regardless of where the emphasis was placed.

As listed below, six scenarios were developed to demonstrate how each factor influenced the rating for potential projects to inform the development of a “User Defined” scenario. Scenarios 1 through 6 were given 50 percent weight assigned to respective criterion, while the remaining criteria received 10 percent each.

- Scenario 1: Mobility
- Scenario 2: Safety
- Scenario 3: Economic Benefit
- Scenario 4: Environment & Public Health
- Scenario 5: Project Readiness
- Scenario 6: System Reliability

The preferred, or “user defined” scenario (Scenario 7), shown in Figure 11, was determined through input from the TSCID staff. This user defined scenario provided the basis for the overall ranking of

projects to inform stakeholders how each met the overall performance goals of the Plan. Additional details are provided in *Appendix B: Prioritization Framework Technical Memo*.

The weights of individual performance measures within each criterion are shown in Table 6.

Figure 11: Weight Assigned within User Defined Scenario (Scenario 7)

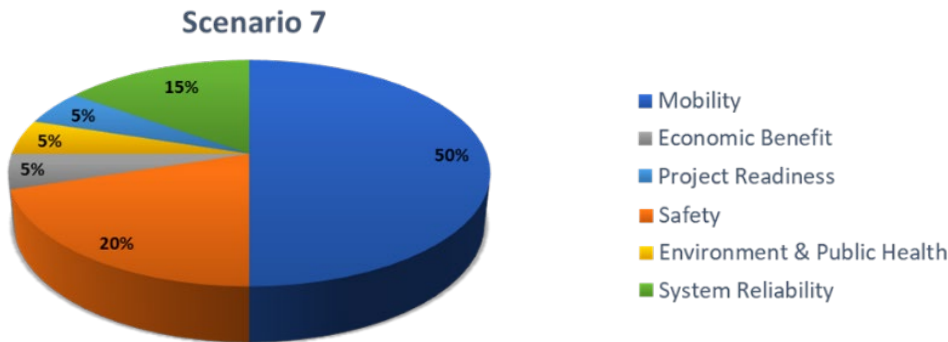


Table 6: Weights of Performance Measures within Criteria

No.	Criteria	Measures	Criteria %
1	Mobility	Total AADT	15%
		Truck Percent	20%
		Travel time savings	25%
		Serve congested corridor (existing LOS)	25%
		Freight-designated corridor	15%
2	Safety	Fatal crashes per thousand AADT (within 0.25 mi)	25%
		Injury crashes per thousand AADT (within 0.25 mi)	25%
		Other crashes per thousand AADT (within 0.25 mi)	10%
		Percent Truck crashes	20%
		Expected reductions in crashes by project type	20%
3	Economic Benefit	Supporting Regionally Significant Locations	25%
		Regional Freight Significance	25%
		Maximize use of ROW	25%
		Multimodal connectivity (Transit, Bicycle, Pedestrian)	25%
4	Environment & Public Health	Diesel emission reduction	100%
5	Project Readiness	Coordination with City and County; Consistency with County CTP, Transportation Master Plan, etc.	33%
		Included in RTP	33%
		Level of effort to implement project (project complexity)	33%
6	System Reliability	Provide resiliency to regional and TSCID network	100%

6.4 Prioritization Results

To rank the projects under a selected scenario, total points were calculated for each project under that scenario. For each project, the score (0-100) of each measure was multiplied by the weight of the measure and the weight of the criterion that measure belongs to. The total points each project received were estimated by summing up the weighted scores of all the performance measures. The project that received the most points received the highest ranking.

Tables 7, 8, and 9 represents the project rankings for short-term roadway and operational projects, short-term bicycle and pedestrian projects, and long-term vision projects under the User-Defined Scenario. It should be emphasized that the rankings were developed merely to inform stakeholders on how each project performed related to the overall goals of the plan. Other factors, such as local support, project costs, and funding opportunities ultimately determine the overall prioritization of these projects in the recommended project list.

Table 7: Short-Term Roadway/Operational Project Rankings

Rank	Project Name
1	Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way Intersection Improvement
2	Mountain Industrial Boulevard at Tuckerstone Parkway Intersection Improvement
3	Mountain Industrial Boulevard at E. Ponce de Leon Avenue Intersection Improvement
4	Lawrenceville Highway (US 29/SR 8) at Indian Trail Lilburn Road/Killian Hill Road Intersection Improvement
5	Mountain Industrial Boulevard at N. Royal Atlanta Drive Intersection Improvement
6	Mountain Industrial Boulevard at Lewis Road Intersection Improvement
7	Mountain Industrial Boulevard at Hammermill Road (South) Intersection Improvement
8	Mountain Industrial Boulevard at Greer Circle Intersection Improvement
9	Lawrenceville Highway (US 29/SR 8) at Rockbridge Road Intersection Improvement
10	Mountain Industrial Boulevard at S. Royal Atlanta Drive Intersection Improvement
11	E. Ponce de Leon Avenue at Rock Mountain Boulevard Intersection Improvement
12	Tucker Industrial Road at Hugh Howell Road (SR 236) Intersection Improvement
13	Tucker Industrial Road at Elmdale Dr Intersection Improvement
14	Lawrenceville Highway (US 29/SR 8) at N. Royal Atlanta Drive Intersection Improvement
15	Idlewood Road at Sarr Parkway Intersection Improvement

Table 8: Short-Term Bicycle and Pedestrian Project Rankings

Rank	Project Name
1	Mountain Industrial Boulevard Sidewalk (West side of Mountain Industrial from Hammermill Road (south) to Lewis Road)
2	Mountain Industrial Boulevard Sidewalk (West side of Mountain Industrial from Hugh Howell Road to Elmdale Drive)
3	Mountain Industrial Boulevard Sidewalk (West side of Mountain Industrial from Old Sears Outlet to Hugh Howell Road)
4	Mountain Industrial Boulevard Sidewalk (East side of Mountain Industrial from Old Sears Outlet to Hugh Howell Road)
5	Mountain Industrial Boulevard Sidewalk (East Side of Mountain Industrial from Gwinnett County line to bridge over CSX railroad)
6	LCI Study - TSCID Pedestrian Improvements
7	Mountain Industrial Boulevard Sidewalk (West side of Mountain Industrial from Gwinnett County line to bridge over CSX railroad)
8	Mountain Industrial Boulevard Sidewalk (West side of Mountain Industrial from Lewis Road to 1600 Mountain Industrial Boulevard)
9	Mountain Industrial Boulevard Sidewalk (West side of Mountain Industrial from Tuckerstone Parkway to bridge over CSX railroad)
10	Hugh Howell Road Sidewalk (North side of Hugh Howell Road from Lawrenceville Highway to Tucker Industrial Road)
11	Hugh Howell Road Sidewalk (South side of Hugh Howell Road from Mountain Industrial Boulevard to Rosser Road)
12	City of Tucker - Hugh Howell Road Pedestrian Improvements

Table 9: Long-Term Vision Project Rankings

Rank	Project Name
1	City of Tucker - Mountain Industrial Boulevard Widening (6 Lanes, Hugh Howell Road to US 78)
2	Roundabout at Mountain Industrial Boulevard/S. Royal Atlanta Drive, Teardrop Roundabout north of Mountain Industrial Boulevard/N. Royal Atlanta Drive
3	Roundabout/Realignment at Mountain Industrial Boulevard/Tuckerstone Parkway

7 Cost Estimates and Revenue Forecasts

The following chapter provides a summary of the costing tool, the methodology of determining projects cost estimates, and the development of potential revenue forecasts.

7.1 Summary of Costing Tool/Assumptions

As part of this FCP project lists, the project team estimated costs for each of the proposed operational improvement and pedestrian recommendations. This was done in consultation with the ARC's Planning Level Cost Estimation Tool to determine costs by unit and mile for corresponding project elements.¹⁷ Additionally, the project team utilized engineering judgment and the GDOT pay item index to cost certain components of each project such as necessary curb improvements, signal upgrades, and sidewalk construction. Additional input on project costing was provided by TSCID.

Across all projects, raw costs were calculated based on these per-unit inputs. Then increased by specified magnitudes to account for grading, erosion control, ROW, utilities, and engineering inspection costs. The final costs included a 20 percent contingency.

7.2 Potential Revenue Sources

When developing a work program, the pivoting factor that determines capacity to implement projects is the amount of local funding that can be contributed. This includes either 100% funding local projects or providing a local match for federal aid offered through the ARC. The following section breaks down the available revenue sources and how revenue projections were developed.

- Local sources – Funding sources from the TSCID tax allocations and contributions from the City of Tucker.
- Federal sources – Funding from federal aid programs administered by ARC.

It should be noted that no state funding was assumed for any of the short-term projects within the TSCID because most were along local roadways. However, state funds could be utilized along Lawrenceville Highway (US 29/SR 8) and longer-term improvements. Furthermore, no funding allocations were assumed from DeKalb County given their obligations within the unincorporated portions of the County.

7.2.1 TSCID Tax Allocations

The foundation of revenues for the work program revolve around TSCID tax revenues. Tax revenues for the TSCID come from a percentage of the property taxes within the TSCID boundaries. This funding source is considered a consistent source of income based on historical tax revenue. Based on TSCID historical records and staff input, it was assumed that the average tax revenues from 2016 through 2020

¹⁷ Atlanta Regional Commission (2016). Planning Level Cost Estimation Tool.
[http://documents.atlantaregional.com/transportation/projsolicitation/2019/Cost%20Estimation%20Tool%20\(2016%20Final\).zip](http://documents.atlantaregional.com/transportation/projsolicitation/2019/Cost%20Estimation%20Tool%20(2016%20Final).zip)

of \$1.1 million would remain steady throughout the year 2025. While the COVID-19 pandemic has impacted traditional transportation funding sources such as gas taxes and sales taxes, no significant impacts to property taxes revenues are anticipated. The historical allocation of 30 percent of the revenues being dedicated to infrastructure projects was also carried forward through 2025. As a result, a total of \$330,000 annually resulting in approximately \$1.65 million of tax revenue assumed through the duration of the short-term fiscally constrained projects. The allocations of TSCID revenues for each year of the for both roadway and sidewalk projects are presented in **Table 10**. These annual estimates were determined based on the funds necessary to meet the obligations of the short-term fiscally constrained projects, detailed in Chapter 8.

Table 10: Proposed Allocation of TSCID Tax Revenues by Year

	Total Revenues	Roadway (%)	Sidewalk (%)
2021	\$330,000	\$0	\$172,000
2022	\$330,000	\$324,000	\$0
2023	\$330,000	\$206,000	\$124,000
2024	\$330,000	\$0	\$10,000
2025	\$330,000	\$133,040	\$0
Total	\$1,650,000	\$663,040 (72%)	\$309,400 (28%)

7.2.2 City of Tucker Revenues

Based on input from City staff, revenues from the City of Tucker incorporated into the short-term fiscally constrained project list for roadway projects were assumed to come from the Special Projects Local Option Sales Tax (SPLOST) and potentially the City's general fund. Based on available revenues, it was assumed that approximately \$1.9 million would be allocated toward the short-term improvements in the TSCID. For sidewalk improvements, it was assumed that \$1.07 million of the \$4.5 million dedicated to sidewalks from the City's general fund would support the TSCID short-term fiscally constrained projects.

7.2.3 Federal Revenue Sources

While Mountain Industrial Boulevard is included in the National Highway System (NHS), it is not a designated federal and/or state highway. The roadways within the TSCID designated as such are Stone Mountain Freeway (US 78), Lawrenceville Highway (US 29/SR8) and Hugh Howell Road (SR 236). As a result, the following FHWA funding sources are technically eligible for use in the TSCID FCP project list:

- **NHS Funds** – Since Mountain Industrial Boulevard is on the NHS, it is technically eligible for funding for NHS facilities, called the National Highway Performance Program (NHPP). However, these funds are specifically tied to achieving performance targets established by GDOT for the statewide NHS network. As a result, nearly all these funds are allocated to major interstate facilities that impact statewide mobility. Therefore, this funding source was not considered a viable option for the TSCID FCP projects.

- Surface Transportation Block Grant (STBG) Funds – This federal program is much more flexible. It allows for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road. Projects can include facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities.
- STBG - Transportation Alternatives Program - These funds are a subset of the overall STBG funds specifically set aside for smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects.

Based on the criteria above, it was assumed that the federal aid most suitable for the TSCID short-term fiscally constrained projects is the STBG program for both roadway and sidewalk improvements. This funding source is consistent with the current ARC TIP, which was assessed to identify funding sources used for projects similar to those proposed within the TSCID FCP projects list.

More important than identifying overall eligibility for federal aid, a critical step for project implementation is recognizing and addressing the competitive process to secure these funds within the ARC project solicitation process. The process requires demonstrating benefits for several factors – such as mobility, economic benefit, safety, et. al. In recognition, individual projects developed within the TSCID were assessed for their overall interrelationship and common objectives and redefined in the short-term fiscally constrained project list based on their collective benefits. By strategically defining the projects in the short-term fiscally constrained project list, the TSCID better positions itself to secure these competitive resources.

7.2.4 State Revenue Sources

In addition to ARC funds, GDOT offers programs for funding that can be applied for outside the ARC TIP solicitation process. There are only two proposed improvements within the work program along state roadways. The GDOT funding sources most appropriate for the implementation of the non- ARC funded work program are the Quick Response and the Local Maintenance and Improvement Grant (LMIG) programs.

- Quick Response Projects - The program is designed for lower-cost operations are operational projects such as restriping, intersection improvements, turn lane additions and extensions that can be implemented in a short period of time (within one year) and for under \$200k.
- Local Maintenance & Improvement Grant (LMIG) - The annual LMIG allocation is based on the total centerline road miles for each local road system and the total population of each county or city as compared with the total statewide centerline road miles and total statewide population. The following types of projects could be eligible for LMIG funds:
 - Preliminary engineering (including engineering work for R/W plans and Utility plans)
 - Construction supervision & inspection
 - Utility Adjustments or replacement
 - Patching, leveling, and resurfacing a paved roadway
 - Grading, Drainage, Base and Paving existing or new roads
 - Replacing storm drainpipe or culverts
 - Intersection improvements

- Turn lanes
- Bridge repair or replacement
- Sidewalk adjacent (within right of way) to a public roadway or street
- Roadway Signs, striping, guardrail installation
- Signal installation or improvement

Based on input from TSCID staff, attempts to procure GDOT funds have historically been largely unsuccessful. It will be a recommendation of this report that the TSCID work with the City of Tucker to secure these funding sources when appropriate.

There are other funding programs that are typically for lower cost projects such as Community Development Block Grant (CDBG) and the Multi-Modal Safety Access Grant (MMAG). The former is a federally funded program administered through DeKalb County and the latter one through GDOT. Project types for the CDBG program can be applied towards public buildings, storm water infrastructure and sidewalks while the MMAG funding is utilized for sidewalk and pedestrian improvement projects.

7.3 Potential Additional Revenue Sources

The ARC has stressed to the importance of defining projects that can compete for grants suited for improving areas such as the TSCID. Based on the types of projects identified within the overall FCP project list, the most relevant grant programs are:

- Better Utilizing Investments to Leverage Development (BUILD) Program – BUILD transportation grants are for planning, capital investments in surface transportation infrastructure, and are awarded on a competitive basis for projects that will have a significant local or regional impact. Projects can range from \$5 million to a maximum of \$25 million. The program selection criteria encompass safety, economic competitiveness, quality of life, state of good repair, environmental sustainability, innovation, and partnerships with a broad range of stakeholders. However, it should be noted that grants in urban areas such as the TSCID have become more competitive since the FHWA has made a commitment for 50 percent of funds to be allocated towards rural areas. Furthermore, the overall statewide cap is \$100 million. Any applications would need to be coordinated through GDOT to ensure eligibility.
- Infrastructure for Rebuilding America (INFRA) Grants – INFRA grants are essentially a similar program as the BUILD program but at a much larger scale. The minimum project cost is \$100 million in Georgia. The projects within the TSCID FCP project list need to be part of a larger program and include projects from multiple jurisdictions. Still, it is a potential funding source given that the Jimmy Carter Boulevard/Mountain Industrial Boulevard/Hairston Road corridor is designated on the NHS as a “MAP-21 Principal Arterial”. There is also emphasis within the FHWA to allocate these funds to rural areas as well.
- Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) Grants – Very similar to the INFRA grant requirements, FASTLANE grants have a minimum project cost of \$100 million. However, unlike the INFRA program, the FHWA does reserve 10 percent of the overall program budget for “Small Projects”

that demonstrate cost efficiency and overall regional benefits. While the grant may not exceed 60 percent of the total eligible project costs, an additional 20 percent of project costs may be funded with other Federal assistance, bringing total Federal participation in the project to a maximum of 80 percent. The same emphasis on rural areas also applies to this program.

- GTIB – This is a grant and loan program administered by the State Road and Tollway Authority (SRTA). This program is also competitive and accepts applications for projects up to \$10 million. An important aspect of the GTIB program is that it can be used as local match for the “traditional” ARC programs in the previous section. Key factors SRTA considers for GTIB applications include demonstrating economic development potential, project readiness, and feasibility. It should be noted that GTIB funds have been utilized for funding a large portion of the design costs for the US 78/Mountain Industrial Boulevard improvement that is currently scheduled for construction in 2023.

Based on the eligibility requirements for these programs and the overall scale of improvements needed within the TSCID, the BUILD and GTIB offer the most potential for future utilization. More detail on potential strategies is provided in Chapter 9 of this report.

8 Fiscally Constrained Project List

The following chapter outlines the proposed TSCID FCP short-term fiscally constrained project list. As noted in previous sections of this report, the process of developing the FCP project list was a culmination of the following efforts:

- Step 1: Identification of a Universe of Projects – A universe of initial projects was identified through: 1) the analysis within the *Inventory and Assessment Report*; 2) the completion of the *Traffic Study Report* to identify more detailed issues at problem intersections; 3) an inventory of projects identified through previous studies; and 4) input from stakeholders and truckers within the TSCID.
- Step 2: Development of a Project Prioritization Tool: A project evaluation tool was developed specifically for this Plan based on: 1) factors utilized by the ARC in their project evaluation process; and 2) goals set forth for this FCP. This tool was specifically designed to assess projects in a manner consistent with the ARC TIP prioritization to ensure compatibility with the regional process.
- Step 3: Initial Evaluation of Projects based on the Prioritization Framework: All proposed projects were assessed within the tool to provide insight on the potential for projects to meet the overall goals of the project.
- Step 4: Refinement of Project Prioritization: The initial priorities developed within the tool were vetted with TSCID staff and refined based on local knowledge, previous project development efforts with the City, and well-known needs historically voiced from TSCID members.
- Step 5: Development of Project Costs: Detailed cost estimates were developed based on the ARC Costing tool, specific project details, and input from TSCID staff.
- Step 6: Development of Projected Local Revenues: Historical tax revenues provided from TSCID staff and the 5-year Work Program from the City of Tucker were utilized to determine realistic revenue forecasts for local funds available for the short-term FCP project list through 2025.
- Step 7: Definition of Projects for TIP solicitation: Individual projects were organized, or “bucketed,” to increase their overall benefit for ARC consideration and potential for federal funding. As a result, the improvement of seven intersections along Mountain Industrial Boulevard are being presented as one project because improving all these intersections at once serves a collective purpose and presents a much greater benefit than improving one at a time. Sidewalk improvements along Mountain Industrial Boulevard have also been combined for the same reason.

8.1 Overview of Fiscally Constrained Project List

Project recommendations included in the short-term fiscally constrained project list consist of 1) five projects (consisting of 12 intersection improvements) that address capacity, safety, and operational issues; 2) four preliminary engineering and scoping projects for the development of long-term goals; and 3) 10 sidewalk projects which address work force access and transit connectivity issues. Collectively, the short-term fiscally constrained project list consists of a total of 22 individual improvements and four studies projects defined as twelve overall projects. The sections that follow provide a detailed description of these projects as proposed for inclusion in the overall TIP for the region. The long-term projects are discussed in greater detail in Chapter 9. A table of the short-term fiscally constrained roadway projects along with their associated costs are provided in Table 12. Figure 12 provides an overview of the short-term fiscally constrained roadway project locations. A table of the short-term fiscally constrained pedestrian projects and their associated costs are provided in Table 13. Figure 13 provides an overview of the short-term fiscally constrained pedestrian project locations. And finally, a table of short-term policy recommendations are provided in Table 14, which are discussed later in this chapter. A more detailed breakdown of project costs, including their costs by phase, program year and potential funding sources is provided in Appendix C.

Table 11: Fiscally Constrained Projects by Type

Project Type	Short-Term Projects (Improvements)	Long-Term Projects
Capacity	0	2
Intersection/Operations	5 (12)	2
Preliminary Engineering/Scoping/IMR	3	2
Pedestrian	3 (10)	0

Table 12: Short-Term Work Program – Roadway Projects

Combined Project ID	Project Title	Project ID	Project Name	Sponsoring Agencies	Estimated Total Project Cost	Federal/ State	Potential Federal Funding Sources	Total Local Match
FCP-1.1	NA – Component of FCP-1	I5	Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way Intersection Improvement	TSCID, City of Tucker	\$530,000	\$424,000	Surface Transportation Block Grant (STBG) Program (ARC)	\$106,000
FCP-1.2	NA – Component of FCP-1	I1	Mountain Industrial Boulevard at N. Royal Atlanta Drive Intersection Improvement	City of Tucker	\$720,000	\$576,000	Surface Transportation Block Grant (STBG) Program (ARC)	\$144,000
FCP-1.3	NA – Component of FCP-1	I3	Mountain Industrial Boulevard at S. Royal Atlanta Drive Intersection Improvement	City of Tucker	\$200,000	\$160,000	Surface Transportation Block Grant (STBG) Program (ARC)	\$40,000
FCP-1.4	NA – Component of FCP-1	I9	Mountain Industrial Boulevard at Lewis Road Intersection Improvement	City of Tucker	\$400,000	\$320,000	Surface Transportation Block Grant (STBG) Program (ARC)	\$80,000
FCP-1.5	NA – Component of FCP-1	I8	Mountain Industrial Boulevard at Greer Circle Intersection Improvement	City of Tucker	\$380,000	\$304,000	Surface Transportation Block Grant (STBG) Program (ARC)	\$76,000
FCP-1.6	NA – Component of FCP-1	I7	Mountain Industrial Boulevard at Hammermill Road (South) Intersection Improvement	City of Tucker	\$280,000	\$224,000	Surface Transportation Block Grant (STBG) Program (ARC)	\$56,000
FCP-1	Freight Cluster Plan Improvements along Mountain Industrial Boulevard	I5, I1, I3, I9, I7, I8	Mountain Industrial Boulevard - Multiple Locations (Individual Project Details Above)	City of Tucker	\$2,510,000	\$2,008,000	Surface Transportation Block Grant	\$502,000

Combined Project ID	Project Title	Project ID	Project Name	Sponsoring Agencies	Estimated Total Project Cost	Federal/ State	Potential Federal Funding Sources	Total Local Match
							(STBG) Program (ARC)	
FCP-2.1	NA – Component of FCP-2	I15	Mountain Industrial Boulevard at Tuckerstone Parkway Intersection Improvement - Clear Cut Trees and Warning Signal	City of Tucker	\$120,000	\$-	Assumed No Federal Funds	\$120,000
FCP-2.2	NA – Component of FCP-2	I16	Mountain Industrial Boulevard at Tuckerstone Parkway Intersection Improvement - Add Left Turn Lane	City of Tucker	\$215,000	\$-	Assumed No Federal Funds	\$215,000
FCP-2.3	NA – Component of FCP-2	I17	Mountain Industrial Boulevard at Tuckerstone Parkway Intersection Improvement - Right In/Right Out at Tuckerstone	City of Tucker	\$30,000	\$-	Assumed No Federal Funds	\$30,000
FCP-2	Mountain Industrial Boulevard at Tuckerstone Boulevard Intersection Improvements	I15, I16, I17	Mountain Industrial Boulevard at Tuckerstone Boulevard Intersection Improvements	City of Tucker	\$365,000	\$-	Assumed No Federal Funds	\$365,000
FCP-3	E. Ponce de Leon Avenue at Rock Mountain Boulevard Intersection Improvement	I11	E. Ponce de Leon Avenue at Rock Mountain Boulevard Intersection Improvement	City of Tucker	\$350,000	\$-	Assumed No Federal Funds	\$350,000
FCP-4	Lawrenceville Highway (US 29/SR 8) and N. Royal Atlanta Intersection Improvement	I6	Lawrenceville Highway (US 29/SR 8) and N. Royal Atlanta Intersection Improvement	City of Tucker	\$460,000	\$-	Assumed No Federal Funds	\$460,000
FCP-5	Mountain Industrial Boulevard Speed Advisory Study	NA	Mountain Industrial Boulevard Speed Advisory Study	City of Tucker	\$20,000	\$-	Assumed No Federal Funds	\$20,000
FCP-6	Scoping Study for Reconfiguration of Tuckerstone Parkway at Mountain Industrial Boulevard	NA	Scoping Study for Reconfiguration of Tuckerstone Parkway at Mountain Industrial Boulevard	City of Tucker	\$200,000	\$-	Assumed No Federal Funds	\$200,000

Combined Project ID	Project Title	Project ID	Project Name	Sponsoring Agencies	Estimated Total Project Cost	Federal/ State	Potential Federal Funding Sources	Total Local Match
FCP-7	Tucker Industrial Road at Hugh Howell Road (SR 236) Intersection Improvement	I4	Tucker Industrial Road at Hugh Howell Road (SR 236) Intersection Improvement	City of Tucker	\$400,000	\$-	Assumed No Federal Funds	\$400,000
FCP-8	Mountain Industrial and E. Ponce DeLeon Avenue Intersection Improvements - PRELIMINARY ENGINEERING	NA	Mountain Industrial and E. Ponce DeLeon Avenue	City of Tucker	\$157,200	\$-	Assumed No Federal Funds	\$157,200
FCP-9	Mountain Industrial Boulevard Median Enhancements - PRELIMINARY ENGINEERING	NA	Mountain Industrial Boulevard Median Improvements	City of Tucker	\$108,000	\$-	Assumed No Federal Funds	\$108,000
TOTAL PROJECT COSTS – COST FEASIBLE ROADWAY PROJECTS					\$4,570,200	\$2,008,000		\$2,562,200

Table 13: Short-Term Fiscally Constrained Pedestrian Projects

Combined Project ID	Project Title	Project ID	Project Name	Partner Jurisdiction	Estimated Total Project Cost	Federal	Potential Funding Sources	Total Local Match
FCP-10.1	NA – Component of FCP-10	PS2	Mountain Industrial Boulevard Sidewalk (West side of Mountain Industrial from Gwinnett County line to 2530 Mountain Industrial Blvd)	City of Tucker	\$500,000	\$400,000	Transportation Alternatives Program (ARC); Surface Transportation Block Grant (STBG) Program	\$100,000
FCP-10.2	NA – Component of FCP-10	PS1	Mountain Industrial Boulevard Sidewalk (East Side of Mountain Industrial from Gwinnett County line to bridge over CSX railroad)	City of Tucker	\$500,000	\$400,000	Transportation Alternatives Program (ARC); Surface Transportation Block Grant (STBG) Program	\$100,000
FCP-10.3	NA – Component of FCP-10	PS3	Mountain Industrial Boulevard Sidewalk (West side of Mountain Industrial from Tuckerstone Parkway to bridge over CSX railroad)	City of Tucker	\$120,000	\$96,000	Transportation Alternatives Program (ARC); Surface Transportation Block Grant (STBG) Program	\$24,000
FCP-10.4	NA – Component of FCP-10	PS4	Mountain Industrial Boulevard Sidewalk (West side of Mountain Industrial from Old Sears Outlet to Hugh Howell Rd)	City of Tucker	\$130,000	\$104,000	Transportation Alternatives Program (ARC); Surface Transportation Block Grant (STBG) Program	\$26,000
FCP-10.5	NA – Component of FCP-10	PS5	Mountain Industrial Boulevard Sidewalk (East side of Mountain Industrial from Old Sears Outlet to Hugh Howell Rd)	City of Tucker	\$130,000	\$104,000	Transportation Alternatives Program (ARC); Surface Transportation Block Grant (STBG) Program	\$26,000
FCP-10.6	NA – Component of FCP-10	PS6	Mountain Industrial Boulevard Sidewalk	City of Tucker	\$200,000	\$160,000	Transportation Alternatives Program	\$40,000

Combined Project ID	Project Title	Project ID	Project Name	Partner Jurisdiction	Estimated Total Project Cost	Federal	Potential Funding Sources	Total Local Match
			(West side of Mountain Industrial from Hugh Howell Rd to Elmdale Dr)				(ARC); Surface Transportation Block Grant (STBG) Program	
FCP-10.7	NA – Component of FCP-10	PS7	Mountain Industrial Boulevard Sidewalk (West side of Mountain Industrial from Hammermill Rd to US 78 interchange)	City of Tucker	\$50,000	\$40,000	Transportation Alternatives Program (ARC); Surface Transportation Block Grant (STBG) Program	\$10,000
FCP-10.8	NA – Component of FCP-10	PS8	Mountain Industrial Boulevard Sidewalk (West side of Mountain Industrial from Lewis Rd to 1600 Mountain Industrial Blvd)	City of Tucker	\$100,000	\$80,000	Transportation Alternatives Program (ARC); Surface Transportation Block Grant (STBG) Program	\$20,000
FCP-10	Freight Cluster Workforce Access Sidewalks - Mountain Industrial Boulevard	PS1, PS2, PS3, PS4, PS5, PS6, PS7, PS8	Freight Cluster Workforce Access Sidewalks - Mountain Industrial Boulevard (Individual Project Descriptions Above)	City of Tucker	\$1,730,000	\$1,384,000	Transportation Alternatives Program; Surface Transportation Block Grant (STBG) Program	\$346,000
FCP-11	Hugh Howell Rd Sidewalk (South side of Hugh Howell Rd from Mountain Industrial Blvd to Rosser Rd)	PS9	Hugh Howell Rd Sidewalk (South side of Hugh Howell Rd from Mountain Industrial Blvd to Flintstone Drive)	City of Tucker	\$100,000	\$-	Assumed No Federal Funds	\$100,000
FCP-12	Hugh Howell Rd Sidewalk (North side of Hugh Howell Rd from Lawrenceville Hwy to Tucker Industrial Rd)	PS10	Hugh Howell Rd Sidewalk (North side of Hugh Howell Rd from Lawrenceville Hwy to Tucker Industrial Rd)	City of Tucker	\$170,000	\$-	Assumed No Federal Funds	\$170,000
TOTAL PROJECT COSTS - BICYCLE AND PEDESTRIAN - COST FEASIBLE					\$2,000,000	\$1,384,000		\$616,000

Table 14: Short-Term Policy Recommendations

Project ID	Recommendation Type	Project Description	Implementing Agencies	Timeframe (Initiation)
SU-1	Signal Upgrades	Coordinate with GDOT to add three signalized intersections along Mountain Industrial Blvd to the Regional Traffic Operations Program (RTOP): Hugh Howell Rd (SR 236), S. Royal Atlanta Dr, and N. Royal Atlanta Dr.	TSCID, GDOT	1-5 Years
SU-2	Signal Upgrades	Work with DeKalb County, GDOT, and ARC to deploy connected vehicle (CV) technologies at signalized intersections along Mountain Industrial Blvd from E. Ponce de Leon Ave to N. Royal Atlanta Dr as part of the regional connected vehicle program. These upgrades will include the deployment of DSRC and C-V2X communication and allow for potential future connected vehicle applications such as freight signal priority.	TSCID, GDOT, DeKalb County, ARC	1-5 Years
P-1	Workforce Access	Actively work with ATL and/or Gwinnett County to provide better connectivity of transit services between the TSCID and Gwinnett County. The worn foot paths along Mountain Industrial Boulevard from Lawrenceville Highway to North Royal Atlanta Drive provide clear evidence for this need.	TSCID, ATL, Gwinnett County	1-5 Years
P-2	Workforce Access	Continue coordination with the ATL to monitor and promote premium transit along the US 78 corridor. In the interim, the TSCID should work to preserve a potential station area in the vicinity of the US 78/Mountain Industrial Boulevard interchange.	TSCID, ATL	1-5 Years
P-3	Workforce Access	Work with the City of Tucker to coordinate with MARTA for more bus shelters and amenities.	TSCID, City of Tucker	1-5 Years
P-4	Workforce Access	Coordinate with MARTA for opportunities to provide employers in the TSCID reduced rates/passes for their workers	TSCID, MARTA	1-5 Years
P-5	Workforce Access	Increase awareness of Georgia Commute Options for the TSCID workforce residing in the Atlanta metro area by TSCID staff promoting its services to CID employers.	TSCID	1-5 Years
P-6	Truck Parking	Identify potential parcels with 5-20 acres of available space, already identified for development activities, and adjacent to Mountain Industrial Boulevard to be considered for truck parking and staging purposes. Final sites will be subject to City of Tucker review and consideration.	TSCID, City of Tucker	1-5 Years
P-7	Truck Parking	Continued TSCID coordination with business owners and the public regarding truck parking and staging needs and issues	TSCID	1-5 Years
P-8	Truck Parking	TSCID should continue to monitor innovative best practices to attract private-sector interests interested in providing truck parking and staging within the district.	TSCID	1-5 Years
P-9	Truck Parking	TSCID will assess opportunities to construct additional lane on City ROW for on-street truck staging. Coordination with the City will be necessary and code revisions to allow for parking within ROW.	TSCID, City of Tucker	1-5 Years
P-10	Economic Development	The City of Tucker and DeKalb County should consider supporting programs and incentives to provide workforce and affordable housing near employment centers such as TSCID.	City of Tucker, DeKalb County	1-5 Years
P-11	Economic Development	The Tucker Summit Community Improvement District can serve as a vehicle to distribute and provide information regarding both job training and educational opportunities as well as open job positions.	TSCID	1-5 Years

Project ID	Recommendation Type	Project Description	Implementing Agencies	Timeframe (Initiation)
P-12	Interagency Coordination	The Tucker Summit Community Improvement District should coordinate with the City of Tucker for a resolution to adopt the TSCID Freight Cluster Plan as a policy document for future investment.	TSCID, City of Tucker	1-5 Years
P-13	Interagency Coordination	The TSCID should work with the City of Tucker to monitor and support the eventual upgrade to the I-285 interchange at US 78, which is projected to be operating well over its capacity, to preserve the economic viability of the district.	TSCID, City of Tucker	1-5 Years
P-14	Interagency Coordination	As new development/redevelopment occurs, the TSCID should continue to coordinate with the City to ensure that the access management design standards are kept to mitigate driveway relocations associated with future freight projects	TSCID, City of Tucker	1-5 Years

Figure 12: Short-Term Fiscally Constrained Roadway Projects

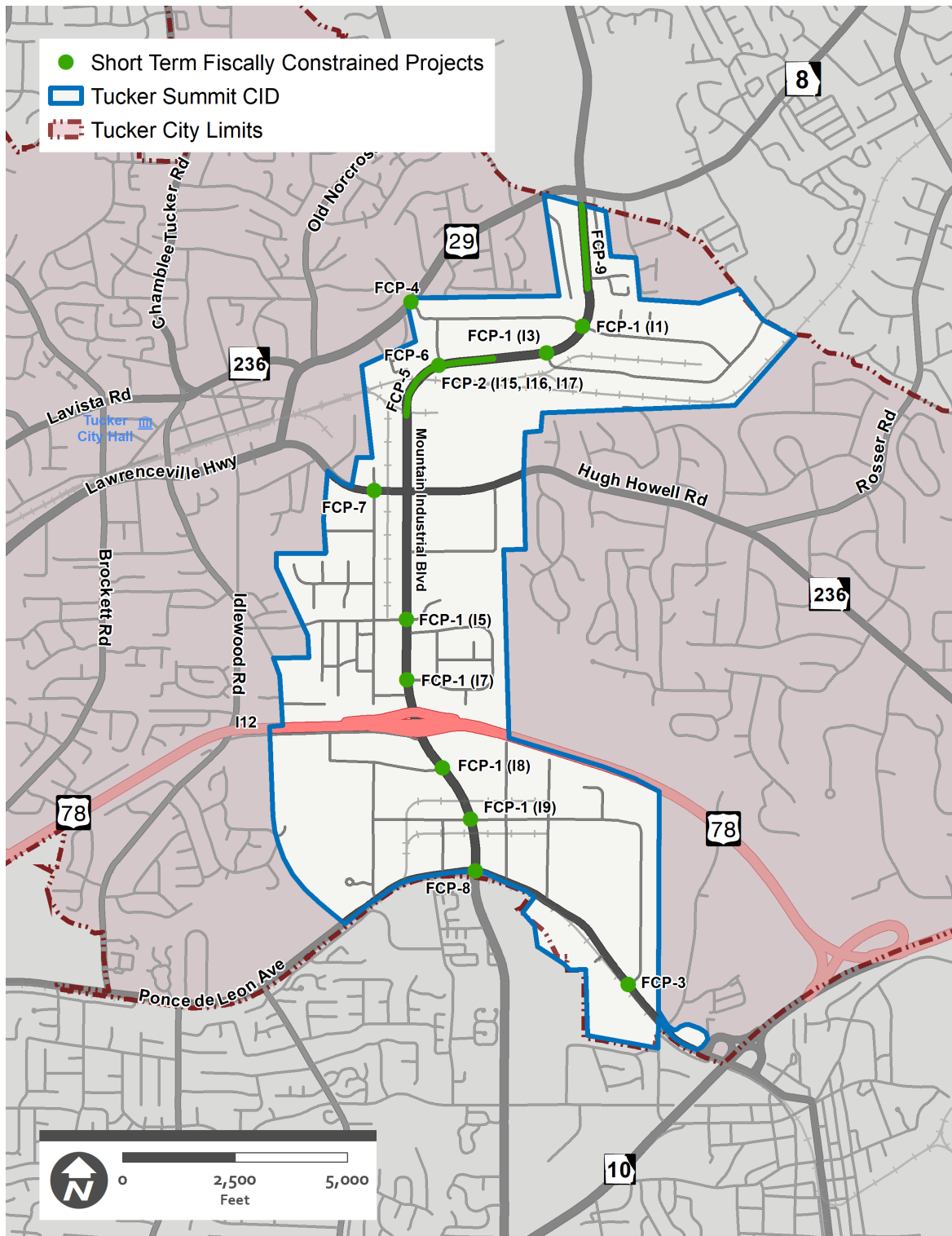
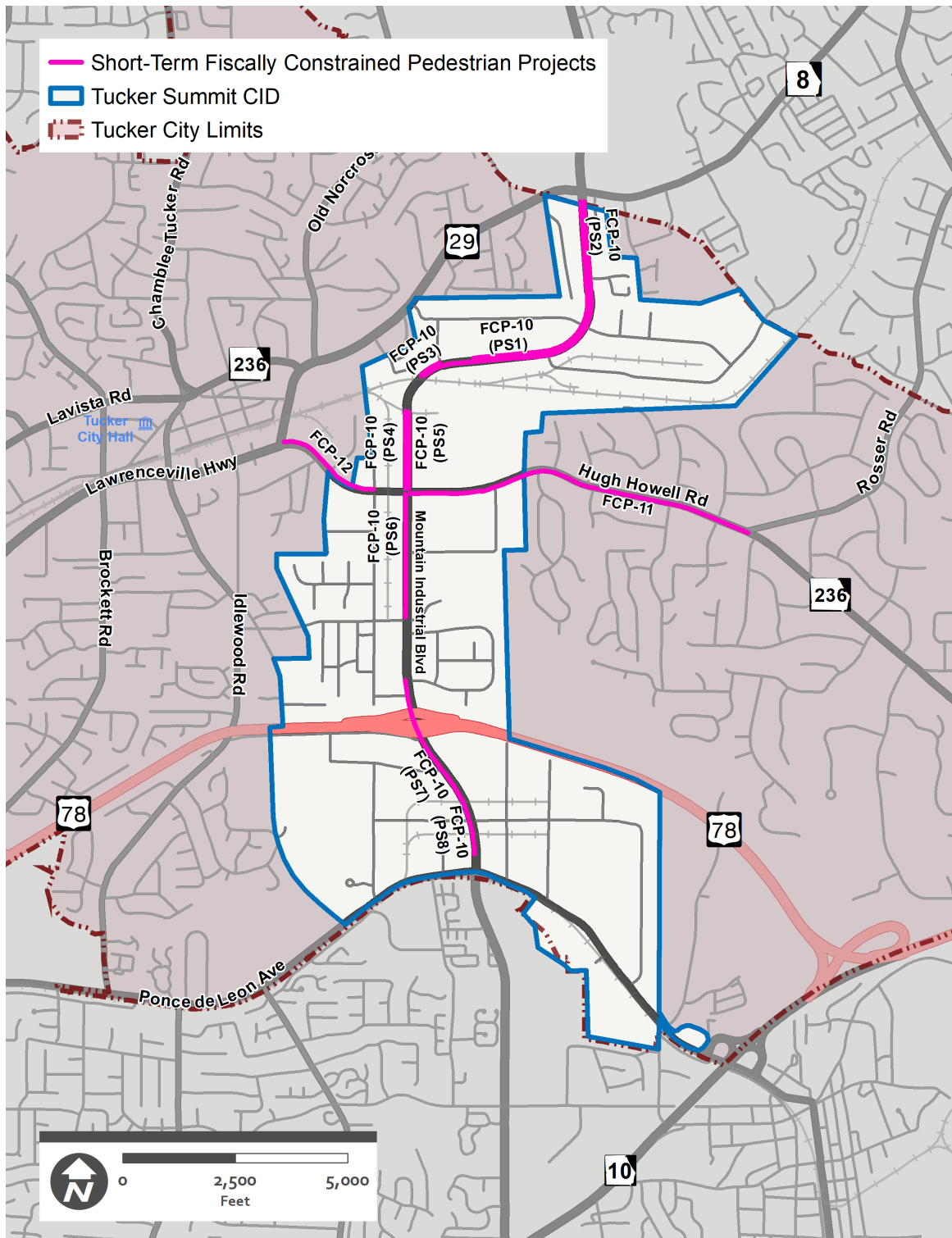


Figure 13: Short-Term Fiscally Constrained Pedestrian Projects



8.2 FCP Improvements along Mountain Industrial Boulevard

The following section details the individual improvements that comprise the FCP-1 project, FCP Improvements along Mountain Industrial Boulevard, within the fiscally constrained project list. These improvements comprise the project that should be considered the highest priority based on the results of the prioritization process and stakeholder input. More detailed improvement descriptions can be found in Chapter 5 of this report. As part of the overall project to improve Mountain Industrial Boulevard, the TSCID will seek STBG monies from the ARC to provide 80 percent of the required funding with the local match being provided by the TSCID and/or the City of Tucker. Please note the potential funding sources within each of the improvement descriptions.

8.2.1 Mountain Industrial Boulevard at N. Royal Atlanta Drive Intersection Improvements

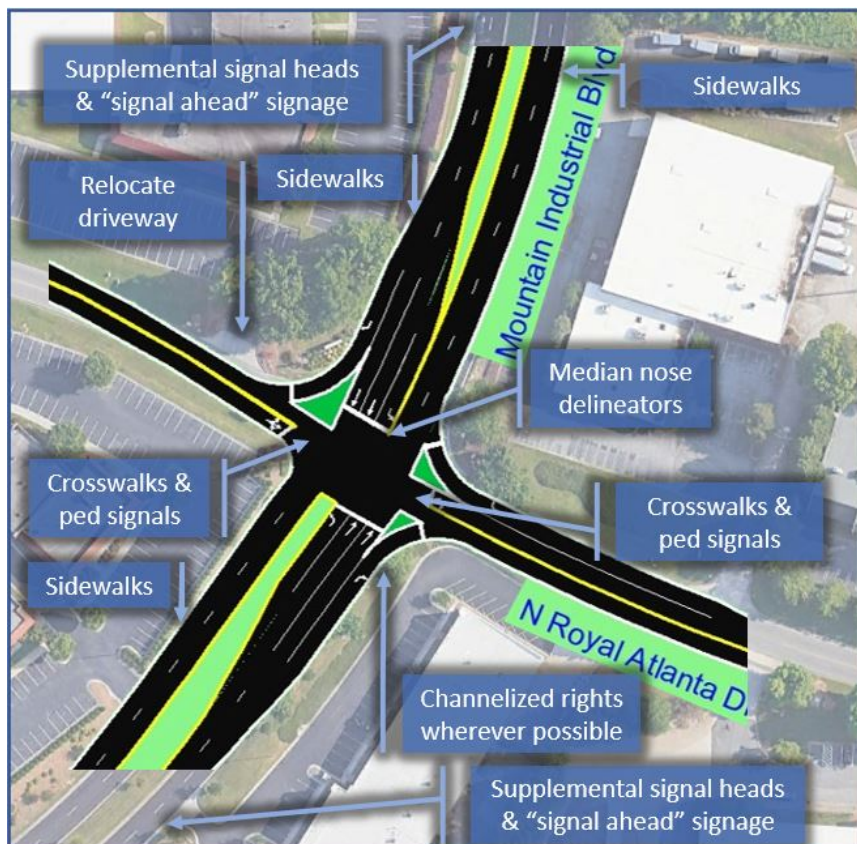
Shown in Figure 14, the proposed improvements at this intersection includes:

- Repave and restripe N. Royal Atlanta Dr. at the intersection and install raised pavement markers. Raised pavement markers improve the intersection safety by enhancing delineation and driver awareness and by providing positive guidance for motorists, especially in low visibility conditions.
- Install median nose delineators at the median along Mountain Industrial Blvd.
- Install backplates with retroreflective borders to all traffic signal head indications.
- Install flashing yellow arrow signal head indications for the southbound Mountain Industrial Blvd. and eastbound and westbound N. Royal Atlanta Dr. left-turns.
- Convert northbound Mountain Industrial Blvd. left-turn to a protected-only movement. A protected-only movement provides an exclusive phase for the left-turn maneuvers in the form of a left-turn arrow indication such that the left-turn movement can be made only under the green left-turn indication. This will make this northbound Mountain Industrial Blvd. left-turn movement safer by allowing the movement to be made without any conflicting traffic maneuvers. Currently this left-turn movement is allowed during the permissive phase (circular green indication) where the sight distance for this maneuver to yield to the southbound through movement appears to be restricted due to the horizontal curve along the north leg of Mountain Industrial Blvd.
- Install supplemental signal heads and “traffic signal ahead” signage along the northbound and southbound Mountain Industrial Blvd. approaches.
- Install single right-turn lanes with channelization and wide curb radii accommodating truck turning movements along the northbound and southbound Mountain Industrial Blvd. approaches and along the westbound N. Royal Atlanta Dr. approach.
- Install pedestrian crosswalks and pedestrian signals along the northbound and southbound Mountain Industrial Blvd. approaches.
- Install sidewalks along Mountain Industrial Blvd. and N. Royal Atlanta Dr. at the intersection. The sidewalks along Mountain Industrial Blvd. should be extended to the Gwinnett County line. The

sidewalks, specifically on the west side of Mountain Industrial Blvd. from N. Royal Atlanta Dr. to the Gwinnett County line, will serve those that live in Gwinnett County and yet use the MARTA system for work in DeKalb County.

- Install ADA curb ramps at all four corners of the intersection.
- Relocate the driveway along N. Royal Atlanta Dr. west of the intersection further away from the intersection.
- **Estimated Cost:** \$720,000 Construction: \$486,098.30
 - Preliminary Engineering: \$45,271
 - Right of Way: \$56,589
 - Utilities: \$37,726
 - Engineering Inspection: \$18,863
 - Contingency: \$75,453
- **Federal Share:** \$576,000
- **Local Share:** \$144,000 (to be split between TSCID and City of Tucker)

Figure 14: Proposed Improvements at Mountain Industrial Boulevard and N. Royal Atlanta Drive



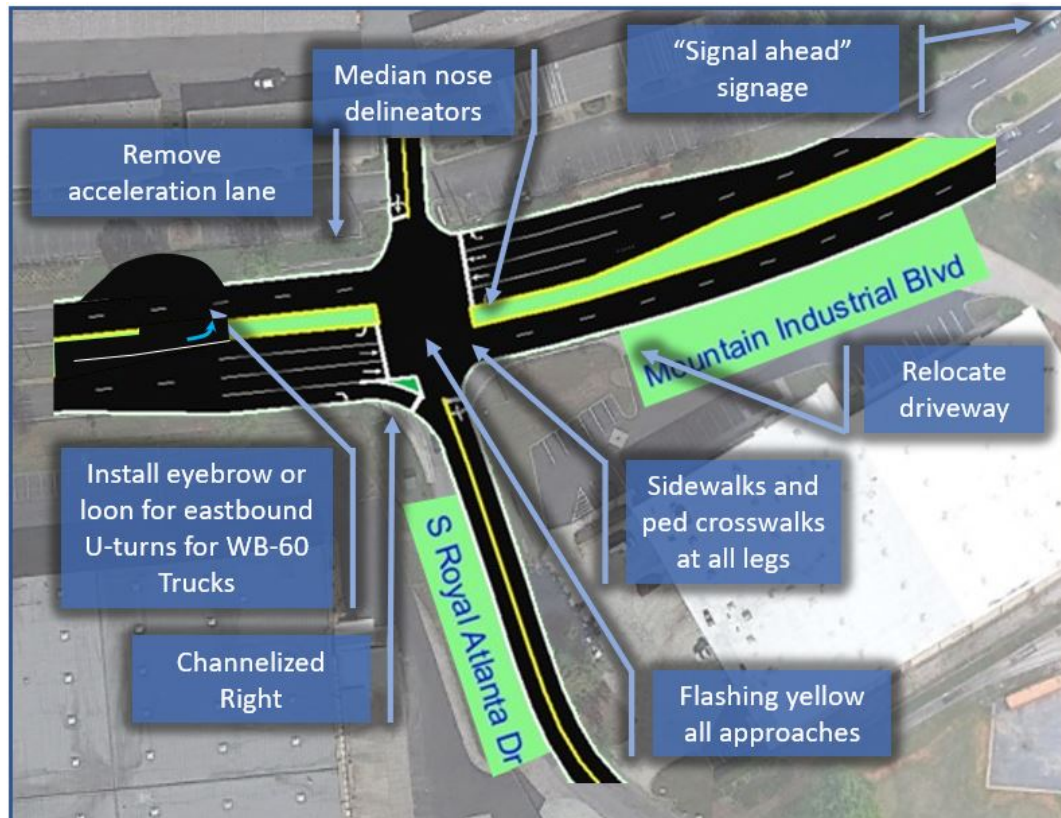
8.2.2 Mountain Industrial Boulevard at S. Royal Atlanta Drive Intersection Improvements

As shown in Figure 15, the proposed improvements at this intersection includes:

- Install median nose delineators at the median along Mountain Industrial Blvd.
- Install backplates with retroreflective borders to all traffic signal head indications.
- Install flashing yellow arrow signal head indications for the left-turns on all four approaches.
- Install “traffic signal ahead” signage along the westbound Mountain Industrial Blvd. approach.
- Install a single right-turn lane with channelization and wide curb radius accommodating truck turning movements along the eastbound Mountain Industrial Blvd. approach.
- Remove the acceleration lane on the west leg of the intersection and install an eyebrow or loon to accommodate eastbound U-turns along Mountain Industrial Blvd.
- Install pedestrian crosswalks across all four legs of the intersection with ADA curb ramps and pedestrian signals.
- Install sidewalks along Mountain Industrial Blvd. and S. Royal Atlanta Dr. at the intersection.
- Install ADA curb ramps at all four corners of the intersection.
- Relocate the driveway along Mountain Industrial Blvd. east of the intersection further away from the intersection.

- **Estimated Cost:** \$200,000
 - Construction: \$143,687
 - Preliminary Engineering: \$10,899
 - Right of Way: \$13,624
 - Utilities: \$9,083
 - Engineering Inspection: \$4,542
 - Contingency: \$18,165
- **Federal Share:** \$160,000
- **Local Share:** \$40,000 (to be split between TSCID and City of Tucker)

Figure 15: Proposed Improvements at Mountain Industrial Boulevard and S. Royal Atlanta Drive



8.2.3 Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way Intersection Improvements

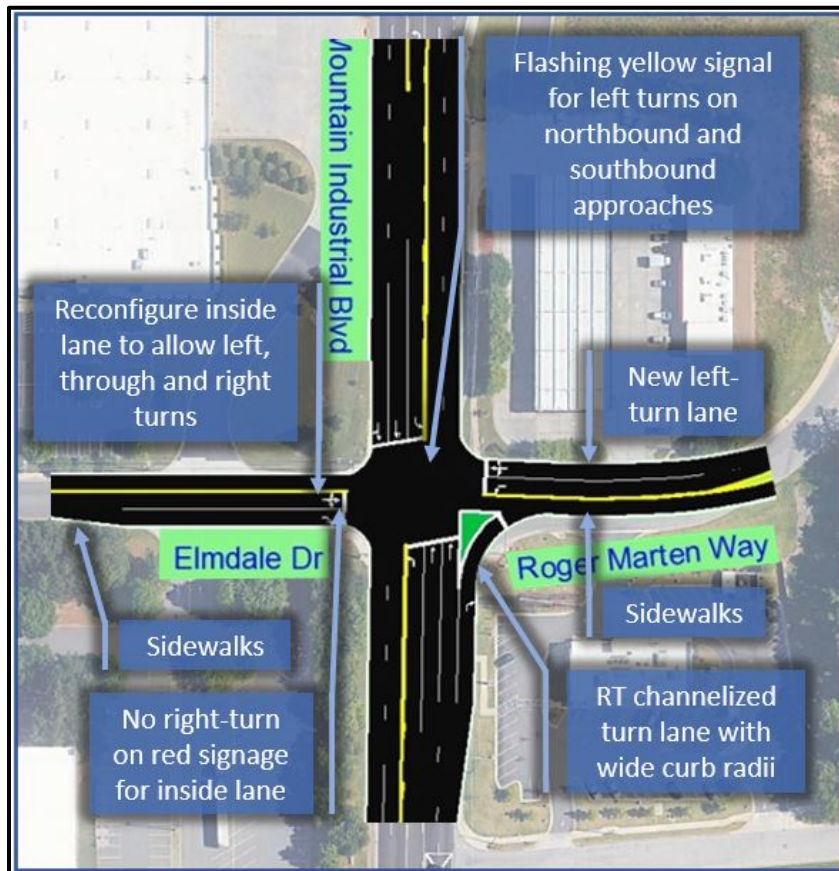
As shown in Figure 16, the proposed improvements at Mountain Industrial Boulevard and Elmdale Drive/Roger Martin Way consist of:

- Install backplates with retroreflective borders to all traffic signal head indications.
- Install flashing yellow arrow signal head indications for the left-turns on the northbound and southbound approaches of Mountain Industrial Blvd.
- Install a single right-turn lane with channelization and wide curb radius accommodating truck turning movements along the northbound Mountain Industrial Blvd. approach. (This is in addition to the improvements recommended by the TSCID's December 2019 traffic engineering study.)
- Repave and restripe Elmdale Dr. and Roger Marten Way at the intersection and install raised pavement markers. Raised pavement markers improve the intersection safety by enhancing delineation and driver awareness and by providing positive guidance for motorists, especially in low visibility conditions.

- Reconstruct the southwest quadrant of the intersection to widen the curb radius in order to accommodate wider right-turn movements by trucks (TSCID's December 2019 traffic engineering study stops short of the Mountain Industrial Blvd. @ Elmdale Dr./Roger Marten Way intersection and does not recommend any improvements to the Elmdale Dr. approach). Install a Permissive-Plus-Overlap phase for the right-turn movement along the Elmdale Dr. approach.
- Reconfigure the westbound Roger Marten Way at the intersection to add a separate left-turn lane, in addition to the existing left-through-right lane. (TSCID's December 2019 traffic engineering study stops short of the Mountain Industrial Blvd. @ Elmdale Dr./Roger Marten Way intersection and does not recommend any improvements to the Roger Marten Way approach)
- Install sidewalks along the west side of Mountain Industrial Blvd. and along Roger Marten Way at the intersection.

- **Estimated Cost:** \$530,000
 - Construction: \$330,374
 - Preliminary Engineering: \$38,637
 - Right of Way: \$48,297
 - Utilities: \$32,198
 - Engineering Inspection: \$16,099
- Contingency: \$64,395 **Federal Share:** \$424,000
- **Local Share:** \$106,000 (to be split between TSCID and City of Tucker)

Figure 16: Proposed Improvements at Mountain Industrial Boulevard and Elmdale Drive/Roger Martin Way



8.2.4 Mountain Industrial Boulevard at Hammermill Road (South) Intersection Improvements

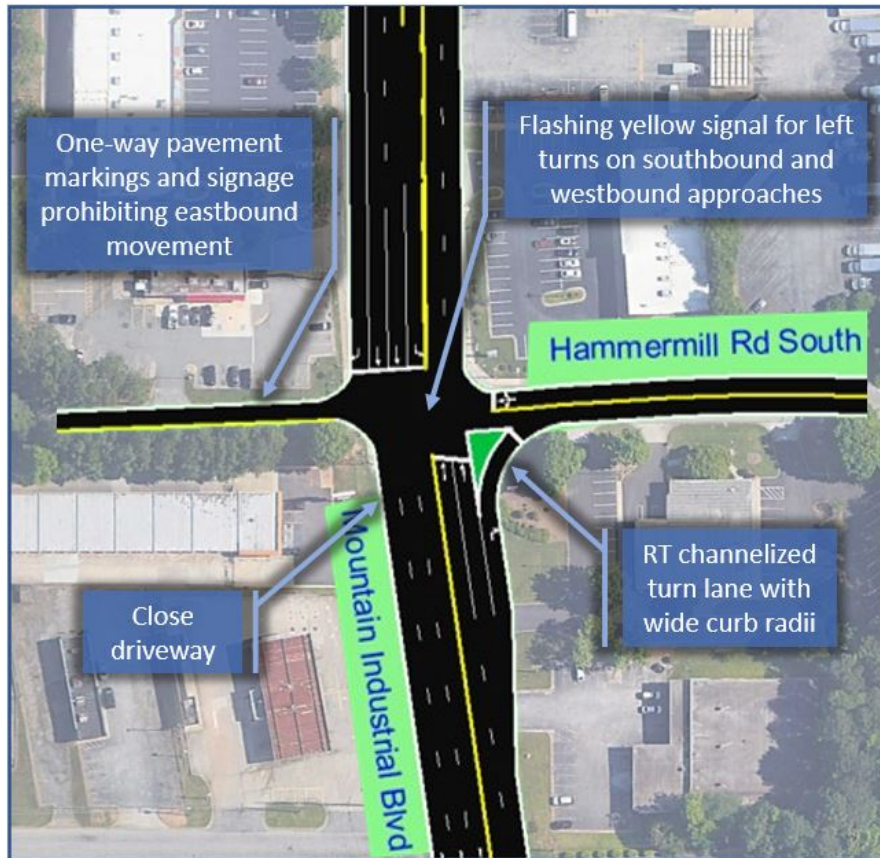
As shown in Figure 17, the proposed improvements at this intersection include:

- Install backplates with retroreflective borders to all traffic signal head indications.
- Install flashing yellow arrow signal head indications for the left-turns on the southbound Mountain Industrial Blvd. approach and the westbound Hammermill Rd. (South) approach.
- Install a single right-turn lane with channelization and wide curb radius accommodating truck turning movements along the northbound Mountain Industrial Blvd. approach. (This is in addition to the improvements recommended by the TSCID's December 2019 traffic engineering study.)
- Install one-way pavement markings along the west leg of the intersection. Install signage at the Waffle House driveway on the west leg of the intersection prohibit vehicles entering the west leg of the intersection from Waffle House to get to Mountain Industrial Blvd.

- Remove “DO NOT ENTER” sign at the southwest corner of the intersection to allow westbound through-traffic at the intersection to access the Waffle House lot.
- Install a “NO LEFT TURN” sign to prohibit left-turns along the northbound Mountain Industrial Blvd. approach.
- As a long-term measure, consider converting the west leg of this intersection into a bidirectional street to connect Mountain Industrial Blvd. to Tucker Industrial Rd. With this improvement, also consider a left-turn lane along the northbound Mountain Industrial Blvd. approach and allow northbound left-turn traffic from Mountain Industrial Blvd.
- Close driveway to “Public Storage” parcel along the west side of Mountain Industrial Blvd. south of the intersection. Provide access to the “Public Storage” parcel via inter-parcel access from the Valero gas station parcel.
- Install sidewalks along the west side of Mountain Industrial Blvd. south of the intersection. Extend the sidewalks to the US 78 interchange.

- **Estimated Cost: \$280,000**
 - Construction: \$175,439
 - Preliminary Engineering: \$20,238
 - Right of Way: \$25,297
 - Utilities: \$16,865
 - Engineering Inspection: \$8,432
 - Contingency: \$33,729
- **Federal Share: \$224,000**
- **Local Share: \$56,000** (to be split between TSCID and City of Tucker)

Figure 17: Proposed Improvements at Mountain Industrial Boulevard and Hammermill Road (South)



8.2.5 Mountain Industrial Boulevard at Greer Circle Intersection Improvements

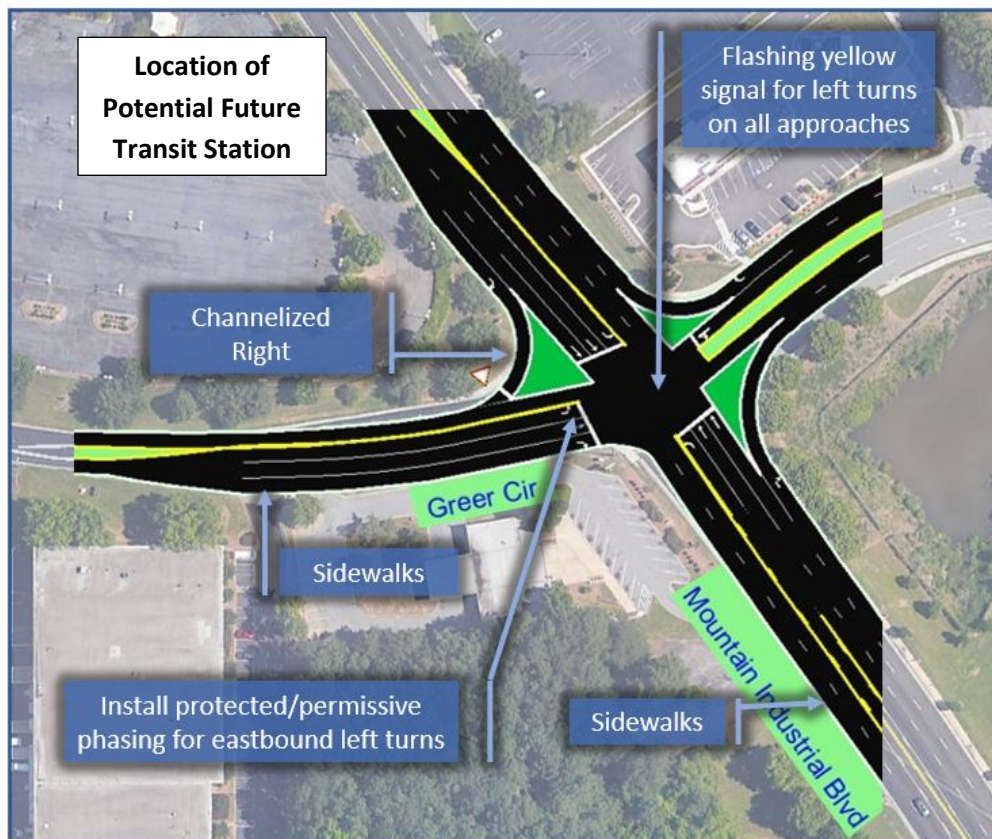
As shown below in Figure 18, the proposed improvements at Mountain Industrial Boulevard and Greer Circle include:

- Repave and restripe Greer Cir. east of the intersection and install raised pavement markers. Raised pavement markers improve the intersection safety by enhancing delineation and driver awareness and by providing positive guidance for motorists, especially in low visibility conditions.
- Install protected/permissive phasing for the eastbound Greer Cir. left-turn movement.
- Install backplates with retroreflective borders to all traffic signal head indications.
- Install flashing yellow arrow signal head indications for the left-turns on all four approaches.
- Install a single right-turn lane with channelization and wide curb radius to accommodate truck turning movements along the southbound Mountain Industrial Blvd. approach. (This is in addition to the improvements recommended by the TSCID's December 2019 traffic engineering study.)
- Install sidewalks along the west side of Mountain Industrial Blvd. and along Greer Cir. west of the intersection.

It should be noted that operational improvements at this location could be included under the current Mountain Industrial Boulevard/US 78 Interchange Project (PI #0017399).

- **Estimated Cost:** \$380,000
 - Construction: \$235,413
 - Preliminary Engineering: \$27,985
 - Right of Way: \$34,981
 - Utilities : \$23,320
 - Engineering Inspection: \$11,660
 - Contingency: \$46,641
- **Federal Share:** \$304,000
- **Local Share:** \$76,000 (to be split between TSCID and City of Tucker)

Figure 18: Proposed Improvements at Mountain Industrial Boulevard and Greer Circle



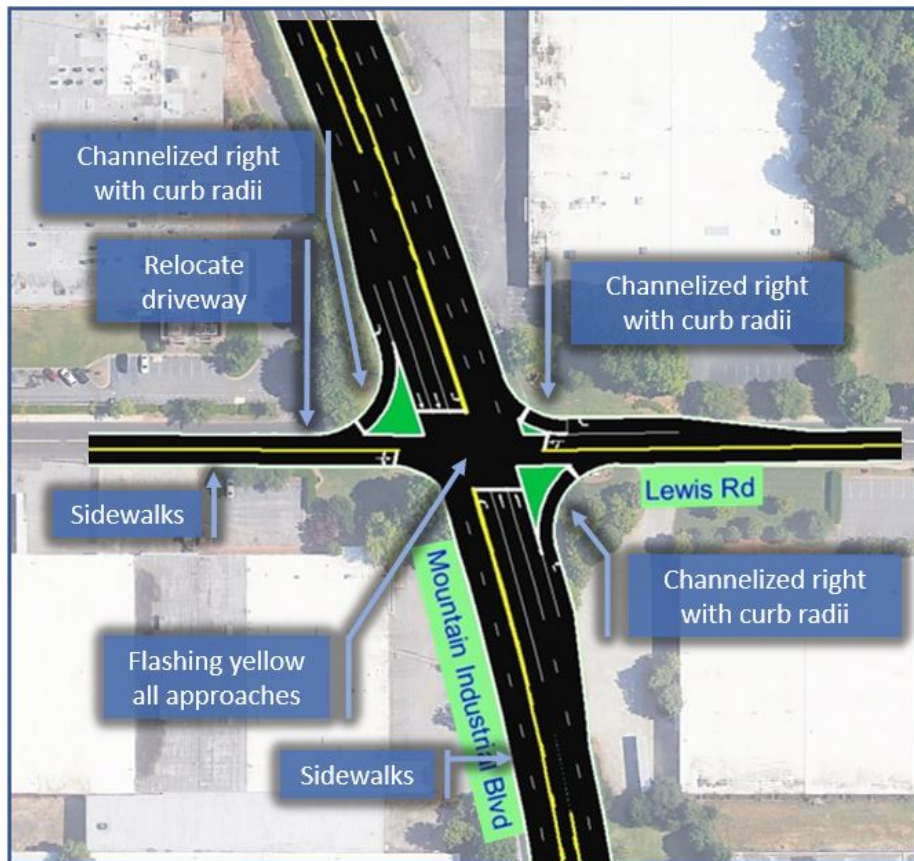
8.2.6 Mountain Industrial Boulevard at Lewis Road Intersection Improvements

As shown below in Figure 19, the proposed improvements for this project include:

- Install backplates with retroreflective borders to all traffic signal head indications.
- Install flashing yellow arrow signal head indications for the left-turns on all four approaches.
- Install single right-turn lanes with channelization and wide curb radii accommodating truck turning movements along the northbound and southbound Mountain Industrial Blvd. approaches and along the westbound Lewis Rd. approach.
- Install sidewalks along the west side of Mountain Industrial Blvd. and along Lewis Rd. west of the intersection.
- Relocate the driveway along Lewis Rd. west of the intersection further away from the intersection.

- **Estimated Cost:** \$400,000
 - Construction: \$249,692
 - Preliminary Engineering: \$29,092
 - Right of Way: \$36,365
 - Utilities : \$24,243
 - Engineering Inspection: \$12,122
 - Contingency: \$48,486
- **Federal Share:** \$320,000
- **Local Share:** \$80,000 (to be split between TSCID and City of Tucker)

Figure 19: Proposed Improvements at Mountain Industrial Boulevard and Lewis Road



8.3 FCP Improvements Mountain Industrial Boulevard and Tuckerstone Parkway

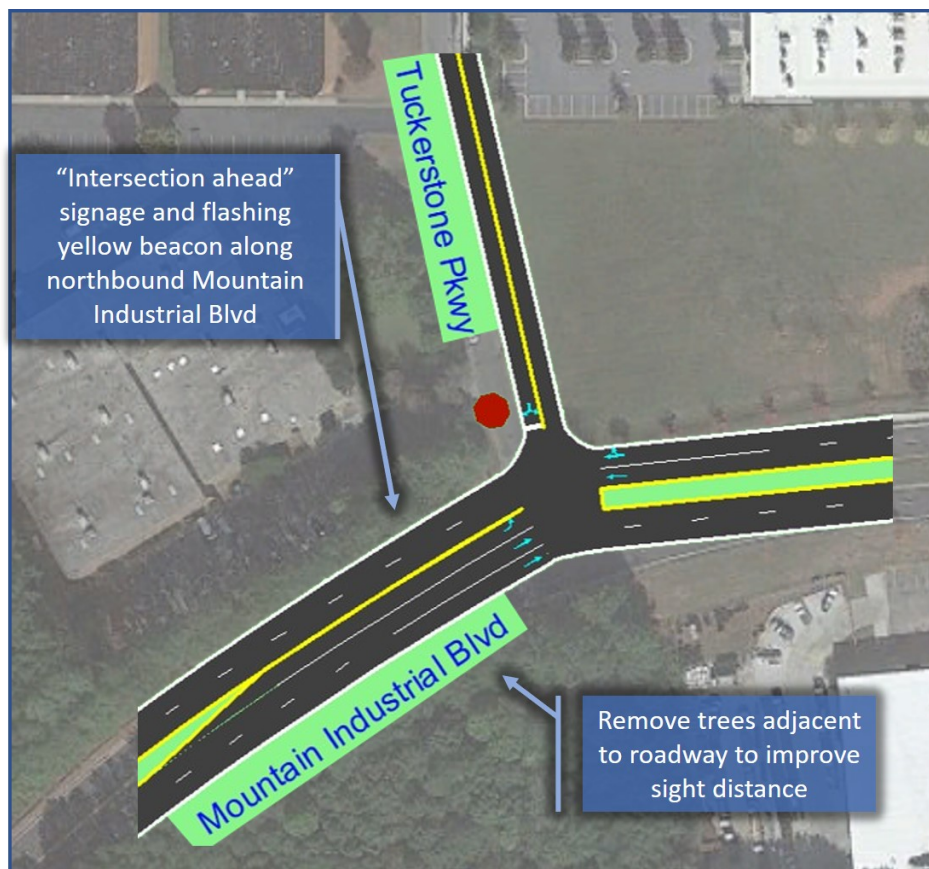
8.3.1 Mountain Industrial Boulevard at Tuckerstone Parkway Intersection Improvements

As shown in Figure 20, the proposed improvements at Mountain Industrial Boulevard and Tuckerstone Parkway includes:

- Clear cutting trees just south of the intersection to improve sight distance
- Install a signal activated warning signal on the westbound approach to warn motorists of southbound right-turns from Tuckerstone Parkway
- Install signal activated warning signal in the northbound approach along Mountain Industrial Boulevard to warn motorists of approaching Tuckerstone Parkway intersection per MUTCD guidelines.

- **Estimated Cost:** \$120,000
 - Construction: \$75,360
 - Preliminary Engineering: \$8,640
 - Right of Way: \$10,800
 - Utilities: \$7,200
 - Engineering Inspection: \$3,600
 - Contingency: \$14,400
- **Federal Share:** \$96,000
- **Local Share:** \$24,000 (80% from City of Tucker, 20% from TSCID)

Figure 20: Proposed Improvement at Mountain Industrial Boulevard and Tuckerstone Parkway – Clear Cut and Signalization



8.3.2 Mountain Industrial Boulevard at Tuckerstone Parkway Intersection Improvements

As shown in Figure 21, the proposed improvements at Mountain Industrial Boulevard and Tuckerstone Parkway include:

- Install a 12-ft wide 200-ft long left-turn lane in the Mountain Industrial Boulevard median just east of Tuckerstone Parkway across from the Ram Tool Driveway including an eyebrow for a WB-60 truck to make a U-turn.
- Install a 12-ft wide 200-ft long left-turn lane in Mountain Industrial Boulevard median just west of Tuckerstone Parkway and include an eyebrow for a WB-60 truck to make a U-turn.
- **Estimated Cost:** \$215,000
 - Construction \$200,000
- Preliminary Engineering \$15,000 **Federal Share:** \$0
- **Local Share:** \$215,000 (80% from City of Tucker, 20% from TSCID)

Figure 21: Proposed Improvement at Mountain Industrial Boulevard and Tuckerstone Parkway – Add U-Turn



8.3.3 Mountain Industrial Boulevard at Tuckerstone Parkway Intersection Improvements

As shown in Figure 22 below, the proposed improvements at Mountain Industrial Boulevard and Tuckerstone Parkway includes:

- Convert Tuckerstone Parkway to a right-in right-out only at the Tuckerstone Parkway/Mountain Industrial Boulevard intersection.
- **Estimated Cost:** \$30,000
 - Construction: \$26,400
 - Preliminary Engineering: \$3,600
- **Federal Share:** \$0
- **Local Share:** \$30,000 (80% from City of Tucker, 20% from TSCID)

Figure 22: Proposed Improvement at Mountain Industrial Boulevard and Tuckerstone Parkway – Right In, Right Out at Tuckerstone



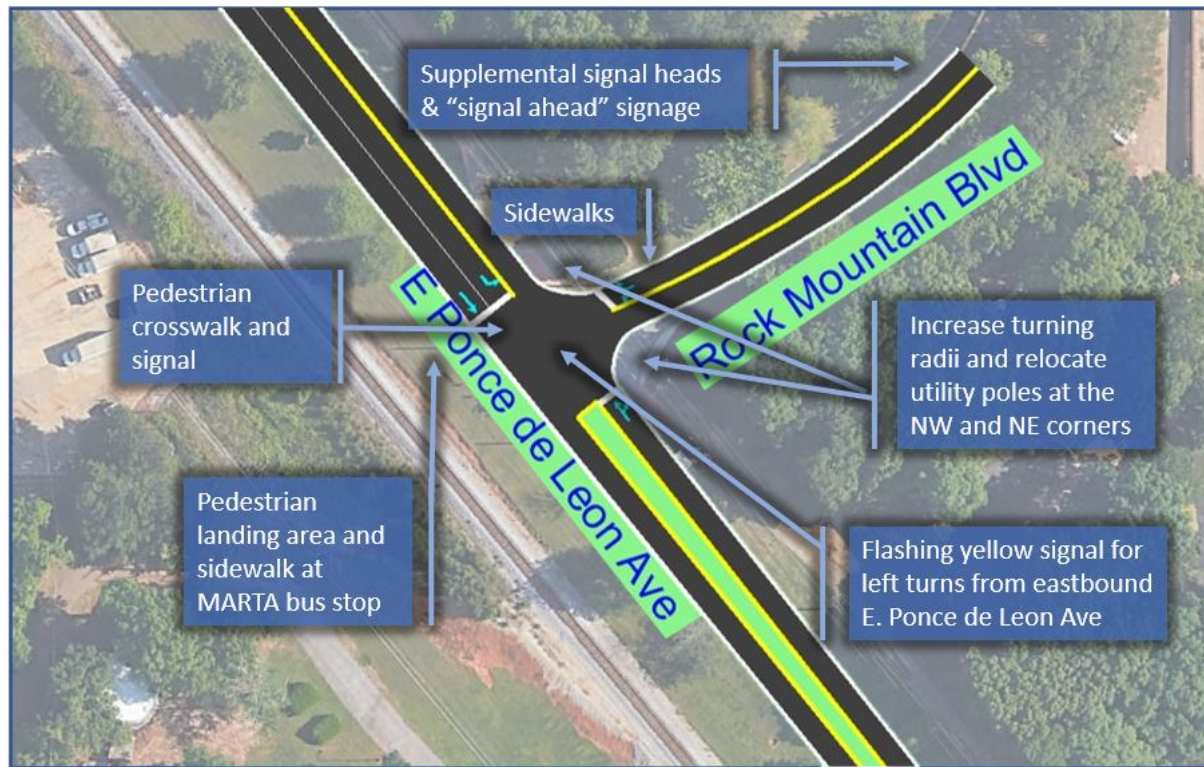
8.4 Other Intersection Improvements

8.4.1 E. Ponce de Leon Avenue at Rock Mountain Boulevard Improvements

As shown below in Figure 23, the proposed improvements for this project include:

- Restripe the intersection and install raised pavement markers
- Install backplates with retroreflective borders to all traffic signal head indications
- Convert left-turn signal on eastbound E. Ponce de Leon Avenue approach to flashing yellow arrow (FYA)
- Install a pedestrian crosswalk and pedestrian signal west of the intersection to cross E. Ponce de Leon Avenue
- Install pedestrian landing area at MARTA bus stop on the southwest corner of the intersection at the southwest corner, and install sidewalks from the landing area to the crosswalk across E. Ponce de Leon Avenue
- Install supplemental signal heads and advance "signal ahead" signage on southbound Rock Mountain Boulevard
- Install sidewalk along the west side of Rock Mountain Boulevard (approximately 1500 ft.)
- Increase radii NW and NE corners to accommodate WB 60 tractor trailers; relocate signal cabinet and 2 poles
- **Estimated Cost: \$350,000**
 - Construction: \$217,047
 - Preliminary Engineering: \$25,733
 - Right of Way: \$32,166
 - Utilities: \$21,444.00
 - Engineering Inspection: \$10,722
 - Contingency: \$42,888
- **Federal Share: \$0**
Local Share: \$350,000 (50% from City of Tucker, 50% from TSCID)

Figure 23: Proposed Improvements at E. Ponce de Leon Avenue and Rock Mountain Boulevard



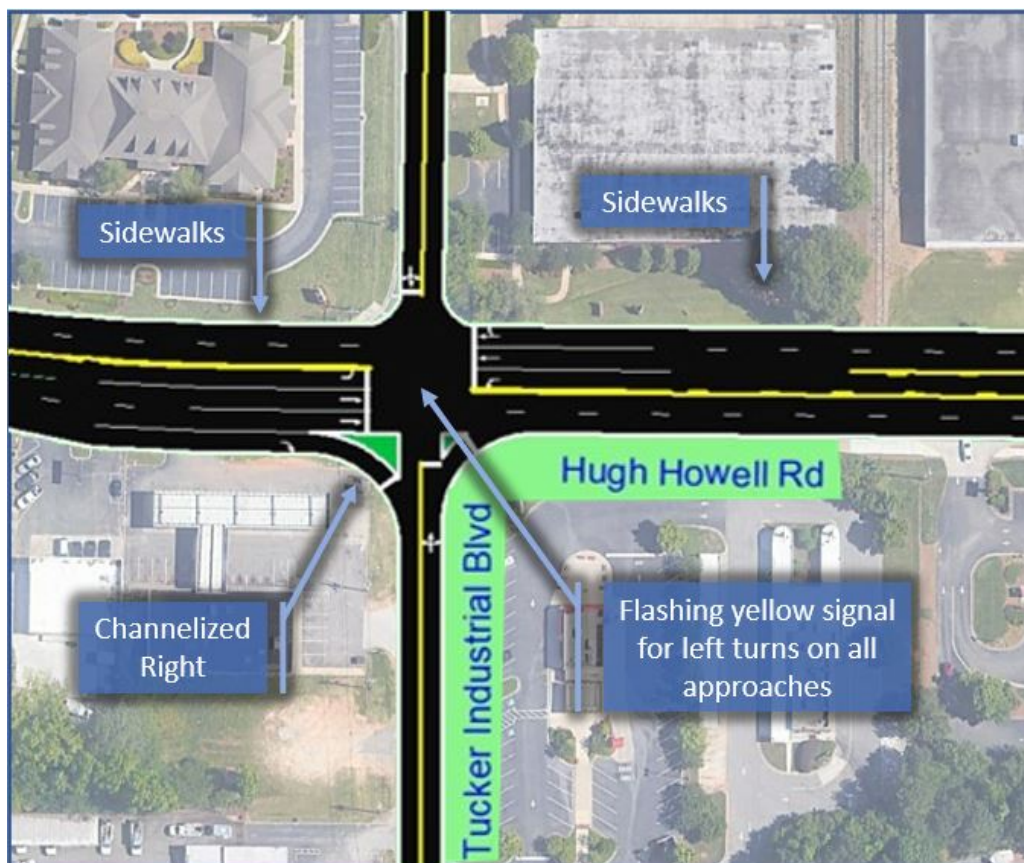
8.4.2 Tucker Industrial Road at Hugh Howell Road Improvements

As shown below in Figure 24, the proposed improvements for this project include:

- Install backplates with retroreflective borders to all traffic signal head indications.
- Install flashing yellow arrow signal head indications for the left-turns on all four approaches.
- Install a single right-turn lane with channelization and wide curb radius accommodating truck turning movements along the eastbound Hugh Howell Rd. (SR 236) approach.
- Reconstruct the southeast quadrant of the intersection to widen the curb radius in order to accommodate wider right-turn movements by trucks.
- Install sidewalks along Tucker Industrial Rd. and Hugh Howell Rd. (SR 236) at the intersection.

- **Estimated Cost:** \$400,000
 - Construction: \$284,687
 - Preliminary Engineering: \$22,319
 - Right of Way: \$27,898
 - Utilities : \$18,599
 - Engineering Inspection: \$9,299
 - Contingency: \$37,198
- **Federal Share:** \$0
- **Local Share:** \$400,000 (80% from City of Tucker, 20% from TSCID)

Figure 24: Proposed Improvements at Tucker Industrial Road and Hugh Howell Road

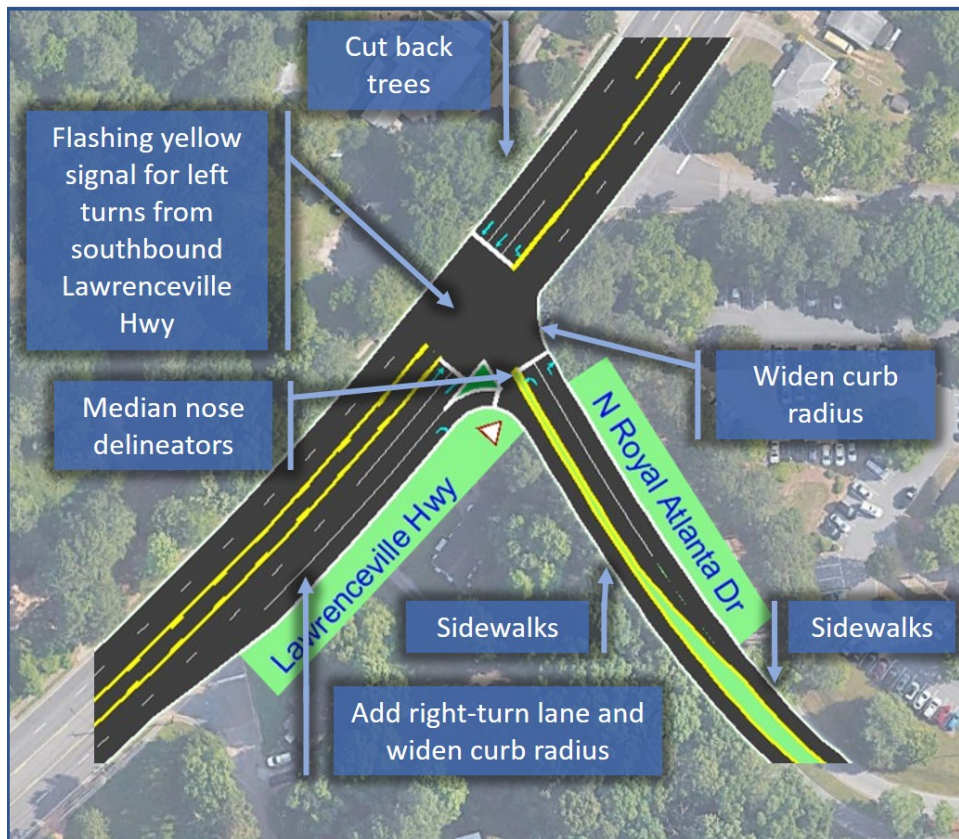


8.4.3 Lawrenceville Highway (US 29/SR 8) at N. Royal Atlanta Drive Improvements

As shown below in Figure 25, the proposed improvements for this project include:

- Repave and restripe N. Royal Atlanta Dr. at the intersection and install raised pavement markers. Raised pavement markers improve the intersection safety by enhancing delineation and driver awareness and by providing positive guidance for motorists, especially in low visibility conditions.
- Install median nose delineators at the median along N. Royal Atlanta Dr.
- Install flashing yellow arrow signal head indications for the southbound Lawrenceville Hwy. (US 29/SR 8) left turn.
- Install a single right-turn lane with a wide curb radius accommodating truck turning movements along the northbound Lawrenceville Hwy. (US 29/SR 8) approach.
- Reconstruct the northeast quadrant of the intersection to widen the curb radius in order to accommodate wider right-turning truck movements along the westbound N. Royal Atlanta Dr. approach.
- Install sidewalk along the south side of N. Royal Atlanta Dr. from the intersection curb radius to the existing sidewalk east of the intersection.
- Install sidewalk along the north side of N. Royal Atlanta Dr. from the intersection curb radius to the existing MARTA bus stop east of the intersection.
- Reconstruct the existing sidewalks along both sides of Lawrenceville Hwy. (US 29/SR 8) at the intersection.
- Cut trees back along the west side of Lawrenceville Hwy. (US 29/SR 8) at the intersection.
- **Estimated Cost:** \$460,000
 - Construction: \$405,733
 - Preliminary Engineering: \$10,503
 - Right of Way: \$13,129
 - Utilities: \$8,753
 - Engineering Inspection: \$4,376
 - Contingency: \$17,506
- **Federal Share:** \$0
- **Local Share:** \$460,000 (80% from City of Tucker, 20% from TSCID)

Figure 25: Proposed Improvements at Lawrenceville Highway (US 29/SR 8) and N. Royal Atlanta Drive



8.4.4 Mountain Industrial Boulevard and E. Ponce DeLeon Avenue Intersection Improvements - PRELIMINARY ENGINEERING (PE)

This project includes the preliminary engineering for the long-term project at the intersection of Mountain Industrial Boulevard and E. Ponce DeLeon Avenue. The project calls for:

- Widen of curb radius and install a retaining wall and fill at southeast quadrant of intersection
- Extend left-turn lane on east leg of the intersection
- Install median nose delineators at median on south leg
- Work with property owner to close driveways along Mountain Industrial Blvd. and E. Ponce de Leon Ave. that are closest to the intersection.

Further project details can be found in Section 9.

- **Estimated PE Cost:** \$157,200
- **Federal Share:** \$0
- **Local Share:** \$157,200 (80% from City of Tucker, 20% from TSCID)

8.4.5 Mountain Industrial Boulevard Median Enhancements - PRELIMINARY ENGINEERING

This project includes the preliminary engineering for the long-term project along Mountain Industrial Boulevard from just south of Presidents Way to the Gwinnett County line. The project is Phase 2 of a median project which includes:

- Install 1000 ft. of median in the center of Mountain Industrial Boulevard from south of Presidents Way to the Gwinnett County Line.

Phase 1, which is already funded, includes installation of median from approximately 400 feet north of Presidents Way to approximately 200 feet south of the Gwinnett County line. Further project details can be found in Section 9.

- **Estimated PE Cost:** \$108,000
- **Federal Share:** \$0
- **Local Share:** \$108,000 (80% from City of Tucker, 20% from TSCID)

8.4.6 Mountain Industrial Boulevard Speed Advisory Study

In accordance with guidance from MUTCD Section 2C.08, this project will conduct an engineering study to determine the advisory speed for horizontal curve along Mountain Industrial Boulevard adjacent to Tuckerstone Parkway, and install advisory speed plaques along the northbound and southbound approaches just south of just north of the curve, respectively. This project will also examine the need for digital speed warning signage along the northbound and southbound approaches.

- **Estimated Study Cost:** \$20,000
- **Federal Share:** \$0
- **Local Share:** \$20,000 (80% from City of Tucker, 20% from TSCID)

8.4.7 Scoping Study for Reconfiguration of Tuckerstone Parkway at Mountain Industrial Boulevard

This project includes conducting a scoping study to determine the feasibility of reconfiguration of the Tuckerstone Parkway at Mountain Industrial Boulevard, including the potential conversion to a roundabout.

- **Estimated Scoping Study Cost:** \$200,000
- **Federal Share:** \$0
- **Local Share:** \$200,000 (80% from City of Tucker, 20% from TSCID)

8.5 Truck Parking Opportunities

One of the consistent issues voiced by TSCID staff, ARC, and respondents during the outreach efforts was a clear need to identify opportunities for additional truck parking and staging to help curb

unauthorized truck parking and idling. To address this concern, the following policy recommendations should be considered:

- The TSCID should identify potential parcels with 5-20 acres of available space, already identified for development activities, and adjacent to Mountain Industrial Boulevard to be considered for truck parking and staging purposes.
- The TSCID should continue coordination with business owners and the public regarding truck parking and staging needs and issues.
- The TSCID should continue to monitor innovative best practices to attract private-sector interests interested in providing truck parking and staging within the district.
- The TSCID and City of Tucker should assess opportunities to construct additional lanes on City right-of-way for on-street truck staging. Coordination with the City will be necessary and to make code revisions to allow for parking within City right-of-way. These enhancements should include needed pavement markings and signage that clearly identify these areas to address safety concerns. Other potential considerations by the City would include prohibiting overnight parking.

In addition to the policy recommendations above, a cursory analysis was conducted as part of this plan to identify potential locations that could accommodate a moderate number of trucks, while not using valuable land that could be better used as industrial or commercial land uses. The following criteria were used to identify the potential locations:

- Identify parcels within the TSCID with 5-20 acres.
- Eliminate parcels already identified for development activities.
- Identify parcels adjacent or accessible to Mountain Industrial Boulevard.
- Per TSCID's input, eliminate sites with an assessed value greater than \$150,000/acre.
- Per TSCID's input, two additional sites were identified as good candidates for truck parking.

While it is generally recognized that the TSCID and City would prefer a vibrant industrial use for parcels within the TSCID, the presence of a truck parking/staging facility within the TSCID could certainly render the area more attractive for potential new clients as well as its current businesses. It should also be noted that the southern portion of the TSCID that experiences the most problems with illegal truck parking and staging. As truck parking and staging continues to be a nationwide crisis, it is a reasonable assumption that the free market will eventually develop solutions to fill this need. As such, the TSCID should continue to monitor innovative best practices to attract private-sector interests interested in providing truck parking and staging within the district.

8.6 Other Short-Term Strategies

8.6.1 Resurfacing

No specific resurfacing projects are currently recommended through the FCP. The City of Tucker is expected to update its pavement analysis in 2021. In addition to the updated pavement analysis, the following roadways are currently scheduled to be resurfaced from 2021-2023:

- Flintstone Drive
- Litton Drive
- Richardson Street
- Bibb Boulevard
- N Bibb Drive
- S Bibb Drive
- Clark Drive
- Commerce Place
- Florence Street
- Herbert Drive
- Hirsch Drive
- Kilman Drive
- Little Miller Grove Road
- McCurdy Drive
- Peters Road
- Pine Drive
- Presidents Way
- Roger Marten Way
- Rosser Terrace
- N Royal Atlanta Drive
- N Royal Place
- Wunsley Way
- Wynbury Court

At this time, TSCID should coordinate with the City to identify other priorities for resurfacing within the district. The overall need for resurfacing throughout the district was one of the most received complaints from stakeholders throughout the outreach process.

8.6.2 Transit and Workforce Access Strategies

Another finding during the preliminary stages of developing this plan was the need for better access for workers in the TSCID to get to work. Given its location on the outer limits of the MARTA service area, bus route coverage within the TSCID (prior to the COVID-19 pandemic) served most of the employment in the area. As shown in Figure 26, the only gap in bus service serving employment areas within the district was along Lewis Road near the southeast corner of the TSCID. Other activities related to transit recommended for TSCID staff include:

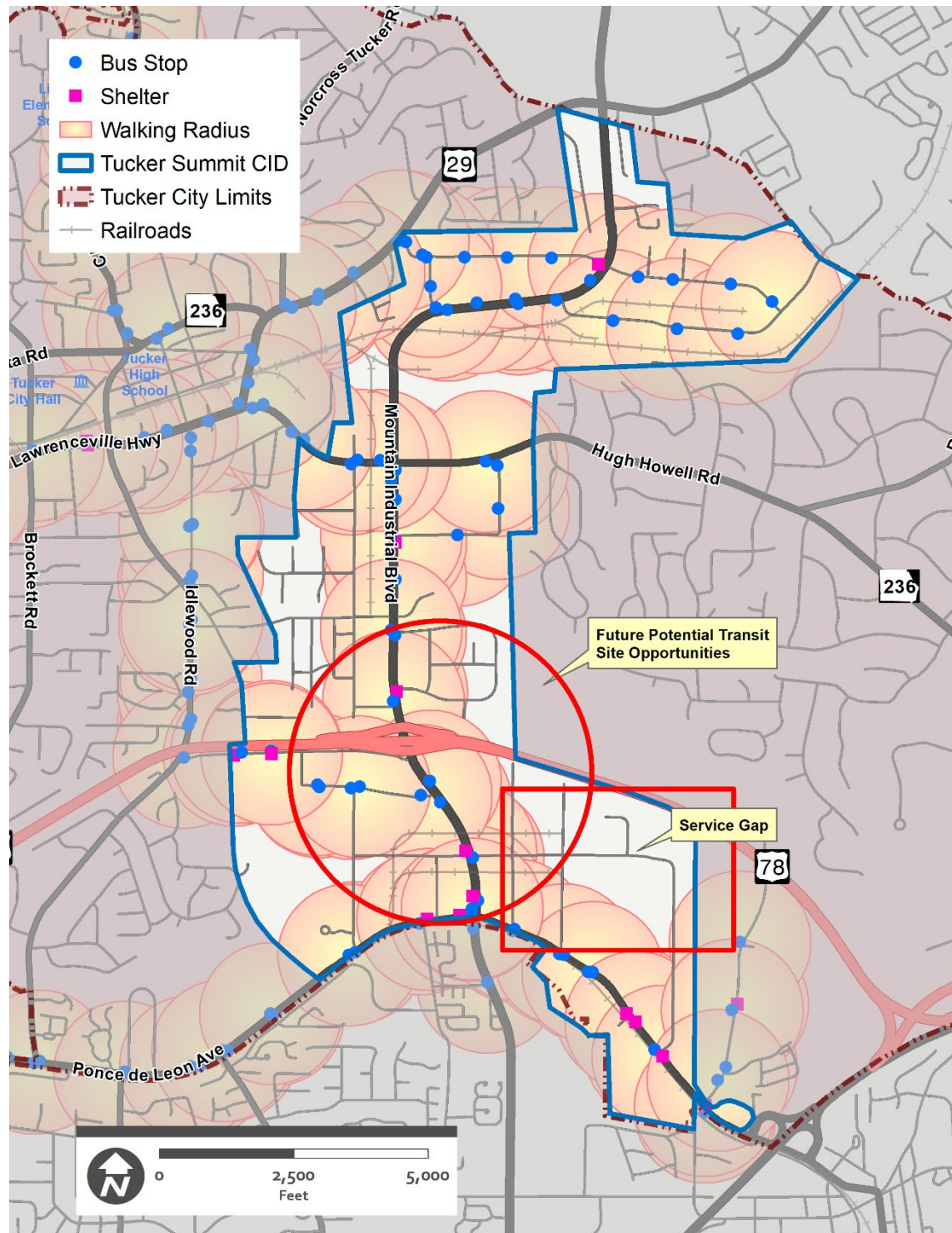
- Actively work with ATL and/or Gwinnett County to provide better connectivity of transit services between the TSCID and Gwinnett County. The worn foot paths along Mountain Industrial Boulevard from Lawrenceville Highway to North Royal Atlanta Drive provide clear evidence for this need.
- Continue coordination with the ATL to monitor and promote premium transit along the US 78 corridor. In the interim, the TSCID should work to preserve a potential station area in the vicinity of the US 78/Mountain Industrial Boulevard interchange.
- Work with the City of Tucker to coordinate with MARTA for more bus shelters and amenities.
- Coordinate with MARTA and GA Commute Options for opportunities to provide employers in the TSCID reduced rates/passes for their workers.
- Increase awareness of Georgia Commute Options for the TSCID workforce residing in the Atlanta metro area by TSCID staff promoting its services to CID employers.

8.6.3 Technology Strategies

The TSCID FCP also reviewed the district for potential upgrades to up and coming transportation technologies. While the TSCID cannot implement these strategies on its own it should partner with local, regional, and state agencies to coordinate these efforts. The following short-term policies are recommended to address potential upgrades to signals within the TSCID:

- Coordinate with GDOT to add three signalized intersections along Mountain Industrial Boulevard to the Regional Traffic Operations Program (RTOP): Hugh Howell Road (SR 236), S. Royal Atlanta Drive, and N. Royal Atlanta Drive.
- Work with DeKalb County, GDOT, and ARC to deploy connected vehicle (CV) technologies at signalized intersections along Mountain Industrial Boulevard from E. Ponce de Leon Avenue to N. Royal Atlanta Drive as part of the regional connected vehicle program. These upgrades will include the deployment of dedicated short-range communication (DSRC) and cellular vehicle-to-everything (C-V2X) communication and allow for potential future connected vehicle applications such as freight signal priority.

Figure 26: Area of Potential Transit Center and Bus Service Gap



8.6.4 Other Interagency Coordination

For this plan to be an effective instrument in the development of a vibrant and mobile TSCID, it is recognized that the City of Tucker is an invaluable partner to the TSCID. Because of that partnership, this plan also recommends the following interagency coordination policy:

- The TSCID should coordinate with the City of Tucker for a resolution to adopt the TSCID FCP as a policy document for future investment.
- The TSCID should work with the City of Tucker and GDOT to monitor and support the eventual upgrade to the I-285 interchange at US 78 to preserve the economic viability of the district.
- As new development/redevelopment occurs, the TSCID should continue to coordinate with the City to ensure that the City's access management design standards are kept to mitigate driveway relocations associated with future projects.

9 Fiscally Unconstrained Projects and Strategies

This chapter outlines proposed fiscally unconstrained long-term projects and strategies identified during the development of the FCP. The long-term improvements represent a collection of projects that are not feasible over the next five years. This is due to overall monetary costs and other coordination requirements.

When defining the overall function and developing long-term recommendations for Mountain Industrial Boulevard, considerations include: 1) its role as part of a freight corridor with Jimmy Carter Boulevard connecting US 78 and I-85 parallel to I-285; and/or 2) its role as a regional corridor along with Jimmy Carter Boulevard and Hairston Road connecting I-20 and I-85 parallel to I-285. This connectivity is why Mountain Industrial Boulevard is included in the NHS as a MAP-21 Principal Arterial. No other corridor in the Atlanta region provides the overall system resiliency to the “East Wall” of I-285. Therefore, any significant investments along Mountain Industrial Boulevard need to be coordinated with at least one of these overall corridor visions in mind.

In recognition of this overall need, the TSCID in partnership with the City of Tucker, Gwinnett County, Gateway 85, and the Lilburn CID has recently initiated the Incredible Corridor Study. This study will perform a collective analysis of Mountain Industrial Boulevard and Jimmy Carter Boulevard in Gwinnett County as one corridor. It represents a collective strategy between jurisdictions to identify a unified approach to best utilize the connection between US 78 and I-85. The multi-jurisdictional study will also assess whether the corridor needs to be part of the GDOT highway system.

9.1 Roadway Projects

The long-term roadway improvements can be bracketed in four groups:

- 1) Operational improvements not considered as cost-feasible in the short-term fiscally constrained project list but could certainly be implemented in a 5-10-year timeframe - the E. Ponce de Leon Avenue and Mountain Industrial Boulevard intersection improvements and the completion of the median near the Gwinnett County line.
- 2) The two roundabout projects designed to preserve freight mobility by reducing signalization phasing demands at key intersections while still providing access to properties along northern portions of Mountain Industrial Boulevard with a closed median.
- 3) Two different capacity alternatives for Mountain Industrial Boulevard that require more assessment from a corridor-wide perspective.
- 4) Two scoping studies and an Interchange Modification Report that will provide clarification on development of some of the other long-term recommendations.

All these projects will need to be considered as part of an overall corridor strategy within the Incredible Corridor Study. The sections that follow provide detailed descriptions of proposed long-term vision projects and policy strategies identified through the planning process.

Table 15 and Figure 27 shows the long-term roadway projects recommended for further consideration as part of this Plan. This table has been abbreviated for legibility in this report. The full table can be found in Appendix D of this report. The table is followed by a figure showing an overview of the project locations.

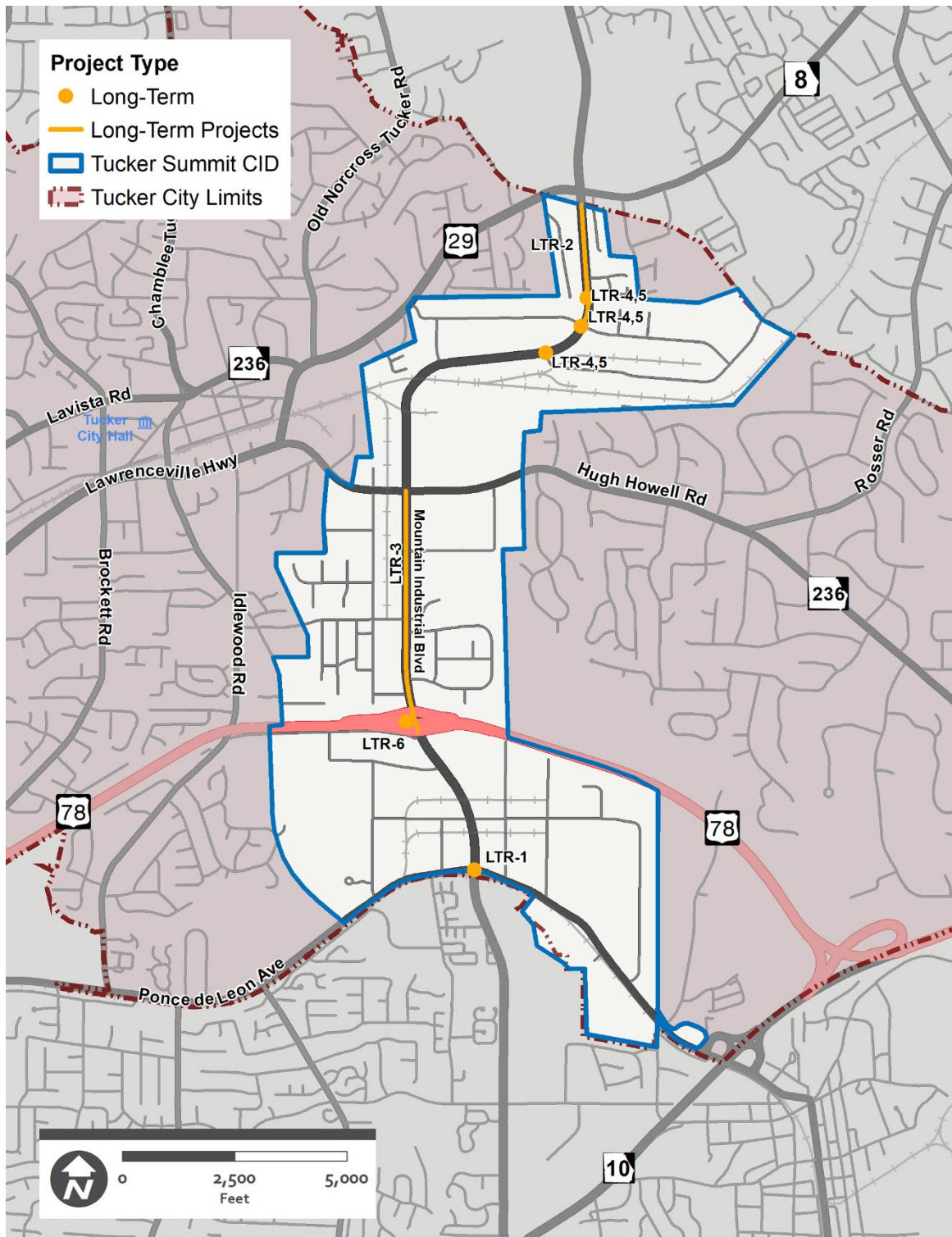
Table 15: Long-Term Vision Roadway Projects

Project ID	Project Name	Sponsoring Agencies	From	To	Estimated Total Project Cost*
LTR-1	Mountain Industrial and E. Ponce DeLeon Avenue Intersection Improvements	City of Tucker	NA	NA	\$1,310,000
LTR-2	Mountain Industrial Boulevard Median Enhancements	City of Tucker	S. of Presidents Way	Gwinnett County Line	\$900,000
LTR-3	City of Tucker - Mountain Industrial Blvd Widening (6 Lanes, Hugh Howell to US 78) - Including Widening of Bridge	City of Tucker	Hugh Howell Road	US 78	\$21,700,000
LTR-4	Scoping Study for Mountain Industrial Boulevard Roundabouts between Tuckerstone Boulevard & N Royal Atlanta Drive	City of Tucker	S Royal Atlanta Drive	North of N Royal Atlanta Drive	\$300,000
LTR-5	Roundabout at Mountain Industrial Blvd/S Royal Atlanta Dr, Teardrop Roundabout north of Mountain Industrial Blvd/N Royal Atlanta Dr.	City of Tucker	S Royal Atlanta Drive	North of N Royal Atlanta Drive	\$11,700,000
LTR-6	IMR - US 78 at Mountain Industrial Boulevard Interchange	City of Tucker	N/A	N/A	\$300,000

Table 16: Long-Term Policy Recommendations

Project ID	Recommendation Type	Project Description	Implementing Agencies	Timeframe (Initiation)
P-12	Truck Parking	The shortage of truck parking is a serious regional issue. As new technologies continue to evolve, the TSCID should continually promote and encourage the use of the latest truck parking technologies to its membership. This not only includes awareness, but also investigating new infrastructure that can support these technologies.	TSCID, GDOT	Long-Term

Figure 27: Long-Term Fiscally Unconstrained Projects Overview



9.1.1 Mountain Industrial Boulevard at E. Ponce de Leon Avenue Intersection Improvements

The proposed improvements at Mountain Industrial Boulevard and E Ponce de Leon Avenue consist of the following:

- Install median nose delineators at the median along the south leg of the intersection (N. Hairston Rd.)
- Reconstruct the southeast and northeast quadrant of the intersection to widen the curb radius in order to accommodate wider right-turn movements by trucks.
- Close one of the two (the one closest to the intersection) Texaco driveways along each Mountain Industrial Blvd. and E. Ponce de Leon Ave. at the northeast corner of the intersection.
- **Estimated Cost:** \$1,310,000

9.1.2 Phase 2 of Mountain Industrial Boulevard Median Safety Project

The proposed improvements for this project include:

- Install 1000 feet of median along Mountain Industrial Boulevard from just south of Presidents Way to the Gwinnett County Line.

Phase one of this project is currently underway. This project was identified by TSCID staff as a high priority project that would improve safety in the corridor. Phase I will be under construction by TSCID in early 2021.

- **Estimated Cost:** \$900,000

9.1.3 City of Tucker - Mountain Industrial Boulevard Widening (6 Lanes, Hugh Howell to US 78)

The City of Tucker adopted this project through its STMP. To provide better mobility with this scenario, it is recommended that back-to-back teardrop roundabouts be strategically installed so that the center median can be converted to a raised/planted median, and trucks can still make an easy U-turn. This concept would provide a fully controlled median, create a safer corridor, and provide better mobility. This improvement would also require the bridge along Mountain Industrial Boulevard over US 78 to be reconstructed to accommodate 6 lanes of traffic and sidewalks.

- **Estimated Cost:** \$21,700,000

9.1.4 Scoping Study for Mountain Industrial Boulevard Roundabouts between Tuckerstone Boulevard and N. Royal Atlanta Drive

In section 9.1.5, recommends the development of a roundabout at S. Royal Atlanta Drive, a teardrop roundabout just north of N. Royal Atlanta Drive, and intersection modifications at N. Royal Atlanta Drive.

This project is to conduct a scoping study to determine the feasibility of implementing a roundabout at Mountain Industrial Boulevard at S. Royal Atlanta Drive, the median U-turns (teardrop configuration) just north of Mountain Industrial Boulevard at N. Royal Atlanta Drive, and the reconfiguration of Mountain Industrial Boulevard and N. Royal Atlanta Drive.

- **Estimated Study Cost:** \$300,000

9.1.5 Roundabout at Mountain Industrial Boulevard/S. Royal Atlanta Drive, Teardrop Roundabout north of Mountain Industrial Boulevard/N. Royal Atlanta Drive

This project would construct a roundabout at Mountain Industrial Boulevard and S. Royal Atlanta Drive. It would also construct a teardrop roundabout just north of Mountain Industrial Boulevard and N. Royal Atlanta Drive. Finally, it would reconfigure the Mountain Industrial Boulevard and N. Royal Atlanta Drive intersection to remove westbound to southbound left turn lanes and redirect left turns north to the teardrop roundabout. This configuration would relieve westbound backups on N. Royal Atlanta Drive by allowing southbound traffic to turn right on Mountain Industrial Boulevard. Vehicles could also safely make a U-turn to the southbound direction at the teardrop roundabout. Alternatively, westbound traffic could continue and turn left at Tuckerstone Parkway and make a right onto Mountain Industrial Boulevard to continue southbound.

- **Estimated Cost:** \$11,700,000

Figure 28 shows a potential layout for this concept.

Figure 28: Mountain Industrial Boulevard and N. Royal Atlanta Drive/S. Royal Atlanta Drive Improvements



9.1.6 Interchange Modification Report - US 78 at Mountain Industrial Boulevard Interchange

In coordination with GDOT and the City of Tucker, this project includes the development and completion of an interchange modification report (IMR). This report would identify a preferred interchange design alternative, including potential construction schedule and costs, for Mountain Industrial Boulevard at US 78 and seek FHWA approval for modification of the interchange. This interchange is a vital component

of mobility and system resiliency. Developing this interchange and determining an optimal mobility strategy will enhance and provide a myriad of benefits to the region.

- **Estimated Cost:** \$300,000

9.2 Truck Parking

The shortage of truck parking is a serious regional issue. As new technologies continue to evolve, the TSCID should continually promote and encourage the use of the latest truck parking technologies to its membership. This not only includes awareness, but also investigating new infrastructure that can support these technologies.

9.3 Funding Possibilities

Based on the review of potential grant programs provided in Chapter 7, the following guidance is recommended with respect to seeking alternative sources outside of funding from local sources, ARC, and GDOT:

- Given that the Mountain Industrial/Jimmy Carter Boulevard corridor is on the NHS, BUILD, INFRA, and funds are technically in play for potential sources. However, given their respective funding ranges and eligibility, a BUILD grant application would be more in line given the respective eligible project cost thresholds of \$5 million to \$25 million.
- It should be noted that BUILD applications for urban projects are much more competitive given FHWA commitment to use 50 percent of funding for rural projects.
- Regarding the actual prime grant applicant, the TSCID is not an eligible applicant. The City of Tucker, DeKalb County, GDOT, and ARC are all potential eligible applicant candidates. FHWA does look favorably upon applications with multiple sponsors. Therefore, involving more of the affected agencies supporting the application (GDOT, ARC, Counties, Cities, and CIDs) in the process would be beneficial.
- Project readiness is a key consideration for all grant applications. Completing project development tasks, such as environmental clearance, prior to a BUILD application process will increase TSCID's chances for approval.
- The minimum local match requirement is 20 percent for BUILD, having more local match increases an application's chances tremendously. Additional GTIB funds and/or GDOT HB 170 funds could be a differentiator for success considering they could be used as a local match.
- HB 170 funds from GDOT recently provided funding for projects across Georgia. If another house bill were passed, it could also provide potential funding for TSCID projects, particularly those on state routes.

As noted previously in this plan, developing corridor strategies for both Jimmy Carter Boulevard and Mountain Industrial Boulevard as one corridor is the first step for identifying overarching needs on both sides of the Gwinnett and DeKalb County lines. In addition to the specific projects identified within this

study, the Incredible Corridor Study can identify a defined action plan that would resolve intergovernmental issues and create a coordinated corridor approach from US 78 to I-85.

9.4 Economic Development Strategies

9.4.1 Support Affordable Housing

Although it is not a desire to promote non-industrial uses within the TSCID, the City of Tucker and DeKalb County should continue to support programs and incentives to provide workforce and affordable housing in the vicinity of employment centers such as TSCID. In its Tucker Tomorrow comprehensive plan, the City of Tucker encourages the development of affordable housing that is integrated into new development (live-work spaces), as opposed to being located separately. The same plan also encourages redevelopment of existing residential structures where possible, to be used as affordable housing. The City is seeing this policy move forward with more affordable single-family and townhome being built along the Mountain Industrial Corridor along Roadhaven Drive and Stone Mill Way.

Taken together these indicate a preference by the community to locate affordable and workforce housing within commercial nodes, in areas that have robust access to transit and pedestrian transportation options. It is important that any such development shall complement the operation of TSCID as a freight cluster, and that commercial and residential uses are able to thrive in an increasingly redeveloping community such as Tucker. This is particularly relevant given recently approved housing developments along Fuller Way located next to existing industrial development. Increasing housing options near these job centers will both support employer's interests and allow for better commute options for employers.

9.4.2 Foster Relationships Between Education, Industry, Government, and Individuals

The Tucker Summit Community Improvement District should continue to serve as a vehicle to distribute and provide information regarding both job training and educational opportunities as well as open job positions. Considering its unique position within the economic and governmental environment in DeKalb County, TSCID is well placed to act as a point of communication between those in search of employment or education opportunities and those providing such things.

The Board members of the CID represent various private organizations that employ hundreds of workers within the immediate CID boundaries. Robust communication between CID staff and human resource professionals working with companies in the CID would allow TSCID to advertise career opportunities and broaden the reach of companies conducting recruitment in the area.

Similarly, TSCID can act as a conduit for information about any job training and education programs the City of Tucker and DeKalb County may offer. Just as the CID would maintain links to information about these job opportunities on its website, it could do the same for training programs. Conversely, TSCID

would also help connect interested individuals working with companies in the CID to the continuing education resources made available by the city and the County.

Meanwhile, the Georgia Piedmont Technical College is a valuable potential partner in providing applicants to fill job opportunities. TSCID could partner with the college on placement for internship positions at companies within the CID. Additionally, the CID could provide contact information of hiring managers recruiting for companies in the area to new graduates of the college in relevant programs. A relationship between the college and the CID could even extend to the latter providing funding for scholarship opportunities.

TSCID could even serve as a partner to the college in developing a curriculum relevant to the future needs of the freight industry. As companies in the CID begin to see new trends in technology and business practices unfolding, it would benefit them to partner with Georgia Piedmont Technical College to ensure that the skills being taught to students represent the state of the practice.

Another resource for cultivating a workforce for the TSCID is coordinating with WorkSource DeKalb. WorkSource DeKalb is funded through the US Department of Labor's Workforce Innovation and Opportunity Act (WIOA). The purpose of the program is to help job seekers access employment, education, training, and support services to succeed in the labor market. The program is designed to serve dislocated workers, adults, and youth who are in need of training to enter or re-enter the labor market. Moving forward, the TSCID should continue to coordinate with DeKalb County to ensure full utilization of the program.

Appendix A

TSCID FCP

Steering Committee Minutes



Freight Cluster Plan Steering Committee Meeting #1 Meeting Notes

TSCID and Consultant Attendees

Emory Morsberger, TSCID	Larry Kaiser, Co-Infra Services	Felecia Basolo, Atlas
Wade Carroll, Metro Analytics	Jonathan Gelber, BAG	Stan Reecy, BAG
Megha Young, Gresham Smith	Inga Kennedy, PEQ	

Steering Committee Attendees

Daniel Studdard, ARC	Gary Stephens, Roadmaster	Victoria King, UPS
Sarah Lamothe, GDOT	Vince Edwards, Gwinnett Co.	Ken Hildebrandt, City of Tucker
Ted Rhinehart, DeKalb County	Wes Phillips, Ram Tool	Steven Towe, Ram Tool
Skip Vaughan, Pepsico	Ed Weeks, Roadmaster	Kathy Zahul, GDOT
Mark Ward, Roadmaster	Joseph Mazzeo, Macy's	Ted Hicks, GDOT
Russell Orr, Flowers Foods	Ariel Toledo, DeKalb Co. Police	Cedric Hudson, DeKalb County
Ben Harris, MACOC (by phone)		

Introductions

Emory Morsberger, Executive Director of the Tucker Summit Community Improvements District (TSCID), welcomed attendees and made introductions of each Steering Committee member present. Emory also acknowledged important partnerships with the Lilburn CID and Gwinnett County. Larry Kaiser, with Collaborative Infrastructure Services, also acknowledged project coordination with the Gwinnett County Transportation Department.

Plan Overview

Wade Carroll, Project Manager with Metro Analytics presented an overview of the study purpose. He highlighted the major study tasks and existing activities. Wade also discussed the study schedule and major milestones.

Cargo Oriented Development

Wade explained a specific task that is included in the study focused on development opportunities around cargo activities. The Cargo Oriented Development (COD) task will focus on integrating freight system efficiency with manufacturing and logistics business development. Strategies will be identified that can benefit local economies.

Stakeholder Input Session

Following the presentation of the study, Wade opened the meeting for a brief question and answer segment. The following provides an overview of the discussion.

- Does ARC have origin and destination (O/D) data? Daniel Studdard mentioned that ARC does not have data other than demand models. He mentioned the Aerotropolis purchased Streetlight data to support their freight cluster and emphasized there is a cost.
- Emory confirmed the study's purpose is to identify projects that will result in implementation. Larry acknowledged that the CID started several years ago planning for these freight traffic issues and improvements are being made.
- A comment was made that the TSCID Freight Cluster Plan should fit in a statewide plan since freight management is an issue around the state. Wade summarized the Statewide Freight Study recently completed by GDOT. He also indicated that corridors like Mountain Industrial Blvd. that are not state roadways are generally not included in state planning efforts. He also suggested that the Statewide Plan is a policy document but does not drill down to the local level corridors that are impacted by freight traffic. Wade further shared that the Atlanta Regional Commission's Regional Freight Plan is more applicable and allows grantees to focus on specific improvements to local roads and streets in the TSCID jurisdictions. The State is also considering a freight logistics bill that will provide a mechanism for funding future freight projects.
- Daniel provided an overview of the Atlanta Regional Commission and how the agency assists local governments with transportation planning including the Regional Freight Plan. He indicated the Regional Plan highlights the need for more local planning such as the TSCID Freight Study.
- Wade told the group there is a need for more short-term projects rather than the long-range planning projects.
- Question was asked about the implementation timeline and Wade responded that some projects would have a short-term horizon (10 years) and some will have a long-term implementation timeline of up to 20 years.
- Emory noted the importance of the need for immediate improvements and pulled up a Google map to point out the location of the new Amazon location at the Gwinnett/DeKalb County border.

Following the question and answer segment, Wade asked each attendee what they hope to accomplish during this study and the following responses were provided:

- Ram Tool has numerous trucks that travel in and out of the area. There is a need for a median at railroad for safety.
- There is a need for better traffic flow along US 78 with improved signals and wider ramp access to accommodate trucks.
- The I-285/US 78 interchange should be a priority. The location presents a real challenge. More than 50% of trucks accessing Mountain Industrial use this interchange.
- Are there plans to use Killian Hill Road more? Amazon is going to use this route.
- What is required to update the design at the I-285/US 78 interchange?

- What was the impetus for selecting the TSCID area for study? The location is far from interstate access. Emory mentioned the historic use of the area which was a railroad site back in the 60s and primarily farmland. The area emerged as an industrial land use accommodating 40-foot trailers instead of the current longer units now in use.
- Ensure long term coordination between the TSCID, the City of Tucker and DeKalb County to maximize funding of several studies and take a comprehensive look at the studies to avoid overlap. Officials also need to coordinate with the GDOT board to bring awareness and garner support. These study results can be synergistic if the comprehensive framework can be kept in mind. The 2030 horizon is important, and various plans and evolving technologies should be included.
- The GDOT would like to hear from stakeholders about traffic patterns. Are there residential districts affected? Outside the TSCID boundaries, are there desirable routes for trucks such as SR 236? Every few months, Hugh Howell is identified to be removed from the state's list of roadways. To date, it has not been an issue.
- Would like to see a list of smaller projects that would help feed into DeKalb County's land use and transportation planning efforts.
- Gwinnett County will pass a transportation plan with a BRT (Bus Rapid Transit) – would like to see a BRT station at Mountain Industrial Boulevard and US 78.
- Jimmy Carter Blvd is being studied to increase the flow from Mountain Industrial Boulevard to US 78.
- Congress is trying to pass a transportation funding bill that will hopefully lead to funding the types of projects needed in the TSCID study area.
- Would like to see specific quantitative analysis for now and the future including economic development potential. Would also like to see current capacity and projected needs. From a local standpoint, Pepsi has 100 employees travelling in and out of the area and the I-285/US 78 interchange exacerbates the traffic challenges. For truck drivers, 40% go north with no problems. The remaining 60% experience traffic challenges getting back to the facility in the afternoon. No problem in the morning but the afternoon is challenging. Do think Amazon will be a big deal and should know what the traffic implications need to be assessed with short term recommendations for improvement. What can GDOT do? The goal is to provide managed lanes which are being planned in other areas that affect the TSCID (Interstate 20). Current Federal transportation funding is focused on autonomous vehicles and safety.
- Amazon went through a DRI (Development of Regional Impacts) process through ARC that includes traffic projections. Not certain if Amazon is following anything from the studies. All the DRI reports are available on ARC's web site. There are Infra grants available through local governments to further assist with transportation issues and may be open for application at this time.
- Amazon is a big customer of UPS. Getting up to the facility from I-285 via 85 is not an option. There is access to Mountain Industrial Blvd. and may get through to Pleasantdale Road. More common carriers will be providing service to Amazon and by October, traffic will be a challenge.
- Hope the study identifies truck parking needs which is very limited in the area.
- Macy's is on Star Parkway and access is difficult. The street was previously a two-way and is now one-way which requires trucks to make turnarounds. The study needs to address this

situation. Also, school traffic operates during the day which can also create conflicts. The Greer Street intersection expansion should help. Underpriced Furniture is also coming to the area.

- The intersection of Mountain Industrial and Hugh Howell needs to be addressed. A Corridor Study with Gwinnett County along Hwy 140 to Jimmy Carter to Mountain Industrial Blvd is being conducted as is a consideration for a potential extension of Hwy.140.
- In addition to planning for vehicular traffic, the area will have to deal with pedestrians and improvements for transit.
- Unify plans and conduct coordination with all areas. Bermuda Street and Rockbridge Road are cut through streets and experience more congestion that affect residential areas.
- The law enforcement community did not know Amazon was coming. The additional traffic will add to response time in the afternoons. Deploying resources with all the added traffic and accidents will need to be addressed.

Jonathan Gelber posed a question to attendees about the challenges of attracting a work force to the available jobs and the following responses were provided:

- UPS – There are many challenges with labor force issues due to traffic. Entry level employees often rely on transit which can take two hours one way to get to their site. Many jobs are considered good (\$20 per hour), but a four-hour commute can be a hindrance.

Jonathan also asked if there were in any other industry types any of the companies were considering but there were no responses.

Next Steps

Wade indicated that the next meeting will be scheduled in April. Prior to then, stakeholder interviews and surveys of truck drivers and employees will be conducted. The meeting was adjourned.



Meeting Summary
Tucker Summit CID Freight Cluster Plan
Steering Committee Meeting #2
April 8, 2020 – 1:30 PM Via Zoom™

Summary Date: May 26, 2020

Participants: **Program Management Team**

- Wade Carroll, Metro Analytics
- Felecia Basolo, Atlas
- Todd Long, Atlas
- Larry Kaiser, Collaborative Infrastructure
- Stan Reecy, Bleakly Advisory
- Jonathan Gelber, Bleakly Advisory
- Megha Young, Gresham Smith
- Andrew Smith, Gresham Smith
- Preeti Shankar, CNT
- Inga Kennedy, Planners for Environmental Quality (PEQ)
- Marla Hill, Planners for Environmental Quality (PEQ)

Atlanta Regional Commission

- Daniel Studdard

TSCID

- Emory Morsberger

Steering Committee Members

- Skip Vaughan, Pepsico
- Victoria King, UPS
- Joseph Mazzeo, Macy's
- Steve Towe, Ram Tool
- Ken Hildebrandt, City of Tucker
- John McHenry, City of Tucker

- Daniel Piotrowski, Gwinnett County
- Ted Rhinehart, DeKalb County
- Patrece Keeter, DeKalb County
- Sylvia Smith, DeKalb County
- Cedric Hudson, DeKalb County
- Tom McQueen, GDOT
- Daniel Dolder, GDOT

Overview and Summary

1. The second meeting of the Tucker Summit CID Freight Cluster Plan Steering Committee (SC) was held April 8, 2020 at 1:30 PM. The meeting was conducted via Zoom™ due to COVID-19 concerns.
2. Inga Kennedy and Wade Carroll opened the meeting with introductions and an overview of the meeting agenda. (Attached)
3. Wade Carroll updated SC members on the status of key project deliverables, including the Public Outreach, Best Practices and Inventory and Assessment Reports. The project remains on schedule for an October 2020 completion.
4. Inga Kennedy gave an update on stakeholder activities, including preliminary results from an online public survey and interviews with key stakeholders. She asked for recommendations from the SC members on a strategy for interviewing truck drivers. Victoria King of UPS recommended that the team reach out to SC member Ed Crowell, president of the Georgia Motor Trucking Association.
5. Wade Carroll gave an update on the Inventory and Assessment Report, which includes the Transportation, Land Use and Market Analyses. The Inventory and Assessment Report will be completed and submitted for project team review in May 2020. Wade Carroll recapped the findings from the Transportation Analysis, which included a traffic analysis and review of travel characteristics throughout the project area for the primary modes of transportation – cars, trucks, transit, bicycle and pedestrian. The traffic analysis included existing and projected traffic volume and congestion; identifying levels of safety, crash analyses for vehicle, bike and pedestrian traffic; truck travel characteristics; transit ridership.
6. Stan Reecy and Preeti Shankar gave some highlights and recapped the major findings from the Land Use and Market Analyses, including a study of existing and future land use in the corridor, identifying development patterns and opportunities for redevelopment, and looking at employment trends and projections.

7. Inga conducted a Mentimeter live survey with SC members, the results of which are attached to this summary. Results of the online surveys, interviews and Steering Committee input will be part of the Needs Assessment in the overall plan submittal. The following questions were posed to the SC Members:

- a. What are the causes of congestion/safety issues related to truck traffic?
- b. What are the problem intersections? Why?
- c. Are there problem driveways and issues with ingress/egress?
- d. What type of improvements should we be considering? Where?
- e. What strategies do you recommend to increase parking? Any specific locations within the corridor that are most appropriate?
- f. What is the overall development vision for the TSCID?
- g. What type of industries would be most appropriate in the TSCID?
- h. What are the barriers to redevelopment of older industrial properties?
- i. Is there market pressure in preserving industrial uses?
- j. Where are mixed uses (commercial and industrial) more appropriate in the TSCID?
- k. With increasing traffic congestion and need to access dense populations very quickly, the pendulum may be swinging back towards smaller, nimbler spaces. In your opinion, will there be potential demand for new smaller flex and warehouse spaces, and could such buildings be appropriate for TSCID?

Wade Carroll presented next steps in the project, including the Report on the Traffic Study, Review of Potential Improvements (from the Inventory and Assessment, Traffic Studies), and another Input Opportunity with the Steering Committee to discuss Potential Improvements.

The meeting concluded. The next meeting will be scheduled and announced at a future date.



Menti Survey Results

Steering Committee 2 – April 8, 2020

Question 1: What are the causes of congestion/safety issues related to truck traffic?

- Improper signal phasing
- Lack of alternate routes
- Volume
- Too many cars.
- Traffic spikes, someone distracted
- Mix of lots of trucks and lots of cars on the same facilities.
- Traffic spikes
- Need more flexed schedules for report times to work
- Lack of alternate routes
- Cars and Trucks mixed in traffic
- Limited alternative routes, narrow turning radii, and most signalized intersections have high traffic in all directions at peak hours
- need better signal coordination
- traffic lights working improperly or unsynchronized; roads not set up for truck traffic (not enough turning radius); too much cut through traffic by cars
- problem with left turns out
- Left approaching Lanes are a little confusing turning East in 78 from MIB in afternoon...
- Volume
- Improper signal phasing

- Mountain Industrial and Hwy 78
- Mountain Industrial Blvd at 78
- Hwy 78 and East Park Place
- stone mountain inn near 78
- stone mountain inn near 78

Question 2 - What are the problem intersections? Why?

- JCB @ Singleton
- Mountain Ind'l at Hugh Howell. Two main routes with high volumes.
- MIB and 78
- Mountain Industrial Boulevard & Hugh Howell
- Mountain Industrial Boulevard and 78
- JCB @ US-29
- Mountain Industrial Blvd at 78
- MIB @ Hugh Howell and MIB @ US 78 - need to move forward with short term improvements while analyzing more long-range improvements.
- Lewis and MIB during school year in mornings
- intersections near Pleasantdale facility.
- Hugh Howell at Mountain Industrial and Mountain Industrial at SR 78: congestion in all directions at most times of day
- MIB @ 78. There is all sorts of traffic and congestion.
- Highway 78 and East Park Place
- QT
- Anywhere near 85

Question 3 - Where are problem driveways and issues with ingress/egress?

- Sam's
- Convenience store at MIB and Ponce
- QT

- stone mountain inn near 78
- Need to have access management in general throughout the corridor.
- locations near UPS Pleasantdale facility. UPS will also work with Amazon Warehouse once it is operational and will be interested in ingress/egress between those two locations.
- a median would help along MIB
- One thing to consider is that large radius for trucks means

Question 4 - What type of improvements should we be considering? Where?

- median along entire MIB
- Signal phasing coordination
- roundabouts could help
- diverging diamond interchange at 78?
- One thing to consider is when you increase radius for trucks, you increase the pedestrian crossing lengths and times. Impacts signal timing.
- Adaptive signals along MIB
- truck-only lanes; increased capacity (additional lanes)
- Better sequencing of traffic signals
- Extend Tucker Industrial Rd across US 78 to Greer Circle, possibly with a half diamond interchange
- Access road from Amazon (East Park Place) to I-285
- Need to consider connected vehicle technology along MIB and other major corridors.
- Is there a way or room to build an exit directly to 78 that connects to Dekalb School Board and/or businesses on Lewis Rd to relieve some MIB congestion
- Could the church parking lot at Ethiopian Evangelical be used, if some mutual benefit to the church could be demonstrated?

Question 5 - What strategies do you recommend to increase parking? Any specific locations within the corridor that are most appropriate?

- Shared truck parking.

- Church at SR 78 and MIB (former Dodge/Chrysler operation) might be willing to lease space?
- Identify vacant parcels and/or closed businesses that could potentially be used for truck parking
- Use of a Drop Lots may be an option
- Leasing space out from closed businesses

Question 6 - What is the overall development vision for the TSCID?

- Strategic , can handle incremental traffic, upholds land value
- There are a lot of little lots- I'd like to see these combined to attract a larger facility.

Question 7 - What type of industries would be most appropriate in the TSCID?

- An industry which supplies a lot of the members now
- Technical school
- high tech, medical technologies (capitalizing on GA Tech and University of GA technology)

Question 8 - What are the barriers to redevelopment of older industrial properties?

- Cost
- Cost of remodeling
- \$\$\$, lots of individual property owners.
- funding
- Permit issues - bringing up to code
- Entrance and an Exit perhaps
- County approval process, access to public transportation for workers
- right mix of industrial uses

Question 9 - Is there market pressure in preserving industrial uses?

- large parcels are at a premium
- Lots of people moving out to the area, where are they going to work?

Question 10 - Where are mixed uses (commercial and industrial) more appropriate in the TSCID?

- Along Hugh Howell- to connect to the existing neighborhoods.
- Adjacent, not in, along Lawrenceville Hwy there are significant redevelopment opportunities
- Down from MIB and Hugh Howell

Question 11 - In your opinion, will there be potential demand for new smaller flex and warehouse spaces, and could such buildings be appropriate for TSCID?

- This will add significantly to traffic so must have traffic plan first
- definitely think that will be the future of logistics. Allowing for seasonal needs, growth potential, etc. Provide for dynamic growth.



Meeting Summary
Tucker Summit CID Freight Cluster Plan
Steering Committee Meeting #3
July 1, 2020 – 1:30 PM Via Zoom™

Summary Date: July 15, 2020 Draft

Participants: **Program Management Team**

- Wade Carroll, Metro Analytics
Michael Brown, Metro Analytics
Vince Metheny, Metro Analytics
- Felecia Basolo, Atlas
 - Todd Long, Atlas
 - Larry Kaiser, Collaborative Infrastructure
 - Stan Reecy, Bleakly Advisory
 - Jonathan Gelber, Bleakly Advisory
 - Megha Young, Gresham Smith
 - Preeti Shankar, CNT
 - Inga Kennedy, Planners for Environmental Quality (PEQ)

Atlanta Regional Commission

- Daniel Studdard

TSCID

- Emory Morsberger

Steering Committee Members

- Skip Vaughan, Pepsico
- Victoria King, UPS
- Joseph Mazzeo, Macy's
- Ken Hildebrandt, City of Tucker
- John McHenry, City of Tucker
- Vince Edwards, Gwinnett County

- Daniel Piotrowski, Gwinnett County
- Ted Rhinehart, DeKalb County
- Patreece Keeter, DeKalb County
- Sylvia Smith, DeKalb County
- Cedric Hudson, DeKalb County
- Tom McQueen, GDOT
- Habte Kassa, GDOT
- Joshua Higgins, GDOT
- Don Williams, MARTA

Overview and Summary

1. The third meeting of the Tucker Summit CID Freight Cluster Plan Steering Committee (SC) was held July 1, 2020 at 1:30 PM. The meeting was conducted via Zoom.
2. Wade Carroll opened the meeting with introductions and an overview of the meeting agenda.
3. Wade Carroll updated SC members on the status of key project deliverables, including the Public Outreach, Best Practices and Inventory and Assessment Reports. The project remains on schedule for an October 2020 completion.
4. Inga Kennedy gave an update on stakeholder activities, including preliminary results from the online survey, stakeholder interviews and the truck driver survey. She acknowledged the truck driver surveys were conducted using the CB radio technology that also led to some being conducted in person while drivers waiting in staging lines. Inga also acknowledged that all completed documents were posted to the project web site and encouraged everyone to visit the site for recent posts.
5. Wade Carroll gave a recap of the major findings of the Inventory and Assessment Report which was completed and submitted to the TSCID. He provided an overview of the key roadway and travel characteristics, truck travel characteristics, transit and bike/ped travel, and a land use development analysis.
6. Megha Young provided an overview of the Traffic Study which included 14 locations within the study area. She described the types of potential operations and safety improvements that could be effective at the locations including intersection geometry improvements, access management, pavement marking and signage, bike/ped safety, adjustments to signal phasing and timing, and new intersection control. She then showed three specific locations where some of the potential improvements could work.

7. Michael Brown led the SC in a stakeholder input session using a mapping demonstration to illustrate potential short and long- term improvements for locations identified in the Traffic Study and some legacy projects. He also described how land use and development strategies could be leveraged to facilitate traffic improvements in the study area.
8. The meeting was opened for comments and questions and SC members, and the following comments were made:
 - a. The City of Tucker and the TSCID are initiating a safety project at Mountain Industrial Blvd and Hwy 78 using state funds. The CID received an infrastructure grant and the project will align ramps and a median.
 - b. Ensure legacy projects are identified to avoid confusion.
 - c. Ensure all projects can comply with City of Tucker zoning updates. The City is installing a signal Flintstone Dr. for the new school and Publix. The remaining industrial building will be a challenge.

Wade discussed the next steps including developing a prioritization framework, finalizing cost estimates and revenue forecasts, and summarizing the stakeholder input. Vince Methany demonstrated the interactive exercise that SC members are asked to use to provide additional comments to the potential projects. Inga will send the link to all members. The meeting concluded. The next meeting will be scheduled and announced at a future date.



Meeting Summary
Tucker Summit CID Freight Cluster Plan
Steering Committee Meeting #4
September 15, 2020 – 2:00 PM Via Zoom™

Summary Date: September 18, 2020 Draft

Participants: **Program Management Team**

- Wade Carroll, Metro Analytics
- Vince Metheny, Metro Analytics
- David Hurst, Metro Analytics
- Peter Haas, CNT
- Felecia Basolo, Atlas
- Brent Cook, Atlas
- Todd Long, Atlas
- Larry Kaiser, Collaborative Infrastructure
- Nithin Gomez, Gresham Smith
- Megha Young, Gresham Smith
- Andrew Smith, Gresham Smith
- Preeti Shankar, CNT
- Inga Kennedy, Planners for Environmental Quality (PEQ)

Atlanta Regional Commission

- Daniel Studdard

TSCID

- Emory Morsberger

Steering Committee Members

- Victoria King, UPS
- Joseph Mazzeo, Macy's
- Ken Hildebrandt, City of Tucker
- John McHenry, City of Tucker

- Vince Edwards, Gwinnett County
- Roman Dakare, Gwinnett County
- Patrece Keeter, DeKalb County
- Sylvia Smith, DeKalb County
- Cedric Hudson, DeKalb County
- Tom McQueen, GDOT
- Tad Leithead, Lilburn CID

Other Participants

- Anne Lerner
- Matt Robbins
- Rebekah Coblenz
- Frances Chang
- Catherine Long
- Sharon Goldman
- Rusty McKellar
- Bill Kaduk
- Bill Rosenfeld
- Noel Monferdini
- Carlene Burnett
- Stephen Bridges
- Robert Martin
- Kamani Mustafa

Agenda

1. The fourth meeting of the Tucker Summit CID Freight Cluster Plan Steering Committee (SC) was held September 15, 2020 at 2:00 PM. The meeting was conducted via Zoom.
2. Emory Morsberger opened the meeting with introductions and the purpose of the meeting. He welcomed SC members and new participants including City of Tucker elected officials, TSCID Board members and property owners.
3. Wade Carroll updated participants on the status of the project including the schedule and completed tasks.
4. Wade then described the overall work program development including how projects were identified and the process for prioritizing projects. He described projects that are already underway and/or programmed with planning partners. An overview of the short-term work program was given including general cost estimates.

5. Nithin Gomez provided details of each short-term improvement projects that would assist with improving freight movement in the area. He included four roadway projects and seven intersection improvements including general cost estimates.
6. Wade gave an overview of the pedestrian projects which he iterated are important to the area for work force access. He described the location of eight projects that include sidewalk improvements including general cost estimates.
7. Wade concluded the presentation identifying long-term projects and other recommendations for grant opportunities, transit improvements, truck parking needs and economic development opportunities.
8. The meeting was opened for comments and questions.
 - a. What is the plan for applying for the STBG funding? When is the next call for projects? These will be included in the 2021 application process.
 - b. Mountain Industrial Boulevard at Hammermill improvements are already in City of Tucker's program.
 - c. For the benefit of new participants, it is important to acknowledge the full project list from those in the City of Tucker.
 - d. It was mentioned that the Mountain Industrial Boulevard at Greer improvement is going to become a main access point and intersection within the study area
 - e. Consider making Cherry Lane one way instead of closing altogether. Many crashes occur and a left turn with one-way access may work better.
 - f. DeKalb is currently conducting a traffic calming program and these projects should be reviewed before making decision. DeKalb is the funding source. They may be further along in the process. The projects will be provided to Wade.
 - g. Can funds be split for the costs of the Tucker Industrial Road at Hugh Howell Road project? It was acknowledged that these are planning level projects and funding could come from various sources. Cost estimates are high level at this time.
 - h. Look closer at the long-term improvement for the one-way pair adjacent to residential areas. There could be concern from residents.
 - i. Emory complimented the great job on the plan. He also acknowledged the Mountain Industrial Boulevard and Hwy 78 and Hugh Howell projects that are already programmed and underway. Emory also acknowledged Victoria King with UPS who will be providing transportation around the new Amazon site with expected increase in congestion. He also indicated that the process of bucketing projects is new and good concept to consider.
 - j. Victoria King indicated that she participated in a State Freight Logistics committee meeting to discuss the master plan that is underway. She suggested coordination between the two process and to put projects on a wish list with the State. Daniel

- Studdard responded that he has been working with the State Freight Master Plan and presented on truck parking today during the recent meeting. He mentioned that the primary purpose of the Master Plan is their support for freight related projects. He is not sure if funding will be identified in the plan. He stressed that there is an opportunity for private sector support for infrastructure projects around the large e-commerce facilities. Some of these could be intersection and corridor level improvements.
- k. Wade concluded with an overview of the next steps in the process including finalizing the report with a review by ARC and the TSCID staff and adoption by the TSCID Board. Inga Kennedy thanked the SC members for their participation during the process. The meeting was adjourned.

Appendix B

TSCID FCP

Prioritization Tech Memo

Technical Memorandum

To: Emory Morsberger, Tucker Summit CID
Felecia Basolo, Atlas

From: Metro Analytics

Date: September 9, 2020

Re: Tucker Summit Freight Cluster Plan – Prioritization Methodology

Introduction

The purpose of this technical memorandum is to document the prioritization of projects for the Tucker Summit Community Improvement District (TSCID) Freight Cluster Plan. The purpose of the Plan is to provide detailed insight into the TSCID's current and future freight activity in order to address transportation planning, traffic operations, and related planning. This analysis is associated with the development of the Work Program task of the Plan Scope of Services.

1.1 Project Prioritization Methodology

The vision, goals and objectives described in the previous section were integrated into a set of criteria, on which the projects were evaluated and compared. These criteria served as the foundation for developing the project prioritization framework. The study team developed the following six criteria:

1. Mobility
2. Safety
3. Economic Benefit
4. Environment & Public Health
5. Project Readiness
6. System Reliability

The project prioritization methodology included establishing the qualitative and quantitative evaluation factors, also called measures, for each criterion. The project values were collected for each measure, and an ordinal rating scheme was developed that converted the project values to scores between 0 and 100. These scores were used to estimate the total points each project received and then rank-ordered by the total number of points.

This section discusses the criteria, the measures within each criterion and the rating scheme.

1.1.1 Criteria 1: Mobility

Criteria Mobility was used to assess potential improvements that are considered to address an operational deficiency. Five measures, two quantitative and three qualitative, were included in Mobility.

1.1.1.1 Total AADT

The total AADT was estimated for each project using the Atlanta Regional Commission's (ARC) Travel Demand Model (TDM). The analysis was done for the existing year 2020, for which travel model was available from ARC. The procedure to calculate AADT depended on the project type. For capacity projects, maximum AADT was picked from the segments that make up the project corridor. For intersection improvements, maximum AADT from the intersecting segments was selected. Projects in locations with higher vehicle AADT received a higher score than the ones in areas with lower vehicle AADT.

1.1.1.2 Truck percentage

The truck percentage was estimated for each project using ARC's TDM for the year 2020. The truck percentage for each project was based on the links at which AADT was estimated. Projects in locations with higher truck percentage received a higher score than the ones in areas with lower truck percentage.

1.1.1.3 Travel time savings

Travel time savings are important measure for evaluating the performance of projects. Ideally, a travel demand model could provide the travel time savings by comparing the model results from a No-Build model run and a build (with project in place) run. However, ARC model run requires high computing power and time (more than 36 hours) making it practically not possible to run a build scenario for each project. Therefore, travel time savings were estimated qualitatively using professional judgment, and the values used were "Low", "Medium" and "High". A project with high travel time savings received a higher score.

1.1.1.4 Serve congested corridor (existing LOS)

The level of congestion was estimated from the ARC's travel demand model. The level of service (LOS) was estimated for each project using links that were used to estimate AADT. The projects were classified into four categories of LOS – A-C, D, E and F. The projects serving regions with poor LOS received more points than the others.

1.1.1.5 Freight-designated corridor

The values used of the measure freight-designated corridor were qualitative and the projects were classified in two categories, Yes or No, depending if the project lies on a freight corridor or not. The projects that are on a freight corridor receive higher points than the ones that are not.

1.1.2 Criteria 2: Safety

Criteria safety was used to identify the potential improvements that are considered to improve highway safety. The project was considered to improve safety if it is in location where crash occurrences are high, have high truck crashes or if the improvement has high Crash Modification Factor (CMF). Safety consists of five measures, four quantitative and one qualitative, and are described below.

1.1.2.1 Fatal crashes per thousand AADT (within 0.25 mi)

The crash data was obtained from Georgia Electronic Crash Reporting System (GEARS). A quarter mile buffer was created along each project and the number of fatal crashes for five years from 2014 to 2018 were collected. The crashes were normalized by the AADT to estimate the fatal crashes per thousand AADT. The projects in locations with higher fatal crashes per thousand AADT receive higher scores.

1.1.2.2 Injury crashes per thousand AADT (within 0.25 mi)

Like the fatal crashes, injury crashes were also estimated from Georgia Electronic Crash Reporting System (GEARS). The process was similar to estimating the injury crashes per thousand AADT for each project. The projects in locations with higher injury crashes per thousand AADT receive higher scores.

1.1.2.3 Other crashes per thousand AADT (within 0.25 mi)

Like the fatal and injury crashes, PDO crashes were also estimated from Georgia Electronic Crash Reporting System (GEARS). The process was similar to estimating the injury crashes per thousand AADT for each project. The projects in locations with higher PDO crashes per thousand AADT receive higher scores.

1.1.2.4 % Truck crashes

Project scoring was also done using the number of trucks involved in the corridor. The GEARS data included trucks involved in the crashes which were used to calculate the percentage of truck crashes for each project. The projects in locations with higher truck crashes receive higher scores.

1.1.2.5 Expected reductions in crashes by project type

The expected reduction was estimated qualitatively using the crash modification factor for each project. The CMF clearinghouse provided the crash reduction by type of improvement. In case the project included multiple improvements, the highest crash modification factor was used. Since all the projects did not have crash modification factors available, professional judgment was used. The projects were classified into High, Medium and Low expected reduction in crashes.

1.1.3 Criteria 3: Economic Benefit

Criteria Economic was used to identify potential improvements that are generally considered to support connectivity and economic growth. Four measures, all qualitative, were used to evaluate the projects under this criterion.

1.1.3.1 Supporting Regionally Significant Locations

The measure is qualitative and values the project by assigning Yes and No values to each project depending if the project connects to (or is within) a Regional Employment Center, a Freight Cluster Area or a Regional Place.

1.1.3.2 Regional Freight Significance

Each project was evaluated to see if it improves the movement of freight and is it located on ARC's regional freight system (ASTRoMaP), GDOT's Statewide Designated Freight Corridors or the FHWA

National Highway Freight Network (NHFN). The values of Yes or No were assigned to the project and projects with values Yes received higher score.

1.1.3.3 Maximize use of ROW

The measure was to evaluate if the project requires Right-of-Way (ROW) acquisition, including construction easements, from a potential historic property or National Register listed property. The projects were assigned values of Yes and No and the ones that maximize the use of right-of way received higher scores.

1.1.3.4 Multimodal connectivity (Transit, Bicycle, Pedestrian)

This is a qualitative measure and was used to evaluate whether the project provided connectivity to multiple modes like transit, bicycle, and pedestrian. The projects were assigned values of Yes and No and the ones that provided multimodal connectivity, received higher scores.

1.1.4 Criteria 4: Environment & Public Health

The criteria Environmental and Public Health was used to identify projects that were expected to reduce emissions. It included only one qualitative measure, describe below.

1.1.4.1 Diesel emission reduction

The projects which helped in reducing vehicle emissions that cause bad air quality and contribute to climate change, reduced higher scores than others. The projects were categorized qualitatively into High, Medium, and Low values. The projects with High emission reductions received higher score.

1.1.5 Criteria 5: Project Readiness

The criteria Project Readiness was used to evaluate what would be the level of effort to implement project. It reflects project complexity and following qualitative measures were used to evaluate it. Three measures, all qualitative, were used to evaluate the projects under this criterion.

1.1.5.1 Coordination with City and County; Consistency with County Comprehensive Transportation Plan (CTP), Transportation Master Plan, etc.

Each project was evaluated to see if it requires coordination with cities or counties and is consistent with their CTPs or Transportation Master plans. Qualitative values of Yes and No were used. Projects with value of Yes, were consistent with the CTPs and RTPs and received higher score.

1.1.5.2 Included in Regional Transportation Plan (RTP)

Qualitative values of Yes and No were used for this measure. If the project is included in the RTP, it would have already been studied regionally. Such projects received higher score.

1.1.5.3 Level of effort to implement project (project complexity)

It is a qualitative measure that evaluated the level of effort to implement the project based on ROW and environmental requirements. Low, Medium, and High values were assigned to the projects. Projects with low level of effort to implement received higher score.

1.1.6 Criteria 6: System Reliability

The criterion of reliability was used to determine which projects were helpful in adding network resiliency to the transportation network. Only one qualitative measure was used.

1.1.6.1 Provide resiliency to regional and TSCID network

It is a qualitative measure that assigned values of Yes or No to the projects, based on whether they are expected to provided resiliency to the regional and TSCID transportation networks. Projects with value of Yes received higher score.

After the project values, which included both quantitative and qualitative values, were obtained for each measure under each criterion, they were converted to scores of 0-100 using the scoring scheme presented in Table 1.

Table 1: Scoring scheme for project values

Criteria	Measure	Score
Mobility	Total AADT	
	0 - 10,000	0
	10,000 - 20,000	20
	20,000 - 30,000	40
	30,000 - 40,000	60
	40,000 - 50,000	80
	>= 50,000	100
	Truck %	
	0% - 5%	0
	5% - 10%	20
	10% - 15%	40
	15% - 20%	60
	20% - 25%	80
	>= 25%	100
	Travel time savings	
	Low	20
	Med	60
	High	100
	Serve congested corridor (existing LOS)	
	A-C	0
	D	33
	E	67
	F	100
	Freight-designated corridor	
	No	0
	Yes	100
Safety	Fatal crashes per thousand AADT (within 0.25 mi)	

Criteria	Measure	Score
	0.00 - 0.01	0
	0.01 - 0.03	20
	0.03 - 0.06	40
	0.06 - 0.10	60
	0.10 - 0.20	80
	>= 0.20	100
	Injury crashes per thousand AADT (within 0.25 mi)	
	0.0 - 0.5	0
	0.5 - 1.0	20
	1.0 - 5.0	40
	5.0 - 10.0	60
	10.0 - 30.0	80
	>= 30	100
	Other crashes per thousand AADT (within 0.25 mi)	
	0 - 2	0
	2 - 5	20
	5 - 10	40
	10 - 20	60
	20 - 30	80
	>= 30	100
	% Truck crashes	
	0% - 5%	0
	5% - 10%	25
	10% - 20%	50
	20% - 40%	75
	>= 40%	100
	Expected reductions in crashes by project type	
	Low	20
	Med	60
	High	100
Economic Benefit	Supporting Regionally Significant Locations	
	No	0
	Yes	100
	Regional Freight Significance	
	No	0
	Yes	100
	Maximize use of ROW	
	No	0
	Yes	100
	Multimodal connectivity (Transit, Bicycle, Pedestrian)	

Criteria	Measure	Score
Environment & Public Health	No	0
	Yes	100
	Diesel emission reduction	
	Low	20
Project Readiness	Med	60
	High	100
	Coordination with City and County; Consistency with County CTP, Transportation Master Plan, etc.	
	No	0
	Yes	100
	Included in RTP	
	No	0
	Yes	100
	Level of effort to implement project (project complexity)	
	Low	100
System Reliability	Med	60
	High	20
	Provide resiliency to regional and TSCID network	
	No	0
	Yes	100

1.2 Ranking of Projects

The next step involved defining multiple scenarios and ranking the projects under each scenario. Scenarios were developed by assigning different weighting factors to individual criteria. The purpose of this was to understand the impact of each criteria on project rankings and to identify projects that consistently appeared near the top of the rankings, regardless of where the emphasis was placed.

Seven scenarios were developed:

- Scenario 1: Mobility
- Scenario 2: Safety
- Scenario 3: Economic Benefit
- Scenario 4: Environment & Public Health
- Scenario 5: Project Readiness
- Scenario 6: System Reliability
- Scenario 7: User Defined

The weighting factor, in percentage, for each criterion under each scenario is shown in the pie charts in Figure 1. Scenarios 1 through 6 have 50% weight assigned to respective criterion, while the remaining criteria received 10% each. The weights of the criteria under scenario 7 were determined in consultation

with the priorities of the TSCID members. In this scenario 50% weightage was given to mobility and 20% to safety. The other four criteria made up the remaining 30%.

The weights of individual performance measures within each criterion are shown in Table 2. The weights of performance measures do not vary by scenario.

Figure 1: Weight Assigned to Each Criteria by Scenario

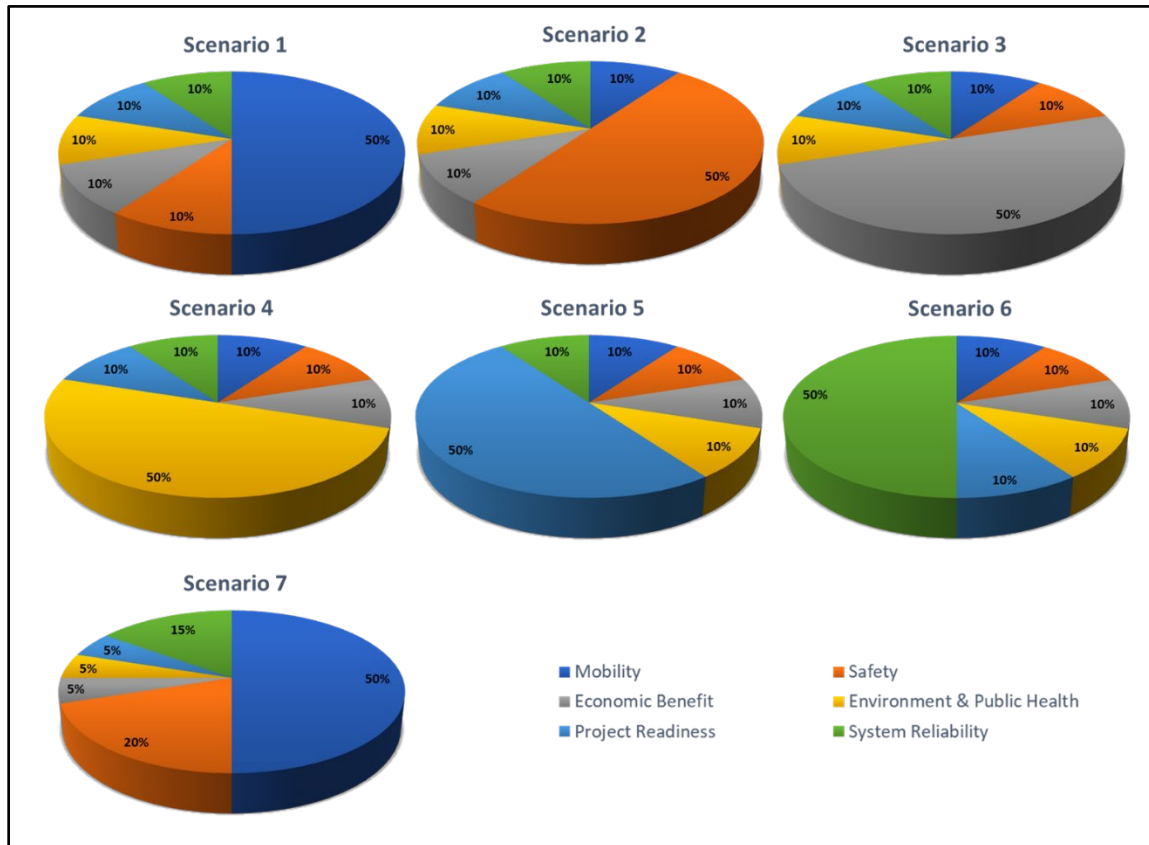


Table 2: Weights of Performance Measures within Criteria

No.	Criteria	Measures	Criteria %
1	Mobility	Total AADT	15%
		Truck %	20%
		Travel time savings	25%
		Serve congested corridor (existing LOS)	25%
		Freight-designated corridor	15%
2	Safety	Fatal crashes per thousand AADT (within 0.25 mi)	25%
		Injury crashes per thousand AADT (within 0.25 mi)	25%
		Other crashes per thousand AADT (within 0.25 mi)	10%

		% Truck crashes	20%
		Expected reductions in crashes by project type	20%
3	Economic Benefit	Supporting Regionally Significant Locations	25%
		Regional Freight Significance	25%
		Maximize use of ROW	25%
		Multimodal connectivity (Transit, Bicycle, Pedestrian)	25%
4	Environment & Public Health	Diesel emission reduction	100%
5	Project Readiness	Coordination with City and County; Consistency with County CTP, Transportation Master Plan, etc.	33%
		Included in RTP	33%
		Level of effort to implement project (project complexity)	33%
6	System Reliability	Provide resiliency to regional and TSCID network	100%

In order to rank the projects under a selected scenario, total points were calculated for each project under that scenario. For each project, the score (0-100) of each measure was multiplied by the weight of the measure (from Table xx) and the weight of the criterion that measure belongs to. The total points each project received were estimated by summing up the weighted scores of all the performance measures. The project that received the most points received the highest ranking.

While the priority rankings were based on the qualitative and quantitative criteria discussed previously, it should be noted that the scores are not meant to be the final decision on whether a project should be implemented. Rather, they reflect the prioritization ranking of each project within the study area under different scenarios and weighting factors. They provide input and guidance for planners and decision-makers.

The project ranking under Scenario 7, which is User-Defined Scenario, is presented in Table 3.

Appendix C

TSCID FCP

Short-Term Fiscally Constrained

Detailed Project List

Appendix C
Fiscally Constrained Roadway Projects

Combined Project ID	Project Title	Project ID	Project Type	Project Name	Sponsoring Agencies	Project Description	From	To	Timeframe (Initiation)	CST*	PE (12%)	ROW (15%)	U/L (10%)	Engineering Inspection (5%)	Contingency (20%)	Estimated Total Project Cost**	Federal	Total Local Match	City Funds	TSCID Funds	Potential Local Match
FCP 1.1	N/A	15	Intersection Improvements	Mountain Industrial Boulevard at Elmdale Drive/Roger Marten Way Intersection Improvement	TSCID, City of Tucker	Install single right-turn lane with channelization and widen curb radius along the northbound approach; widen curb radius at southwest quadrant; reconfigure Roger Marten Way to add a new separate left-turn lane; reconfigure inside lane of Elmdale Dr. to allow left, through, and right turns; convert northbound and southbound left turn signals to flashing yellow arrow (FYAs); install no right-turn-on-red (RTOR) overhead signage on the mast arm above the inside lane to prohibit RTOR from the inside lane of the Elmdale Dr. approach; install sidewalks along Roger Marten Way and west side of Mountain Industrial Blvd. to connect to MARTA bus stops; install backplates with retroreflective borders on all traffic signal heads; repave and restripe Elmdale Dr. and Roger Marten Way; install raised pavement markers on Elmdale Dr. and Roger Marten Way.	N/A	N/A	2022	\$ 330,374	\$ 38,637	\$ 48,297	\$ 32,198	\$ 16,099	\$ 64,395	\$ 530,000	\$ 424,000	\$ 106,000	\$ 53,000	\$ 53,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP 1.2	N/A	11	Intersection Improvement	Mountain Industrial Boulevard at N. Royal Atlanta Drive Intersection Improvement	City of Tucker	Install single right-turn lanes with channelization and wide curb radii along the northbound, southbound, and westbound approaches; convert southbound, eastbound, and westbound left turn signals to flashing yellow arrow (FYAs); convert northbound left-turn to a protected-only movement; install pedestrian signals and crosswalks across the east and west legs (N. Royal Atlanta Dr.) of the intersection; install ADA ramps at all four corners; install sidewalks along all approaches to connect to MARTA bus stops; install median nose delineators along Mountain Industrial Blvd.; install backplates with retroreflective borders on all traffic signal heads; install supplemental signal heads and "traffic signal ahead" signage along the northbound and southbound approaches; repave and restripe N. Royal Atlanta Dr.; install raised pavement markers on N. Royal Atlanta Dr.; work with property owner to consider relocating driveway just west of intersection further away from the intersection.	N/A	N/A	2022	\$ 486,098	\$ 45,271	\$ 56,589	\$ 37,726	\$ 18,863	\$ 75,452	\$ 720,000	\$ 576,000	\$ 144,000	\$ 72,000	\$ 72,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP 1.3	N/A	13	Intersection Improvement	Mountain Industrial Boulevard at S. Royal Atlanta Drive Intersection Improvement	City of Tucker	Install single right-turn lane with channelization and wide curb radius along the eastbound approach; remove acceleration lane on west leg and install eyebrow or loon for eastbound U-turns; install pedestrian signals and crosswalks along all approaches; install ADA ramps at all four corners; install sidewalks along all approaches to connect to MARTA bus stops; install median nose delineators along Mountain Industrial Blvd.; install backplates with retroreflective borders on all traffic signal heads; install "traffic signal ahead" signage along the westbound approach; work with property owner to consider relocating driveway just east of intersection further away from the intersection.	N/A	N/A	2022	\$ 143,687	\$ 10,899	\$ 13,624	\$ 9,083	\$ 4,541	\$ 18,165	\$ 200,000	\$ 160,000	\$ 40,000	\$ 20,000	\$ 20,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP 1.4	N/A	19	Intersection Improvement	Mountain Industrial Boulevard at Lewis Road Intersection Improvement	City of Tucker	Install single right-turn lanes with channelization and widen curb radius along northbound, southbound, and westbound approaches; convert all left turn signals to flashing yellow arrow (FYAs); install sidewalks along west side of Mountain Industrial Blvd. and along Lewis Rd. west of intersection to connect to MARTA bus stops; install backplates with retroreflective borders on all traffic signal heads; work with property owner to relocate driveway just west of intersection further away from the intersection.	N/A	N/A	2022	\$ 249,692	\$ 29,092	\$ 36,365	\$ 24,243	\$ 12,122	\$ 48,486	\$ 400,000	\$ 320,000	\$ 80,000	\$ 40,000	\$ 40,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP 1.5	N/A	18	Intersection Improvement	Mountain Industrial Boulevard at Greer Circle Intersection Improvement	City of Tucker	Install single right-turn lane with channelization and widen curb radius along the southbound approach; convert all left turn signals to flashing yellow arrow (FYAs); install protected/permissive phasing for eastbound Greer Cir. left-turn movements; install sidewalks along west side of Mountain Industrial Blvd. and along Greer Cir. west of the intersection to connect to MARTA bus stops; install backplates with retroreflective borders on all traffic signal heads; repave and restripe Greer Cir. east of the intersection; install raised pavement markers on Greer Cir. east of the intersection.	N/A	N/A	2022	\$ 235,413	\$ 27,985	\$ 34,981	\$ 23,320	\$ 11,660	\$ 46,641	\$ 380,000	\$ 304,000	\$ 76,000	\$ 38,000	\$ 38,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP 1.6	N/A	17	Intersection Improvement	Mountain Industrial Boulevard at Hammernill Road (South) Intersection Improvement	City of Tucker	Install single right-turn lane with channelization and widen curb radius along the northbound approach; convert southbound and westbound left turn signals to flashing yellow arrow (FYAs); install sidewalks along west side of Mountain Industrial Blvd. south of the intersection and extend to the US 78 interchange; install one-way pavement markings on west leg, and signage at driveway on west leg to prohibit eastbound traffic; install backplates with retroreflective borders on all traffic signal heads; work with property owner to close driveway to Public Storage just south of the intersection.	N/A	N/A	2022	\$ 175,439	\$ 20,238	\$ 25,297	\$ 16,865	\$ 8,432	\$ 33,729	\$ 280,000	\$ 224,000	\$ 56,000	\$ 28,000	\$ 28,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP-1	Freight Cluster Plan Improvements along Mountain Industrial Boulevard	15, 11, 13, 19, 17, 18	Intersection Improvements	Mountain Industrial Boulevard - Multiple Locations (Individual Project Details Above)	City of Tucker	Set of nine improvements focused on operational improvements critical to freight mobility within the Tucker Summit Community Improvement District (TSCID) - More Detail in Application	Lawrenceville Highway (US 29/SR 5)	Lewis Road	2022	\$ 1,620,704	\$ 172,122	\$ 215,152	\$ 143,435	\$ 71,717	\$ 286,870	\$ 2,510,000	\$ 2,008,000	\$ 502,000	\$ 251,000	\$ 251,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP 2.1	N/A	115	Intersection Improvement	Mountain Industrial Boulevard at Tuckerstone Parkway Intersection Improvement - Clear Cut Trees and Warning Signal	City of Tucker	Clear cut trees just south of the intersection to improve sight distance; install a signal activated warning signal on the westbound approach to warn motorists of southbound right-turns from Tuckerstone Pkwy. Install signal activated warning signal in the northbound approach along Mountain Industrial Blvd to warn motorists of approaching Tuckerstone Pkwy intersection per MUTCD guidelines (see Chapter 2C).	N/A	N/A	2022	\$ 75,360	\$ 8,640	\$ 10,800	\$ 7,200	\$ 3,600	\$ 14,400	\$ 120,000	\$ -	\$ 120,000	\$ 96,000	\$ 24,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP 2.2	N/A	116	Intersection Improvement	Mountain Industrial Boulevard at Tuckerstone Parkway Intersection Improvement - Add Left Turn Lane	City of Tucker	Install a 12-ft wide 200-ft long left-turn lane in the Mountain Industrial Boulevard median just east of Tuckerstone Parkway across from the Ram Tool Driveway including an eyebrow for a WB 60 to make a U-turn.	N/A	N/A	2022	\$ 200,000	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ 215,000	\$ -	\$ 215,000	\$ 172,000	\$ 43,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP 2.3	N/A	117	Intersection Improvement	Mountain Industrial Boulevard at Tuckerstone Parkway Intersection Improvement - Right In/Right Out at Tuckerstone	City of Tucker	Convert Tuckerstone Parkway to a right-in right-out only at the Tuckerstone Parkway/Mountain Industrial Boulevard intersection.	N/A	N/A	2022	\$ 26,400	\$ 3,600	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000	\$ 24,000	\$ 6,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP-2	Mountain Industrial Boulevard at Tuckerstone Boulevard Intersection Improvements	115, 116, 117	Intersection Improvements	Mountain Industrial Boulevard at Tuckerstone Boulevard Intersection Improvements (Individual Project Details Above)	City of Tucker	Set of three improvements including: Clear cut trees just south of the intersection to improve sight distance; install a vehicle activated beacon on the westbound approach to warn motorists of southbound right-turns from Tuckerstone Pkwy. Install signal activated warning signal in the northbound approach along Mountain Industrial Blvd to warn motorists of approaching Tuckerstone Pkwy intersection per MUTCD guidelines (see Chapter 2C); install a 12-ft wide 200-ft long left-turn lane in the Mountain Industrial Boulevard median just east of Tuckerstone Parkway across from the Ram Tool Driveway including an eyebrow for a WB 60 to make a U-turn; and Convert Tuckerstone Parkway to a right-in right-out only at the Tuckerstone Parkway/Mountain Industrial Boulevard intersection.	N/A	N/A	2022	\$ 301,760	\$ 27,240	\$ 10,800	\$ 7,200	\$ 3,600	\$ 14,400	\$ 365,000	\$ -	\$ 365,000	\$ 292,000	\$ 73,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP-3	E. Ponce de Leon Avenue at Rock Mountain Boulevard Intersection Improvement	111	Intersection Improvement	E. Ponce de Leon Avenue at Rock Mountain Boulevard Intersection Improvement	City of Tucker	Restripe the intersection and install raised pavement markers; install backplates with retroreflective borders to all traffic signal head indications; convert left-turn signal on eastbound E. Ponce de Leon Ave. approach to flashing yellow arrow (FYA); install a pedestrian crosswalk and pedestrian signal west of the intersection to cross E. Ponce de Leon Ave; install pedestrian landing area at MARTA bus stop on the southwest corner of the intersection at the southwest corner, and install sidewalks from the landing area to the crosswalk across E. Ponce de Leon Ave; install supplemental signal heads and advance "signal ahead" signage on southbound Rock Mountain Blvd.; install sidewalk along the west side of Rock Mountain Blvd. (approximately 1500 ft.).	N/A	N/A	2023	\$ 217,047	\$ 25,733	\$ 32,166	\$ 21,444	\$ 10,722	\$ 42,888	\$ 350,000	\$ -	\$ 350,000	\$ 280,000	\$ 70,000	TSCID Funds; City of Tucker - General Funds or SPLOST In general, TSCID will do PE
FCP-4	Lawrenceville Highway (US 29/SR 8) and N. Royal Atlanta Intersection Improvement	16	Intersection Improvement	Lawrenceville Highway (US 29/SR 8) and N. Royal Atlanta Intersection Improvement	City of Tucker	Install a single right-turn lane with wide curb radius along northbound Lawrenceville Hwy. (US 29/SR 8); reconstruct the northeast corner and widen curb radius; convert left-turn signal on southbound Lawrenceville Hwy. (US 29/SR 8) to a flashing yellow arrow (FYA); repave and restripe N. Royal Atlanta Dr., and install raised pavement markers; install median nose delineators along N. Royal Atlanta Dr; convert Cherry Ln. (north of the intersection) into a one-way inbound-only street, prohibiting traffic entering Lawrenceville Hwy. (US 29/SR 8) from Cherry Ln.; cut back trees along the west side of Lawrenceville Hwy. (US 29/SR 8); install sidewalk along the south side of N. Royal Atlanta Dr., filling a gap to the existing sidewalk east of the intersection; install sidewalk along the north side of N. Royal Atlanta Dr. to the existing MARTA bus stop east of the intersection; reconstruct the existing sidewalks along both sides of Lawrenceville Hwy. (US 29/SR 8).	N/A	N/A	2023	\$ 405,733	\$ 10,503	\$ 13,129	\$ 8,753	\$ 4,376	\$ 17,506	\$ 460,000	\$ -	\$ 460,000	\$ 368,000	\$ 92,000	TSCID Funds; City of Tucker - General Funds or SPLOST In general, TSCID will do PE
FCP-5	Mountain Industrial Boulevard Speed Advisory Study	NA	Study	Mountain Industrial Boulevard Speed Advisory Study	City of Tucker	In accordance with guidance from MUTCD Section 2C.08, conduct an engineering study to determine the advisory speed for horizontal curve along Mountain Industrial Boulevard adjacent to Tuckerstone Parkway, and install advisory speed plaques along the northbound and southbound approaches just south of just north of the curve, respectively. As part of this study, examine the need for digital speed warning signage along the northbound and southbound approaches.	South of Presidents Way	Gwinnett County Line	2023	NA	\$ 20,000	NA	NA	NA	NA	\$ 20,000	\$ -	\$ 20,000	\$ 16,000	\$ 4,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP-6	Scoping Study for Reconfiguration of Tuckerstone Parkway at Mountain Industrial Boulevard	NA	Study	Scoping Study for Reconfiguration of Tuckerstone Parkway at Mountain Industrial Boulevard	City of Tucker	Conduct a scoping study to determine the feasibility of reconfiguration of the Tuckerstone Pkwy at Mountain Industrial Blvd, including a potential conversion to a roundabout.	N/A	N/A	2023	NA	\$ 200,000	NA	NA	NA	NA	\$ 200,000	\$ -	\$ 200,000	\$ 160,000	\$ 40,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP-7	Tucker Industrial Road at Hugh Howell Road (SR 236) Intersection Improvement	14	Intersection Improvement	Tucker Industrial Road at Hugh Howell Road (SR 236) Intersection Improvement	City of Tucker	Install single right-turn lane with channelization and wide curb radii along eastbound approach; widen curb radius at southeast quadrant of intersection; install sidewalks along all approaches to connect to MARTA bus stops; convert all left-turn signals to flashing yellow arrows (FYAs); install backplates with retroreflective borders on all traffic signal heads; work with property owner to consider relocating driveway just east of intersection further away from the intersection.	N/A	N/A	2025	\$ 284,687	\$ 22,319	\$ 27,898	\$ 18,599	\$ 9,299	\$ 37,198	\$ 400,000	\$ -	\$ 400,000	\$ 320,000	\$ 80,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP-8	Mountain Industrial and E. Ponce DeLeon Avenue Intersection Improvements - PRELIMINARY ENGINEERING	NA	Intersection Improvement	Mountain Industrial and E. Ponce DeLeon Avenue	City of Tucker	Preliminary Engineering for the following project: Widen curb radius and install a retaining wall and fill at southeast quadrant of intersection; extend left-turn lane on east leg of the intersection; install median nose delineators at median on south leg; work with property owner to close driveways along Mountain Industrial Blvd. and E. Ponce de Leon Ave. that are closest to the intersection.	N/A	N/A	2025	NA	\$ 157,200	NA	NA	NA	NA	\$ 157,200	\$ -	\$ 157,200	\$ 125,760	\$ 31,440	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP-9	Mountain Industrial Boulevard Median Enhancements - PRELIMINARY ENGINEERING	NA	Operational Improvement	Mountain Industrial Boulevard Median Improvements	City of Tucker	Preliminary Engineering for the following project: Phase 2 of Median Project - 1000 ft. of median in the center from South of Presidents Way to Gwinnett County Line. Phase 1 is between from app. 400 feet N of Presidents Way to app. 200 feet south of the Gwinnett County line.	N/A	N/A	2025	NA	\$ 108,000	NA	NA	NA	NA	\$ 108,000	\$ -	\$ 108,000	\$ 86,400	\$ 21,600	TSCID Funds; City of Tucker - General Funds or SPLOST
TOTAL PROJECT COSTS - TSCID ROADWAY PROJECTS - COST FEASIBLE																\$ 4,570,200	\$ 2,008,000	\$ 2,562,200	\$ 1,899,160	\$ 663,040	

Appendix C
Fiscally Constrained Pedestrian Projects

Combined Project ID	Project Title	Project ID	Project Type	Project Name	Partner Jurisdiction	Project Description	From	To	Timeframe (Initiation)	CST*	PE (12%)	ROW (15%)	UTL (10%)	Engineering Inspection (5%)	Contingency (20%)	Estimated Total Project Cost	Federal	Total Local Match	City Funds	TSCID Funds	Potential Local Match
FCP -10.1	N/A	PS2	Pedestrian & Safety	Mountain Industrial Boulevard Sidewalk (West side of Mountain Industrial from Gwinnett County line to 2530 Mountain Industrial Blvd)	City of Tucker	Install sidewalk along west side of Mountain Industrial from Gwinnett County line to Tuckerstone	Gwinnett County Line	2530 Mountain Industrial Blvd.	2023	\$ 190,000	\$ 60,000	\$ 75,000	\$ 50,000	\$ 25,000	\$ 100,000	\$ 500,000	\$ 400,000	\$ 100,000	\$ 50,000	\$ 50,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP -10.2	N/A	PS1	Pedestrian & Safety	Mountain Industrial Boulevard Sidewalk (East Side of Mountain Industrial from Gwinnett County line to bridge over CSX railroad)	City of Tucker	Install sidewalk along east side of Mountain Industrial from Gwinnett County line to bridge over CSX railroad	Gwinnett County Line	Bridge over CSX Railroad	2023	\$ 190,000	\$ 60,000	\$ 75,000	\$ 50,000	\$ 25,000	\$ 100,000	\$ 500,000	\$ 400,000	\$ 100,000	\$ 50,000	\$ 50,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP -10.3	N/A	PS3	Pedestrian & Safety	Mountain Industrial Boulevard Sidewalk (West side of Mountain Industrial from Tuckerstone Parkway to bridge over CSX railroad)	City of Tucker	Install sidewalk along west side of Mountain Industrial from Tuckerstone Parkway to bridge over CSX railroad	Tuckerstone Pkwy.	Bridge over CSX Railroad	2023	\$ 45,600	\$ 14,400	\$ 18,000	\$ 12,000	\$ 6,000	\$ 24,000	\$ 120,000	\$ 96,000	\$ 24,000	\$ 12,000	\$ 12,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP -10.4	N/A	PS4	Pedestrian & Safety	Mountain Industrial Boulevard Sidewalk (West side of Mountain Industrial from Old Sears Outlet to Hugh Howell Rd)	City of Tucker	Install sidewalk along west side of Mountain Industrial from 2301 Mountain Industrial Blvd (old Sears outlet) to Hugh Howell Rd	Old Sears Outlet	Hugh Howell Rd.	2023	\$ 49,400	\$ 15,600	\$ 19,500	\$ 13,000	\$ 6,500	\$ 26,000	\$ 130,000	\$ 104,000	\$ 26,000	\$ 13,000	\$ 13,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP -10.5	N/A	PS5	Pedestrian & Safety	Mountain Industrial Boulevard Sidewalk (East side of Mountain Industrial from Old Sears Outlet to Hugh Howell Rd)	City of Tucker	Install sidewalk along east side of Mountain Industrial from 2301 Mountain Industrial Blvd (old Sears outlet) to Hugh Howell Rd	Old Sears Outlet	Hugh Howell Rd.	2023	\$ 49,400	\$ 15,600	\$ 19,500	\$ 13,000	\$ 6,500	\$ 26,000	\$ 130,000	\$ 104,000	\$ 26,000	\$ 13,000	\$ 13,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP -10.6	N/A	PS6	Pedestrian & Safety	Mountain Industrial Boulevard Sidewalk (West side of Mountain Industrial from Hugh Howell Rd to Elmdale Dr)	City of Tucker	Install sidewalk along west side of Mountain Industrial from Hugh Howell Rd to Elmdale Dr	Hugh Howell Rd.	Elmdale Dr.	2023	\$ 76,000	\$ 24,000	\$ 30,000	\$ 20,000	\$ 10,000	\$ 40,000	\$ 200,000	\$ 160,000	\$ 40,000	\$ 20,000	\$ 20,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP -10.7	N/A	PS7	Pedestrian & Safety	Mountain Industrial Boulevard Sidewalk (West side of Mountain Industrial from Hammermill Rd to US 78 interchange)	City of Tucker	Install sidewalk along west side of Mountain Industrial from Hammermill Rd (south) to US 78	Hammermill Rd. (South)	US 78 Interchange	2023	\$ 19,000	\$ 6,000	\$ 7,500	\$ 5,000	\$ 2,500	\$ 10,000	\$ 50,000	\$ 40,000	\$ 10,000	\$ 5,000	\$ 5,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP -10.8	N/A	PS8	Pedestrian & Safety	Mountain Industrial Boulevard Sidewalk (West side of Mountain Industrial from Lewis Rd to 1600 Mountain Industrial Blvd)	City of Tucker	Install sidewalk along west side of Mountain Industrial from Lewis Rd to 1600 Mountain Industrial Blvd	Lewis Rd.	1600 Mountain Industrial Blvd.	2023	\$ 38,000	\$ 12,000	\$ 15,000	\$ 10,000	\$ 5,000	\$ 20,000	\$ 100,000	\$ 80,000	\$ 20,000	\$ 10,000	\$ 10,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP-10	Freight Cluster Workforce Access Sidewalks - Mountain Industrial Boulevard	PS1, PS2, PS3, PS4, PS5, PS6, PS7, PS8	Pedestrian & Safety	Freight Cluster Workforce Access Sidewalks - Mountain Industrial Boulevard (Individual Project Descriptions Above)	City of Tucker	Set of eight pedestrian improvements identified through the Freight Cluster Plan enhancing workforce access to transit within the Tucker Summit Community Improvement District (TSCID) - More Detail in Application	Gwinnett County Line	Lewis Road	2023	\$ 657,400	\$ 207,600	\$ 259,500	\$ 173,000	\$ 86,500	\$ 346,000	\$ 1,730,000	\$ 1,384,000	\$ 346,000	\$ 173,000	\$ 173,000	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP-11	Hugh Howell Rd Sidewalk (South side of Hugh Howell Rd from Mountain Industrial Blvd to Rosser Rd)***	PS9	Pedestrian & Safety	Hugh Howell Rd Sidewalk (South side of Hugh Howell Rd from Mountain Industrial Blvd to Flintstone Drive)	City of Tucker	Install sidewalk along south side of Hugh Howell Rd from Mountain Industrial Blvd to Flintstone Road	Mountain Industrial Blvd.	Flintstone	2024	\$ 38,000	\$ 12,000	\$ 15,000	\$ 10,000	\$ 5,000	\$ 20,000	\$ 100,000	\$ -	\$ 100,000	\$ 100,000	\$ -	TSCID Funds; City of Tucker - General Funds or SPLOST
FCP-12	Hugh Howell Rd Sidewalk (North side of Hugh Howell Rd from Lawrenceville Hwy to Tucker Industrial Rd)****	PS10	Pedestrian & Safety	Hugh Howell Rd Sidewalk (North side of Hugh Howell Rd from Lawrenceville Hwy to Tucker Industrial Rd)	City of Tucker	Install sidewalk along north side of Hugh Howell Rd from Lawrenceville Hwy to Tucker Industrial Rd	Lawrenceville Hwy.	Tucker Industrial Rd.	2025	\$ 64,600	\$ 20,400	\$ 25,500	\$ 17,000	\$ 8,500	\$ 34,000	\$ 170,000	\$ -	\$ 170,000	\$ 170,000	\$ -	TSCID Funds; City of Tucker - General Funds or SPLOST
TOTAL PROJECT COSTS - BICYCLE AND PEDESTRIAN - COST FEASIBLE																\$ 2,000,000	\$ 1,384,000	\$ 616,000	\$ 443,000	\$ 173,000	

Appendix D

TSCID FCP

Long-Term Fiscally Unconstrained

Detailed Project List

Project ID	Project Type	Project Name	Sponsoring Agencies	Project Description	From	To	Source	Estimated Total Project Cost*	Potential Funding Sources (Non-Local)	Total Local Match	Potential Local Match
LTR-1	Roadway	Mountain Industrial and E. Ponce DeLeon Avenue Intersection Improvements	City of Tucker	Widen curb radius and install a retaining wall and fill at southeast quadrant of intersection; extend left-turn lane on east leg of the intersection; install median nose delineators at median on south leg; work with property owner to close driveways along Mountain Industrial Blvd. and E. Ponce de Leon Ave. that are closest to the intersection.	NA	NA	Local preference - based on previous TSCID efforts	\$1,310,000	STBG, BUILD, INFRA (TBD)	TBD	GTIB, TSCID, City of Tucker, GDOT
LTR-2	Roadway	Mountain Industrial Boulevard Median Enhancements	City of Tucker	Phase 2 of Median Project - 1000 ft. of median in the center from South of Presidents Way to Gwinnett County Line. Phase 1 is between from app. 400 feet N of Presidents Way to app. 200 feet south of the Gwinnett County line	S. of Presidents Way	Gwinnett County Line	Local preference - based on previous TSCID efforts	\$900,000	None	TBD	TSCID Funds
LTR-3	Roadway	City of Tucker - Mountain Industrial Blvd Widening (6 Lanes, Hugh Howell to US 78) - Including Widening of Bridge	City of Tucker	The City of Tucker adopted this project through Tucker Tomorrow STMP. It will widen Mountain Industrial Blvd. to 6-lanes from Hugh Howell Rd to US 78.	Hugh Howell Road	US 78	TSCID Freight Cluster Plan	\$21,700,000	STBG, BUILD, INFRA (TBD)	TBD	GTIB, TSCID, City of Tucker, GDOT
LTR-4	Scoping Study	Scoping Study for Mountain Industrial Boulevard Roundabouts between Tuckerstone Boulevard & N Royal Atlanta Drive	City of Tucker	Conduct a scoping study to determine the feasibility of implementing a roundabout at Mountain Industrial Blvd at S. Royal Atlanta Dr and pair of median U-turns (teardrop configuration) north of Mountain Industrial Blvd at N. Royal Atlanta Dr.	S Royal Atlanta Drive	North of N Royal Atlanta Drive	TSCID Freight Cluster Plan	\$300,000	STBG	TBD	TSCID, City of Tucker
LTR-5	Roadway	Roundabout at Mountain Industrial Blvd/S Royal Atlanta Dr, Teardrop Roundabout north of Mountain Industrial Blvd/N Royal Atlanta Dr.	City of Tucker	Construct roundabout at Mountain Industrial Blvd/S Royal Atlanta Dr. Construct teardrop roundabout just north of Mountain Industrial Blvd/N Royal Atlanta Dr. Reconfigure Mountain Industrial Blvd/N Royal Atlanta intersection to remove left turn lanes and redirect left turns north to teardrop roundabout.	S Royal Atlanta Drive	North of N Royal Atlanta Drive	TSCID Freight Cluster Plan	\$11,700,000	STBG, BUILD, INFRA (TBD)	TBD	GTIB, TSCID, City of Tucker, GDOT
LTR-6	Interchange Modification Report	IMR - US 78 at Mountain Industrial Boulevard Interchange	City of Tucker	In coordination with GDOT and City of Tucker, complete an interchange modification report (IMR) to identify a preferred interchange design alternative for Mountain Industrial Boulevard at US 78 and seek FHWA approval for modification of the interchange.	N/A	N/A	TSCID Freight Cluster Plan	\$300,000	STBG	TBD	TSCID, City of Tucker

* - Details of the cost estimates developed for all projects can be found in the project backup spreadsheet - TSCID_Detailed_Cost_Estimates_FINAL.xls



MEMO

To: Honorable Mayor and City Council Members
From: Tami Hanlin, City Manager
CC: Brian Anderson, City Attorney
Date: April 9, 2021
RE: Call for Special Election

Issue:

Per the City Charter and State law, the Mayor and Council are required to call a Special Election in order to fill the vacancy cause by the passing of Councilman Bill Rosenfeld.

Recommendation:

The Mayor and Council approve the attached resolution to call the election for November 2, 2021.

Background:

In 2021, the City of Tucker has three Council posts and the Mayor up for election, per the City Charter. The City is also required to fill the post which was vacated by the unfortunate passing of Councilman Rosenfeld earlier this year. Tucker contracts with DeKalb County who conducts elections four times a year. The City may choose to contract with the County for any of the pre-determined dates if the advertising and notification requirements are met. The City is responsible for all costs associated with the election but can share those costs if other DeKalb municipalities are conducting elections on the same date.

Financial Impact:

By choosing to conduct the election in November when many other municipalities will be conducting elections the costs will be considerably lower but can only be estimated at about \$25,000.

**STATE OF GEORGIA
CITY OF TUCKER**

RESOLUTION R2021-04-11

**A RESOLUTION CALLING FOR A MUNICIPAL SPECIAL ELECTION TO BE HELD
IN THE CITY OF TUCKER TO FILL A VACANCY IN THE OFFICE OF CITY
COUNCIL; AND FOR OTHER PURPOSES**

WHEREAS, O.C.G.A. §21-2-540 authorizes the governing authority of each municipality to call a special election to fill a vacancy of the city council; and

WHEREAS, the office of City Council District 1 Post 2 is vacant due to the untimely death of council member William Rosenfeld; and

WHEREAS, the voting on such a special election will be handled by the DeKalb County Board of Registrations and Elections; and,

NOW, THEREFORE, BE IT RESOLVED, that the City of Tucker hereby issues the following call for a special election:

Call For Special Election for the City of Tucker

Notice is hereby given that, in accordance with O.C.G.A. 21-2-540, a special election shall be held in the City of Tucker to fill the vacancy in the office of City Council, District 1 Post 2, due to the death of William Rosenfeld. The special election will be held on November 2, 2021, in conjunction with the City of Tucker's general election.

Each candidate shall file a notice of candidacy in the Office of City Clerk of Tucker, 1975 Lakeside Pkwy Suite 350, Tucker GA 30084. The qualifying dates will be Monday, August 16, 2021 thru Thursday, August 19, 2021 during the hours 9:00am to 12:00 noon and 1:00 pm to 5:00pm, and Friday, August 20, 201 from 9:00 am to 12:00 noon. The qualifying fee shall be \$420.00. Each candidate must meet the qualifications of the Charter and Code of the City of Tucker, as well as applicable State Laws.

ADOPTED by the Mayor and City Council, this 12th day of April 2021.

APPROVED:

Frank Auman, Mayor

ATTEST:

Bonnie Warne, City Clerk

(seal)