



LAWRENCEVILLE

GEORGIA

PLANNING COMMISSION AGENDA

Monday, January 06, 2025
6:00 PM

Council Chambers
70 S. Clayton St, GA 30046

Call to Order

Approval of Agenda

Approval of Prior Meeting Minutes

- [1.](#) December 2, 2024, Planning Commission Meeting Minutes

New Business

- [2.](#) RZR2024-00024 & SUP2024-00097; Minsheng Wang; 506 Northdale Road
- [3.](#) SUP2024-00096; El Charro Tienda c/o Henry Lonzo; 1154 Lawrenceville Highway
- [4.](#) LCI Honest Alley Activation Study

Public Comment

To participate in the Public Comment part of the Agenda, you must register prior to noon in the Planning and Zoning Office on Friday before the meeting. Presentations will be limited to two minutes.

Final Adjournment



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AGENDA REPORT

MEETING: PLANNING COMMISSION, JANUARY 6, 2025

AGENDA CATEGORY: APPROVAL OF PRIOR MEETING MINUTES

Item:	December 2, 2024, Planning Commission Meeting Minutes
Department:	Planning and Development
Date of Meeting:	Monday, January 6, 2025
Fiscal Impact:	N/A
Presented By:	Todd Hargrave, Director of Planning and Development
Action Requested:	Approval of December 2, 2024, Planning Commission Meeting Minutes

Summary: Planning Commission Minutes for review and approval by the Planning Commission.

Attachments/Exhibits:

- PC MTNG MNTS_12022024



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PLANNING COMMISSION

MEETING MINUTES

Monday, December 2, 2024

Council Assembly Room

6:00 p.m.

70 South Clayton Street, Lawrenceville, Ga 30046

CALL TO ORDER:

6:00 p.m.

PRESENT

Chairperson Bruce Hardy

Vice-Chairperson James Nash

Commission Member Stephanie Henriksen

Commission Member Sheila Huff

ABSENT

Commission Member Darion Ward

APPROVAL OF AGENDA: 6:02 p.m.

Motion made to **APPROVE** the Agenda as presented by Commission Member Henriksen and Seconded by Commission Member Huff

Voting Yea: Chairperson Hardy, Vice-Chairperson Nash, Commission Member Henriksen, Commission Member Huff

APPROVAL OF PRIOR MEETING MINUTES 6:03 p.m.

- Motion made to **APPROVE** Monday, October 7, 2024, Planning Commission Meeting Minutes by Commission Member Huff and Seconded by Vice-Chairperson Nash

Voting Yea: Chairperson Hardy, Vice-Chairperson Nash, Commission Member Henriksen, Commission Member Huff

- Motion made to **APPROVE** Monday, November 4, 2024, Planning Commission Meeting Minutes by Commission Member Huff and Seconded by Vice-Chairperson Nash

Voting Yea: Chairperson Hardy, Vice-Chairperson Nash, Commission Member Henriksen, Commission Member Huff

NEW BUSINESS:

1. **RZC2024-00060 & SUP2024-00094** – Phung My Tran, the Applicant, and Phung My Tran & David Pham, the Owners; an application to rezone certain property from OI (Office Institutional District) to BG (General Business District) with a request Special Use Permit allowing a Special Events Facility; The subject property is located at 179 East Crogan Street; Parcel Identification Number R5174 021; Approximately 1.20 acres.

Motion made (6:11 p.m.) to recommend **APPROVAL** of RZM2024-00060 & SUP2024-00094 with staff recommendations by Commission Member Henriksen and Seconded by Vice-Chairperson Nash

Voting Yea: Chairperson Hardy, Vice-Chairperson Nash, Commission Member Henriksen, Commission Member Huff

PUBLIC COMMENT: 6:12 p.m.

- Acknowledgement of Service as Planning Commissioner

On behalf of the City of Lawrenceville and the City of Lawrenceville Planning Commission, Chairperson Hardy expressed gratitude to Vice-Chairperson Nash for his dedicated service and invaluable contributions during his tenure as a Planning Commissioner (2019 through 2024).

FINAL ADJOURNMENT: 6:15 p.m.

- Motion made **to ADJOURN** by Vice-Chairperson Nash and Seconded by Commission Member Huff

Voting Yea: Chairperson Hardy, Vice-Chairperson Nash, Commission Member Henriksen, Commission Member Huff



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AGENDA REPORT

MEETING: PLANNING COMMISSION, JANUARY 6, 2025

AGENDA CATEGORY: PUBLIC HEARING NEW BUSINESS

Item: RZR2024-00024 & SUP2024-00097; Minsheng Wang; 506 Northdale Road

Department: Planning and Development

Date of Meeting: Monday, January 6, 2025

Fiscal Impact: N/A

Presented By: Todd Hargrave, Director of Planning and Development

**Planning and
Development**

Recommendation: **Approval with Conditions**

**Planning
Commission
Recommendation:**

Summary: Minsheng Wang, the Applicant, and Parkview Property, LLC C/O Minsheng Wang, the Owner; an application to rezone certain property from BG (General Business District) to RS-150 (Single-Family Residential District); the subject property is located at 506 Northdale Road, identified by the Parcel Identification Number R5145 034, and encompasses approximately 0.59 acres.

Attachments/Exhibits:

- RZR2024-00024_RPRT_10112024
- RZR2024-00024_p&d RCMD CNDS_10112024
- RZR2024-00024_APP_08222024
- RZR2024-00024_LOI_08222024
- RZR2024-00024_LEGAL DESC_08222024
- RZR2024-00024_SURVEY 8.5X11_08222024
- RZR2024-00024_MAP-AERIAL-ZOOMED OUT
- RZR2024-00024_MAP-AERIAL-ZOOMED IN

- RZR2024-00024_MAP-ZONING-ZOOMED OUT
- RZR2024-00024_MAP-ZONING-ZOOMED IN

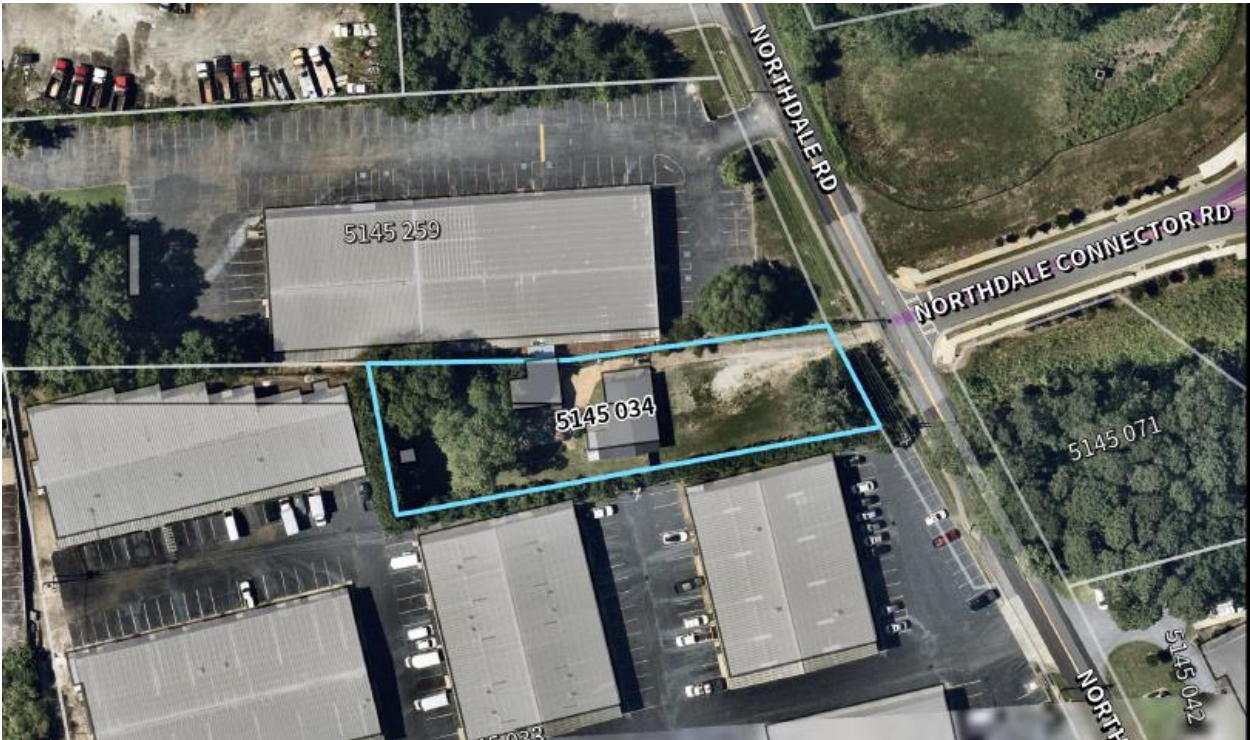


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REZONING & SPECIAL USE PERMIT

CASE NUMBER:	RZR2024-00024 & SUP2024-00099
APPLICANT:	MINSHENG WANG
OWNER(S):	PARKVIEW PROPERTY LLC
LOCATION(S):	506 NORTHDAL ROAD
PARCEL ID(S):	R5145 034
APPROXIMATE ACREAGE:	0.60 ACRES
ZONING PROPOSAL:	BG (GENERAL BUSINESS DISTRICT) TO RS-150 (SINGLE-FAMILY RESIDENTIAL DISTRICT)
PROPOSED DEVELOPMENT:	SINGLE-FAMILY DWELLING
DEPARTMENT RECOMMENDATION:	APPROVAL WITH CONDITIONS
VICINITY MAP	



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The earliest zoning records available for the subject property indicate that it has been zoned BG (General Business District) since 1960.

The applicant requests a rezoning of an approximately 0.60-acre parcel from BG (General Business District) to RS-150 (Single-Family Residential District) to bring its zoning in line with its current land use; that is, a single-family home. The subject property is located along the western right-of-way of Northdale Road, just south of its intersection with Northdale Connector Road.

[illegible]

RZM2024-00024
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ZONING AND DEVELOPMENT STANDARDS

According to the submitted plat, the existing conditions on the subject property, including the primary structure and setbacks, meet or exceed the minimum standards for the RS-150 zoning classification. However, the plat indicates that an existing garage and brick walls are located within the required five-foot (5 ft.) accessory structure setback. Additionally, the existing garage and two (2) sheds exceed the allowance of one (1) accessory building or structure on the same zoning lot. Furthermore, based on Gwinnett County Tax Assessors records the existing garage and two sheds consist of an approximate total square footage of one-thousand fifty-six square feet (1,056 sq. ft.), which surpasses the maximum permitted square footage of four-hundred square feet (400 sq. ft.) for an accessory structure in an RS-150 zoning district.

Therefore, prior to the Planning Commission making a recommendation or the City Council making a final binding decision the applicant should provide detailed information relating to the actual square footage of the existing garage and two sheds. If approved as RS-150 (Single-Family Residential District) as recommended, the proposal will require variances from the minimum standards as follows:

Standard	Requirement	Proposal	Recommendation
Min. Lot Area	15,000 sq. ft.	26,136 sq. ft.	N/A
Min. Lot Width	85 ft.	79.94 ft.	Variance
Front Setback	35 ft.	125 ft.	N/A
Side Setback	10 ft.	15.8 ft.	N/A
Rear Setback	40 ft.	132 ft.	N/A
Min. Heated Floor Area	2,000 sq. ft. (one-story)	1,216 sq. ft. (one-story)	Variance
Max. Lot Coverage	30%	10%	N/A
Max. Building Height	35 ft.	15 ft.	N/A



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Standard	Requirement	Proposal	Recommendation
Max. Accessory Structures	1 per lot	3 per lot	Variance
Max. Accessory Structure Floor Area	400 sq. ft.	1,056 sq. ft.	Variance
Accessory Structure Side Setback	5 ft.	2 ft.	Variance
Accessory Structure Rear Setback	5 ft.	5 ft.	N/A
Max. Accessory Structure Height	18 ft.	18 ft.	N/A

The specific variances required are as follows:

- A variance from the Zoning Ordinance, Article 1 – Districts, Section 102.3 – RS-150 Single-Family Residential District, Subsection B. Lot Development Standards – Lot Width Minimum. Allows for a reduction in the Minimum Lot Width from eighty-five (85) feet to seventy-nine and nine-four hundredths (79.94) feet.
- A variance from the Zoning Ordinance, Article 1 – Districts, Section 102.3 – RS-150 Single-Family Residential District, Subsection B. Lot Development Standards – Minimum Heated Floor Area. Allows for a reduction in the Minimum Heated Floor Area for a one-story dwelling from two thousand (2,000) square feet to one thousand two hundred and sixteen (1,216) square feet.
- A variance from the Zoning Ordinance, Article 1 – Districts, Section 102.3 – RS-150 Single-Family Residential District, Subsection B. Lot Development Standards – Maximum Number of Accessory Structures. Allows for an increase in the Maximum Number of Accessory Structures, from one (1) per lot to three (3) per lot.



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- A variance from the Zoning Ordinance, Article 1 – Districts, Section 102.3 – RS-150 Single-Family Residential District, Subsection B. Lot Development Standards – Maximum Floor Area for Accessory Structures. Allows for an increase in the Maximum Floor Area for Accessory Structures, from four hundred (400) square feet to one thousand fifty-six (1,056) square feet.
- A variance from the Zoning Ordinance, Article 1 – Districts, Section 102.3 – RS-150 Single-Family Residential District, Subsection B. Lot Development Standards – Minimum Side Yard Setback for Accessory Structures. Allows for a reduction for the Minimum Side Yard Setback for Accessory Structures, from five (5) feet to two (2) feet.

SURROUNDING ZONING AND USE

The area surrounding the subject parcel is characterized predominantly by commercial uses and zoning districts. The properties to the north of the subject property – especially along Hurricane Shoals Road – are zoned BG (General Business District) and have such retail uses as a small strip shopping center, convenience store with fuel pumps, and a place of worship, such as the parcel immediately to the north of the subject property. Likewise, the parcel directly to the south and west of the subject property is zoned LM (Light Manufacturing District) as is used as office/warehouse space. Multifamily uses and zoning characterize the areas to the east of the subject property along Grizzly Parkway as well as further south, such as at the Hampton Square Apartments, zoned RM-12 (Multifamily Residential District). Finally, there are some properties along Northdale Road to the south zoned RS-150 (Single-Family Residential District) that are used as single-family houses.



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STAFF RECOMMENDATION

In conclusion, the proposal may not be consistent with the established zoning pattern in the immediate area, however, policies relating to long range planning suggest the city embrace the principles of new urbanism by creating a housing stock that is well maintained and includes homes with a variety of forms and price points. The intent of the Comprehensive Plan is to encourage positive redevelopment of benefiting from the “halo effect” of high-quality development already happening nearby.

This proposal would continue with the precedent set by **RZR2022-00012**, **RZR2022-00015**, and **RZR2022-00016**, when City Council approved the requests to rezone various properties from RM-12 to RS-150 to better align with their use as single-family homes. While approval of the rezoning request would contribute to spot zoning, it would continue a long overdue clean-up of zoning in the area. This would help to simplify the permitting process for the current property owner and allow the city to continue to rectify past zoning missteps and inconsistencies. Given the aforementioned factors, the Planning and Development Department recommends **APPROVAL AS RS-150 (SINGLE-FAMILY RESIDENTIAL DISTRICT) WITH CONDITIONS and APPROVAL OF SPECIAL USE PERMIT** for the proposal.



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CITY OF LAWRENCEVILLE DEPARTMENT COMMENTS:

ENGINEERING DEPARTMENT

No comment

PUBLIC WORKS

No comment

ELECTRIC DEPARTMENT

No comment

GAS DEPARTMENT

No comment

DAMAGE PREVENTION DEPARTMENT

No comment

CODE ENFORCEMENT

No comment

STREET AND SANITATION DEPARTMENT

No comment



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STATE CODE 36-67-3 (FMR.) REVIEW STANDARDS:

1. **Whether a zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**

As proposed, the plan could be suitable in view of the use and development in the immediate area.

2. **Whether a zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**

The area along the right-of-way of Northdale Road has long suffered due to antiquated policies and lack of enforcement. New decisions must be consistent with the policies relating to the long-range plans for the immediate area in order for the City to flourish.

3. **Whether the property to be affected by a zoning proposal has a reasonable economic use as currently zoned;**

The property has a reasonable economic use as currently zoned..

4. **Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools;**

Transitioning from a higher intensity use (general business) to a lower intensity one (single-family residential) could reduce the demand on public facilities in the form of traffic, utilities, and stormwater runoff. This reduction would likely be minimal, however, given that this property is already being used for a single-family dwelling.

5. **Whether the zoning proposal is in conformity with the policy and intent of the Comprehensive Plan;**

Policies of the City are intended to benefit or enhance the quality of life for existing and potential members of the public choosing to reside within the city limits. The Downtown character area is intended as a mixed-use district that



LAWRENCEVILLE

Planning & Development

incorporates single-family residential housing, so this rezoning conforms with the long-range plan.

- 6. Whether there are other existing or changing conditions affecting the use and development of the property, which give supporting grounds for either approval or disapproval of the zoning proposal;**

The proposal would continue a long overdue zoning clean up in this area that began in October 2022 with RZR2022-00012 and continued in February 2023 with RZR2023-00015 and RZR2023-00016.

PLANNING & DEVELOPMENT

RECOMMENDED CONDITIONS_12022024

RZR2024-00024 & SUP2024-00099

Approval of as RS-150 (Single-Family Residential District) zoning district, subject to the following enumerated conditions:

1. To restrict the use of the property as follows:
 - A. One-family dwelling and dwelling unit, accessory uses and structures.
 - B. The existing non-conforming one-family dwelling and dwelling unit shall maintain its residential character. Alteration, remodel and repair shall not expand beyond the existing footprint (e.g., horizontal, vertical).
2. To satisfy the following site development considerations:
 - A. New construction expanding beyond the existing footprint (e.g., horizontal, vertical) shall require compliance with the following:
 1. Detached one-family dwellings and dwelling units shall be designed and constructed in conformity with Zoning Ordinance, Article 6 Architectural and Design Standards, Section 601 Residential Minimum Architectural and Design Standards, and International Residential Code (IRC). Final building elevations shall be subject to the review and approval of the Director of the Planning and Development Department.
 2. The new construction of a one-family detached dwelling and dwelling unit shall have a minimum heated floor area per dwelling unit shall be 2,000 square feet for one-story homes and 2,200 square feet for two-story homes.
 3. The façade, rear and side elevations of a newly constructed one-family detached residential unit shall be designed and constructed consisting of four (4) sides of masonry, which could be brick, stone, or a combination of brick and stone (with accents of fiber cement siding). The final design shall be subject to the review and approval of the Director of the Planning and Development Department.

4. The new construction of a one-family detached dwelling unit shall have a double-car garage with carriage-style garage doors. The final design shall be subject to the review and approval of the Director of the Planning and Development Department.
 5. The one-family detached dwelling unit shall consist of two (2) car garages, with a driveway measuring eighteen (18) feet in width (20) feet in depth, providing sufficient space for two (2) passenger vehicles. The final design shall be subject to the review and approval of the Director of the Planning and Development Department.
 6. The one-family detached dwelling unit shall be a maximum height of thirty-five (35) feet in height, as measured from the lowest elevation of the finished floor. The final design shall be subject to the review and approval of the Director of the Planning and Development Department.
 7. The Front Yard Area shall be adjacent to Northdale Road. The Front Yard Area shall have a Building Setback of thirty-five (35) feet.
 8. The Rear Yard Area shall have a Building Setback of forty (40) feet.
 9. The Side Yard Area shall have a Building Setback of ten (10).
 10. Vehicular access to the subject property shall be provided by an existing curb cut along Northdale Road.
 11. New construction shall require the demolition of the existing dwelling and accessory structure.
- B. Maintain or provide a five (5) foot concrete sidewalk adjacent to Northdale Road right-of-way.
- C. Natural vegetation shall remain on the property until the issuance of a development permit.
- D. Any utility relocations shall be the responsibility of the developer.
3. To allow more than one (1) accessory structure:
 1. Limited to three (3) accessory structures as shown on survey dated July 29, 2024, prepared by Survey Land Express, Inc. prepared for Minsheng Wang.
 2. This variance is void if the principal structure is demolished.

SUP2024-00099

Approval of Special Use Permit to allow Accessory Buildings or Structures to exceed 400 square feet subject to the following conditions:

1. Limited to three (3) Accessory Buildings or Structures on the lot with a combined area not to exceed 900 square feet.
2. Special Use Permit shall be void if the principal structure is demolished.



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REZONING APPLICATION

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION*
NAME: <u>minsheng wang</u>	NAME: <u>minsheng wang</u>
ADDRESS: <u>506 Northdale Rd.</u>	ADDRESS: <u>369 Commons park Ln</u>
CITY: <u>Lawrenceville</u>	CITY: <u>Tucker GA</u>
STATE: <u>GA</u> ZIP: <u>30046</u>	STATE: <u>GA</u> ZIP: <u>30084</u>
CONTACT PERSON: <u>minsheng wang</u> PHONE: <u>770 880 5188</u>	
* If multiple property owners, each owner must file an application form or attach a list, however only one fee. Multiple projects with one owner, must file separate applications, with separate fees.	
PRESENT ZONING DISTRICT(S): <u>B9</u> REQUESTED ZONING DISTRICT: <u>B5992 RS 150</u>	
PARCEL NUMBER(S): <u>R 5143-034</u> ACREAGE: <u>0.5992</u>	
ADDRESS OF PROPERTY: <u>506 Northdale Road Lawrenceville GA 30046</u>	

minsheng wang 12/28/2023 minsheng wang 12/28/2023
SIGNATURE OF APPLICANT DATE SIGNATURE OF OWNER DATE

minsheng wang
TYPED OR PRINTED NAME

minsheng wang
TYPED OR PRINTED NAME

Jacquelyn Bell 12/28/23
NOTARY PUBLIC DATE

Jacquelyn Bell 12/28/23
NOTARY PUBLIC DATE



70 S Clayton St • PO Box 1200 • Lawrenceville, Georgia 30046-2200
770.963.2414 www.lawrencevillega.org

4

RZR2024-00024
RECEIVED AUGUST 22, 2024
PLANNING & DEVELOPMENT DEPARTMENT



DISCLOSURE OF CAMPAIGN CONTRIBUTIONS

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to the Mayor of the City of Lawrenceville, a member of the City Council, or to a member of the Planning Commission of the City of Lawrenceville? no
Y/N

If the answer is yes, please complete the following section:

NAME OF GOVERNMENT OFFICIAL	CONTRIBUTIONS (List all which aggregate to \$250 or more)	DATE CONTRIBUTION WAS MADE (Within last two years)
<u>no</u>		

Have you, within the two years immediately preceding the filing of this application, made gifts having in the aggregate a value of \$250.00 or more to the Mayor of the City of Lawrenceville, a member of the City Council, or to a member of the Planning Commission of the City of Lawrenceville? _____
Y/N

If the answer is yes, please complete the following section:

NAME OF GOVERNMENT OFFICIAL	CONTRIBUTIONS (List all which aggregate to \$250 or more)	DATE CONTRIBUTION WAS MADE (Within last two years)
<u>no</u>		

Attach additional sheets if necessary to disclose or describe all contributions/gifts.

RZR2024-00024
RECEIVED AUGUST 22, 2024
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2.

VERIFICATION OF CURRENT PAID PROPERTY TAXES FOR SPECIAL USE PERMIT

THE UNDERSIGNED BELOW IS AUTHORIZED TO MAKE THIS APPLICATION. THE UNDERSIGNED CERTIFIES THAT ALL CITY OF LAWRENCEVILLE PROPERTY TAXES BILLED TO DATE FOR THE PARCEL LISTED BELOW HAVE BEEN PAID IN FULL TO THE TAX COMMISSIONER OF GWINNETT COUNTY, GEORGIA. IN NO CASE SHALL AN APPLICATION BE PROCESSED WITHOUT SUCH PROPERTY VERIFICATION.

*Note: A SEPARATE VERIFICATION FORM MUST BE COMPLETED FOR EACH TAX PARCEL INCLUDED IN THE SPECIAL USE PERMIT REQUEST.

PARCEL I.D. NUMBER: 5th - 145 - R5145 034
(Map Reference Number) District Land Lot Parcel

Minsheng Wang
Signature of Applicant

12/28/2023
8/23/2024 Date

Minsheng Wang
Type or Print Name and Title

PLEASE TAKE THIS FORM TO THE TAX COMMISSIONER'S OFFICE AT THE GWINNETT JUSTICE AND ADMINISTRATION CENTER, 75 LANGLEY DRIVE, FOR THEIR APPROVAL BELOW.

TAX COMMISSIONER'S USE ONLY

(PAYMENT OF ALL PROPERTY TAXES BILLED TO DATE FOR THE ABOVE REFERENCED PARCEL HAVE BEEN VERIFIED AS PAID CURRENT AND CONFIRMED BY THE SIGNATURE BELOW)

T. Finley / Finley
NAME
12/28/2023
DATE

TSA
TITLE

RZR2024-00024
RECEIVED AUGUST 22, 2024
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City of Lawrenceville, GA
REVENUE
PO Box 2200
Lawrenceville, GA 30046-2200
(678) 407-6401
It's a beautiful day in Lawrenceville!

INCEVILLE
ment

08/22/2024 11:53AM Kimberly
004387-0009

REAL ESTATE
PARKVIEW PROPERTY LLC
R5145 034
2024 Item: 4344
REAL PROPERTY TAX \$299.27
STORMWATER \$60.00

Subtotal \$359.27
Total \$359.27
CREDIT CARD \$359.27
Visa *****6035
Ref=22227944902
Auth=012235
Change due \$0.00

Paid by: PARKVIEW PROPERTY LLC

URRNT PAID PROPERTY TAXES FOR SPECIAL USE PERMIT

THORIZED TO MAKE THIS APPLICATION. THE UNDERSIGNED CERTIFIES
LE PROPERTY TAXES BILLED TO DATE FOR THE PARCEL LISTED BELOW
TAX COMMISSIONER OF GWINNETT COUNTY, GEORGIA. IN NO CASE
ESSED WITHOUT SUCH PROPERTY VERIFICATION.

N FORM MUST BE COMPLETED FOR EACH TAX PARCEL INCLUDED IN
ST.

5th - 145 - R5145 034
District Land Lot Parcel
12/28/2023
8/23/2024 Date

THE TAX COMMISSIONER'S OFFICE AT THE GWINNETT JUSTICE AND
NGLEY DRIVE, FOR THEIR APPROVAL BELOW.***



Thank you for your payment

CUSTOMER COPY

TAX COMMISSIONER'S USE ONLY

(ES BILLED TO DATE FOR THE ABOVE REFERENCED PARCEL HAVE BEEN
CONFIRMED BY THE SIGNATURE BELOW)

T. Finley / Finley
NAME
12/28/2023
DATE

TSA
TITLE

RZR2024-00024
RECEIVED AUGUST 22, 2024
PLANNING & DEVELOPMENT DEPARTMENT



LAWRENCEVILLE

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2.

AN APPLICATION TO AMEND THE OFFICIAL ZONING MAP OF THE CITY OF LAWRENCEVILLE

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION*
NAME: <u>minsheng wang</u>	NAME: <u>parkview property LLC</u>
ADDRESS: <u>506 Northdale Rd</u>	ADDRESS: <u>369 Commons park ln.</u>
CITY: <u>Lawrenceville</u>	CITY: <u>Tucker GA 30084</u>
STATE: <u>GA</u> ZIP: <u>30046</u>	STATE: <u>GA</u> ZIP: <u>30084</u>
PHONE: <u>770 880 5788</u>	PHONE: <u>770 880 5788</u>
CONTACT PERSON: <u>minsheng wang</u> PHONE: <u>770 880 5788</u>	
CONTACT'S E-MAIL: <u>Wangms888@hotmail.com</u>	
* If multiple property owners, each owner must file an application form or attach a list, however only one fee. Multiple projects with one owner, must file separate applications, with separate fees.	
ZONING DISTRICT(S): <u>B6</u> ACREAGE: <u>0.5992</u>	
PARCEL NUMBER(S): <u>R5145-034</u>	
ADDRESS OF PROPERTY: <u>506 Northdale Road, Lawrenceville, GA 30046</u>	
PROPOSED USE: <u>Residential</u>	

minsheng wang 12/21/2023
SIGNATURE OF APPLICANT DATE

SIGNATURE OF OWNER DATE

TYPED OR PRINTED NAME

TYPED OR PRINTED NAME

NOTARY PUBLIC DATE

NOTARY PUBLIC DATE

PLEASE ATTACH A LETTER OF INTENT EXPLAINING WHAT IS PROPOSED

RZR2024-00024
RECEIVED AUGUST 22, 2024
PLANNING & DEVELOPMENT DEPARTMENT



Letter of intent

506 Northdale Rd, Lawrenceville, GA 30046

Total acreage is 0.5992

Rezoning from GB to RS150 single family residential

The property is a family house; it has kitchen, laundry, bedrooms and toilets. It is not a commercial property in nature. It is not suitable for commercial use, and never been used for commercial purpose.

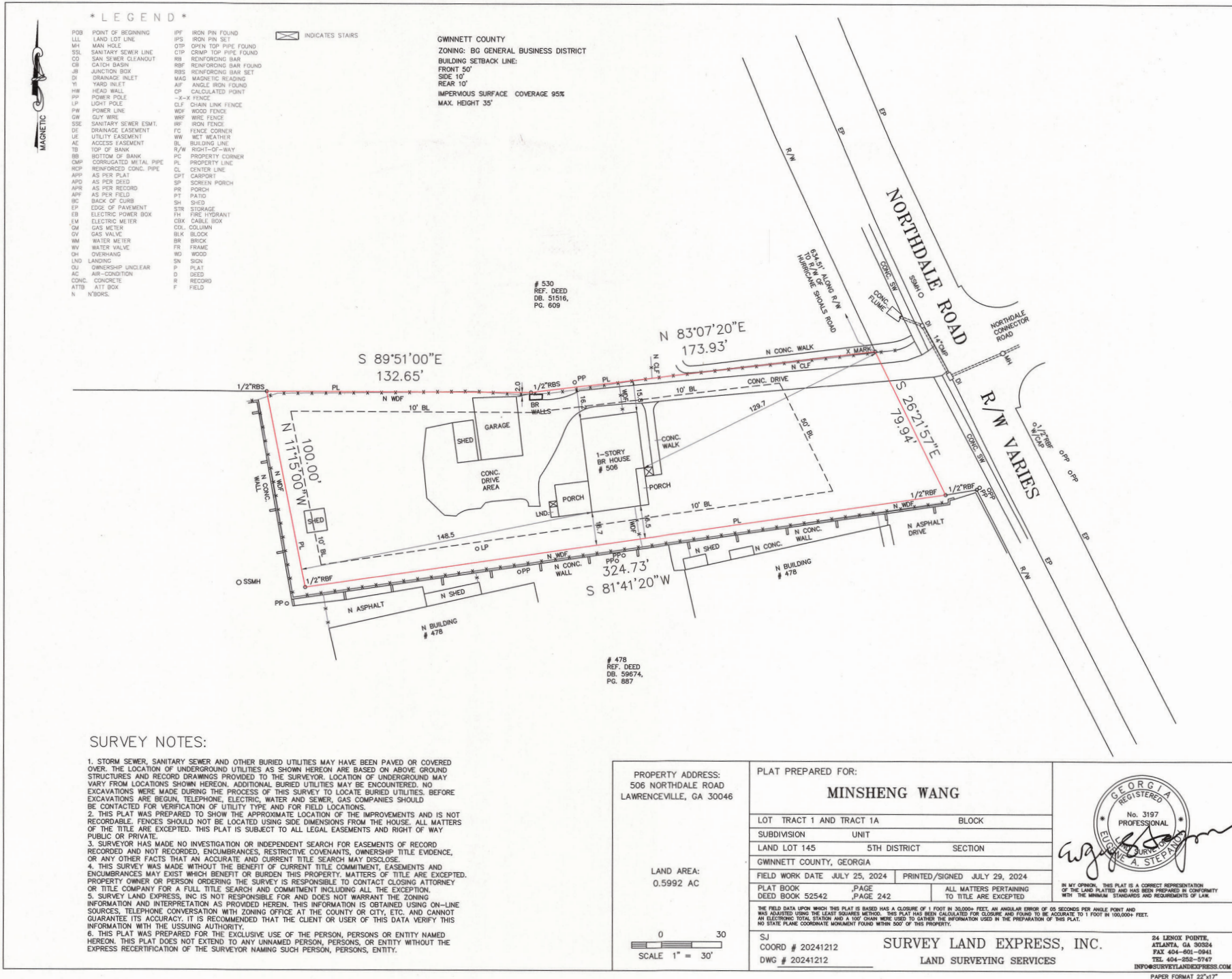
There is high demand for family home in the area, but lack of demand of commercial property, Rezoning to RS150 will reflect the actual status of the property and meet the high demand for family home in this area.

RZR2024-00024
RECEIVED AUGUST 22, 2024
PLANNING & DEVELOPMENT DEPARTMENT

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 145, 5TH DISTRICT OF GWINNETT COUNTY, BEING SHOWN AS TRACT 1 & TRACT 1A, CONSISTING OF 0.5992 ACRES, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

TO FIND THE TRUE POINT OF BEGINNING, RUN SOUTHERLY 634.51 FEET FROM THE INTERSECTION OF THE SOUTHWESTERLY RIGHT OF WAY OF NORTHDAL ROAD (RW VARIES) AND THE SOUTHERLY RIGHT OF WAY OF HURRICANE SHOALS ROAD, ALONG THE SOUTHWESTERLY RIGHT OF WAY OF NORTHDAL ROAD TO THE 1/2 INCH REBAR FOUND AND THE TRUE POINT OF BEGINNING. RUNNING ALONG THE SOUTHWESTERLY RIGHT OF WAY OF NORTHDAL ROAD SOUTH 26 DEGREES 21 MINUTES 57 SECONDS EAST 79.94 FEET TO A 1/2 INCH REBAR FOUND; RUNNING THENCE SOUTH 81 DEGREES 41 MINUTES 20 SECONDS WEST 324.73 FEET TO AN IRON PIN SET; RUNNING THENCE NORTH 11 DEGREES 15 MINUTES 00 SECONDS WEST 100.00 FEET TO AN IRON PIN SET; RUNNING THENCE SOUTH 89 DEGREES 51 MINUTES 00 SECONDS EAST 132.65 FEET TO A 1/2 INCH REBAR FOUND; RUNNING THENCE NORTH 83 DEGREES 07 MINUTES 20 SECONDS EAST 173.93 FEET TO A 1/2 INCH REBAR FOUND ON THE SOUTHWESTERLY RIGHT OF WAY OF NORTHDAL ROAD AND THE TRUE POINT OF BEGINNING.

SAID TRACTS 1 & 1A CONTAIN 0.5992 ACRES AS SHOWN ON THAT SURVEY FOR ANGELA M. TILLOTA, DATED JULY 22, 2008, BY MARK VEAL, RLS, GEORGIA REGISTERED LAND SURVEY NO. 2651



M2024-00024
CEIVED AUGUST 22 2024
ANNING & DEVELOPMENT DEPARTMENT

Planning & Development

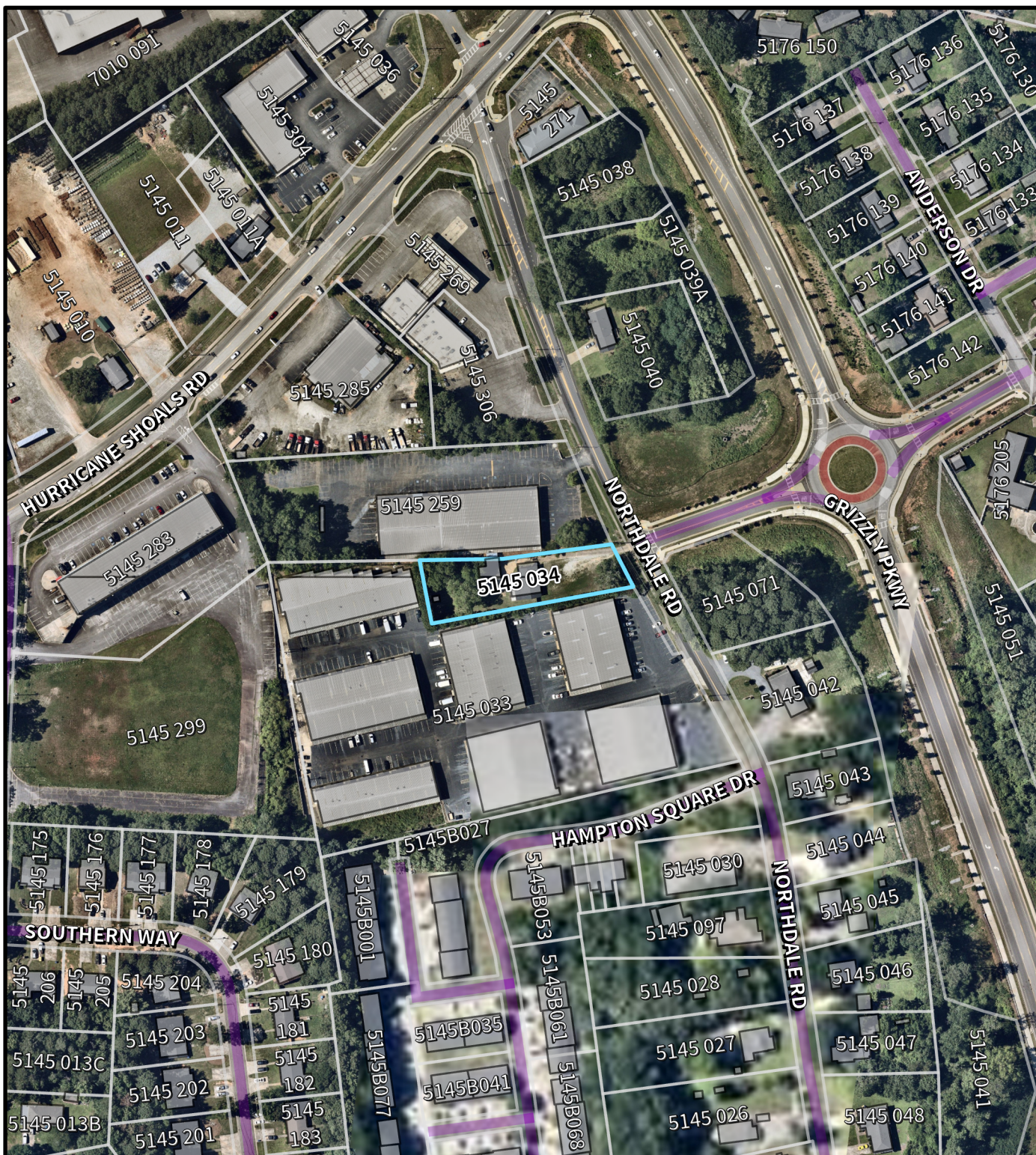
Location Map & Surrounding Areas

RZR2024-00024

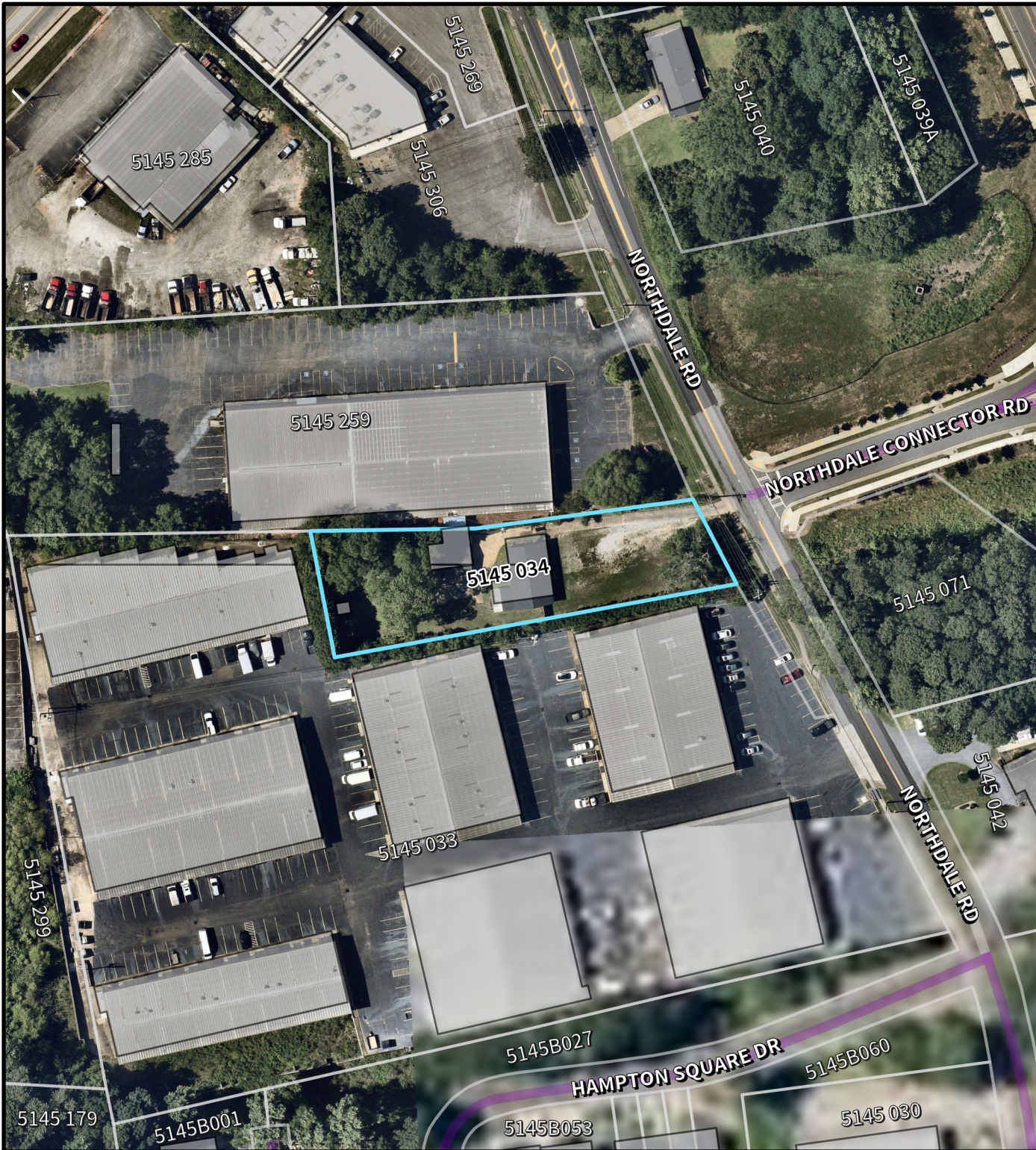
Applicant: Minsheng Wang

☐ Subject Property

City Maintained Streets



0 125 250



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Location Map & Surrounding Areas

RZR2024-00024

Applicant: Minsheng Wang

-  Subject Property
-  City Maintained Streets





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Location Map & Surrounding Areas

RZR2024-00024

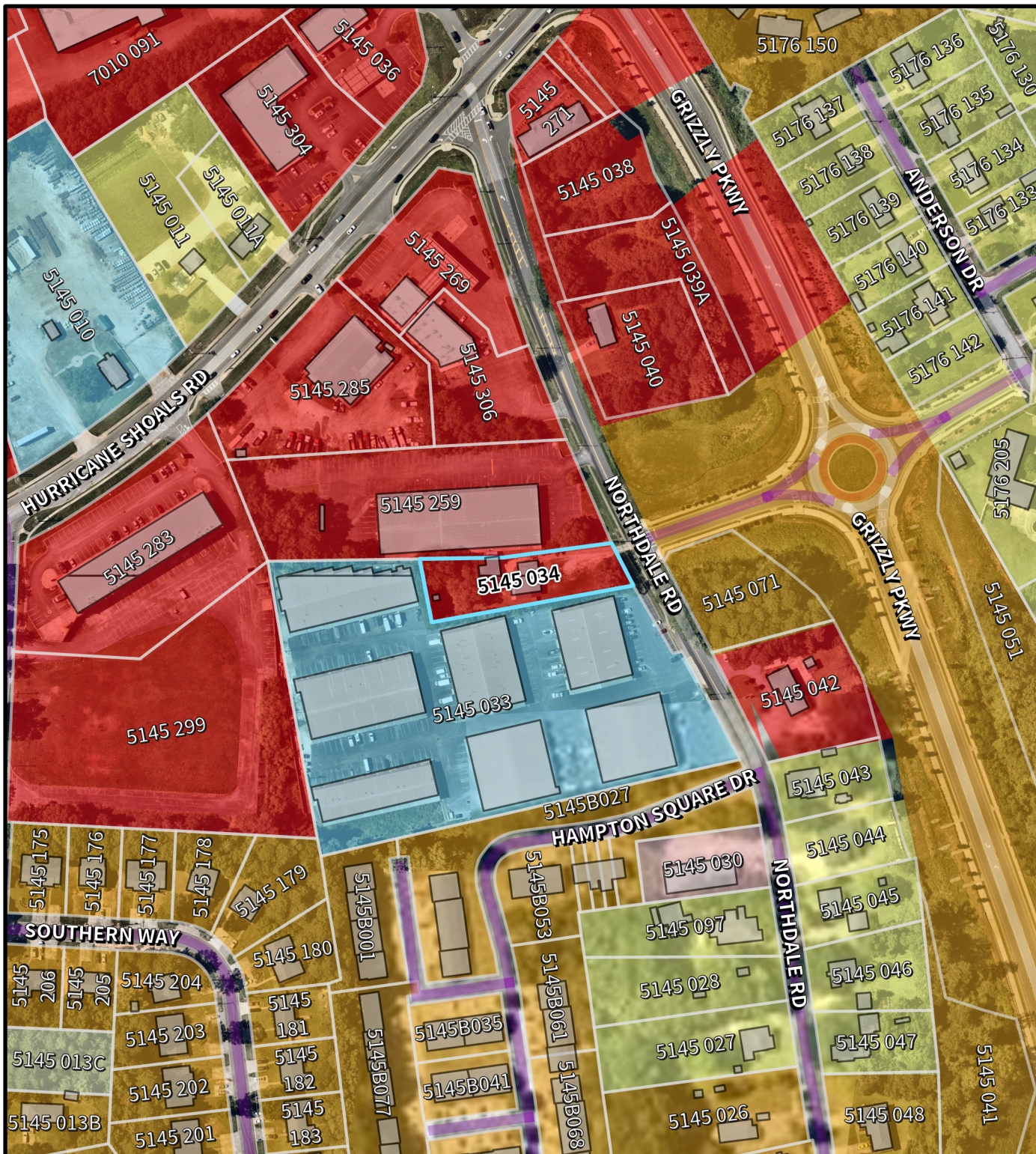
Applicant: Minsheng Wang

 Subject Property

 City Maintained Streets

Zoning Districts

- | | | |
|---|---------------|---------------------------|
|  | BG | General Business |
|  | LM | Light Manufacturing |
|  | OI | Office/Institutional |
|  | RM-12 | Multifamily Residential |
|  | RS-60 | Single-Family Residential |
|  | RS-150 | Single-Family Residential |



0 125 250



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Location Map & Surrounding Areas

RZR2024-00024

Applicant: Minsheng Wang

-  Subject Property
-  City Maintained Streets

Zoning Districts

-  **BG** General Business
-  **LM** Light Manufacturing
-  **OI** Office/Institutional
-  **RM-12** Multifamily Residential
-  **RS-150** Single-Family Residential





LAWRENCEVILLE

GEORGIA

AGENDA REPORT

MEETING: PLANNING COMMISSION, JANUARY 6, 2025

AGENDA CATEGORY: PUBLIC HEARING NEW BUSINESS

Item: SUP2024-00096; El Charro Tienda c/o Henry Lonzo; 1154 Lawrenceville Highway

Department: Planning and Development

Date of Meeting: Monday, January 6, 2025

Fiscal Impact: N/A

Presented By: Todd Hargrave, Director of Planning and Development

**Planning and
Development**

Recommendation: **Denial**

**Planning
Commission
Recommendation:**

Summary: El Charro Tienda C/O Henry Lonzo, the Applicant, and Dahar Properties LLC C/O Heather Propst, the Owner; a request to allow U-Haul truck parking at the subject property as a Special Use; the subject property is located at 1154 Lawrenceville Highway, identified by the Parcel Identification Number R5110 376, and encompasses approximately 15.81 acres.

Attachments/Exhibits:

- SUP2024-00096_RPRT_10302024
- SUP2024-00096_P&D RECO CNDS_10302024
- SUP2024-00096_APP REVISED_11152024
- SUP2024-00096_LOI_10172024
- SUP2024-00096_LEGAL_10212024
- SUP2024-00096_EX TRUCK SIZES_10302024
- SUP2024-00096_MAP-AERIAL-ZOOMED OUT

- SUP2024-00096_MAP-AERIAL-ZOOMED IN
- SUP2024-00096_MAP-ZONING- ZOOMED OUT
- SUP2024-00096_MAP-ZONING- ZOOMED IN



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SPECIAL USE

CASE NUMBER:	SUP2024-00096
APPLICANT:	HENRY LEE LONZO
OWNER(S):	DAHAR PROPERTIES LLC
LOCATION(S):	1154 LAWRENCEVILLE HIGHWAY
PARCEL IDENTIFICATION NUMBER(s):	R5110 376
APPROXIMATE ACREAGE:	15.81 ACRES
CURRENT ZONING:	BG (GENERAL BUSINESS DISTRICT)
ZONING PROPOSAL:	ALLOW A VEHICLE STORAGE LOT AS A SPECIAL USE
PROPOSED DEVELOPMENT:	MOVING TRUCK STORAGE
DEPARTMENT RECOMMENDATION:	DENIAL

VICINITY MAP





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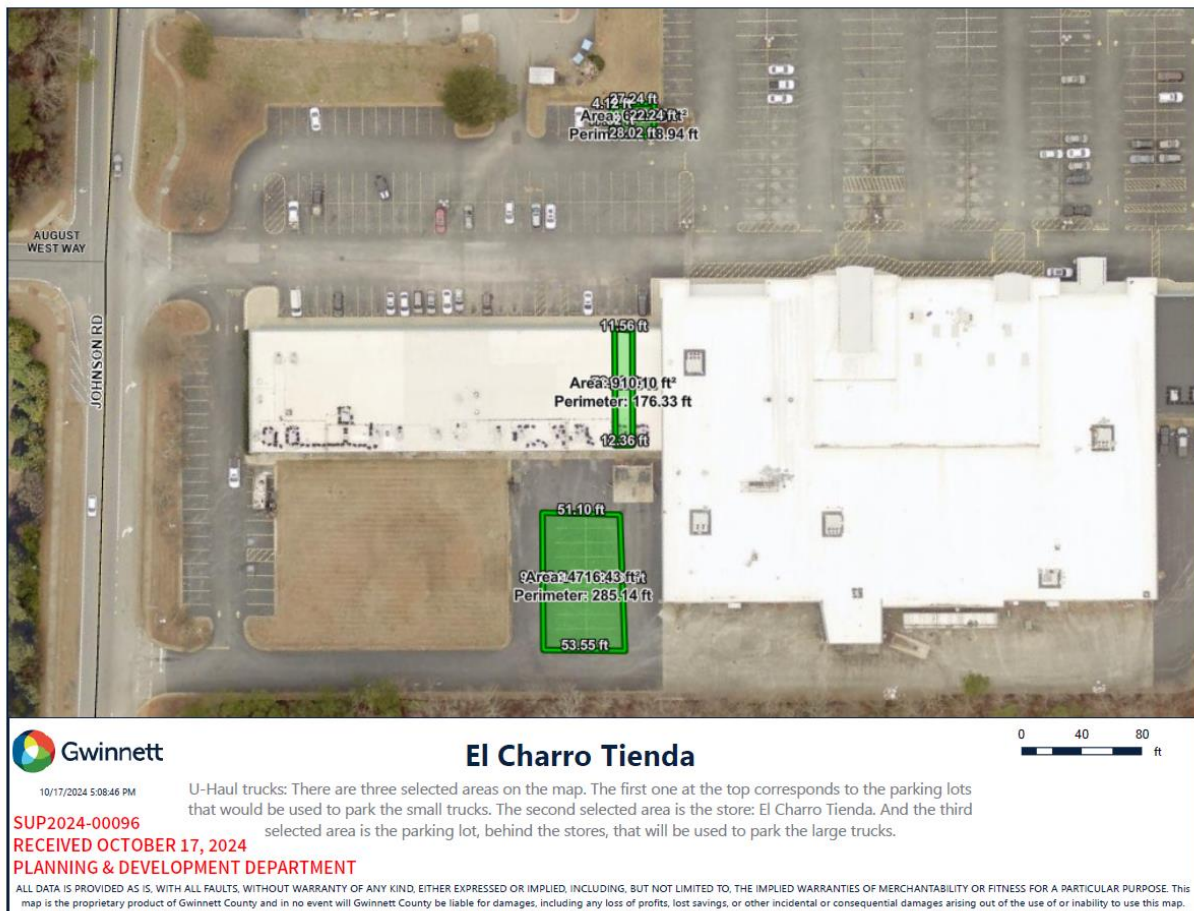
ZONING HISTORY

The subject property was annexed by the City and rezoned to BG (General Business District) between 1987 and 2002, the same zoning classification as present.

PROJECT SUMMARY

The applicant requests a Special Use Permit to park moving trucks at an approximately 15.81-acre parcel of land located at 1154 Lawrenceville Highway. The subject property is located along the southern right-of-way of Lawrenceville Highway and the eastern right-of-way of Johnson Road, just south of Lawrenceville Highway's intersection with Johnson Road.

CONCEPT PLAN





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ZONING AND DEVELOPMENT STANDARDS

The existing 96,645 square foot structure on the site was built in 2002 and is used as a neighborhood shopping center for general retail uses, including a beauty supply store, restaurants, and a barbershop. The applicant represents El Charro Tienda, a 1,600 square foot convenience store located in suite 201 of the subject property. The business received its Certificate of Occupancy from the Planning & Development Department on August 14, 2024 (BLD2024-04013), permitting the suite's use for a convenience store only.

The applicant is requesting a Special Use Permit for an Automobile, Truck, or Vehicle Storage Lot in order to store moving trucks at their business for rental to customers. As indicated on the submitted site plan, they are proposing to store smaller trucks in a section of the parking lot to the front of the store and while they would store large trucks in a parking lot behind the store. Altogether, the stored trucks would occupy twenty-two (22) spaces, including four (4) parking spaces in the front and eighteen (18) spaces in the rear parking lot.

An Automobile, Truck, or Vehicle Storage Lot is considered to be a subset of Industrial Outdoor Storage, and as such, is subject to the following supplemental regulations:

Article 1 Districts, Section 103.2 Use Table

<i>Standard</i>	<i>Requirement</i>	<i>Proposal</i>	<i>Recommendation</i>
Vehicle Storage Lot	BG- Special Use Permit	BG- Special Use Permit	Denial

Article 2 Supplemental and Accessory Use Standards, Section 200.3

Supplemental Use Standards, Subsection 200.3.55 Outdoor Storage - Industrial reads as follows:

- A.** *Outdoor storage of items, equipment, materials, and supplies which are not offered for sale, but which are normally appurtenant to a permitted use, provided that such storage meets the following requirements:*



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1. *Such property is not directly adjacent to a residential property.*
2. *Such property is not located within the boundary of the geographical area of the Lawrenceville Downtown Development Authority.*
3. *Storage shall be in the rear or side yard, except where any part of the property is adjacent to, or the storage is visible within a distance of two hundred and fifty (250) feet from, Pike Street, Five Forks-Trickum Road, Scenic Highway, Lawrenceville Highway, Buford Drive (Hwy. 20), Hurricane Shoals Road, Lawrenceville Suwanee Road, Sugarloaf Parkway, Grayson Highway, or Gwinnett Drive, in which case all items shall be stored in a rear yard only.*
4. *Stored items shall be screened by a solid opaque fence at least six (6) feet height, by landscaping creating a complete visual buffer, or by a combination of fencing and landscaping, and no item shall be placed at a height exceeding that of the screening fence or landscaping materials.*
5. *Under no circumstances shall an owner or occupant of any property store any junk, scrap metal, rags, paper, or abandoned, wrecked, junked or scrap material, or any part thereof, outdoors.*

As proposed, the request does not meet the minimum standards for Outdoor Storage, as the subject property is directly adjacent to a residential neighborhood to the south. Furthermore, the proposal includes storage within the front yard area, which is within 220 feet of Lawrenceville Highway.

the Special Use Permit request must be conditioned with appropriate screening measures to reduce visibility from both the rights-of-way of Lawrenceville Highway and Johnson Road as well as from adjacent residential properties.

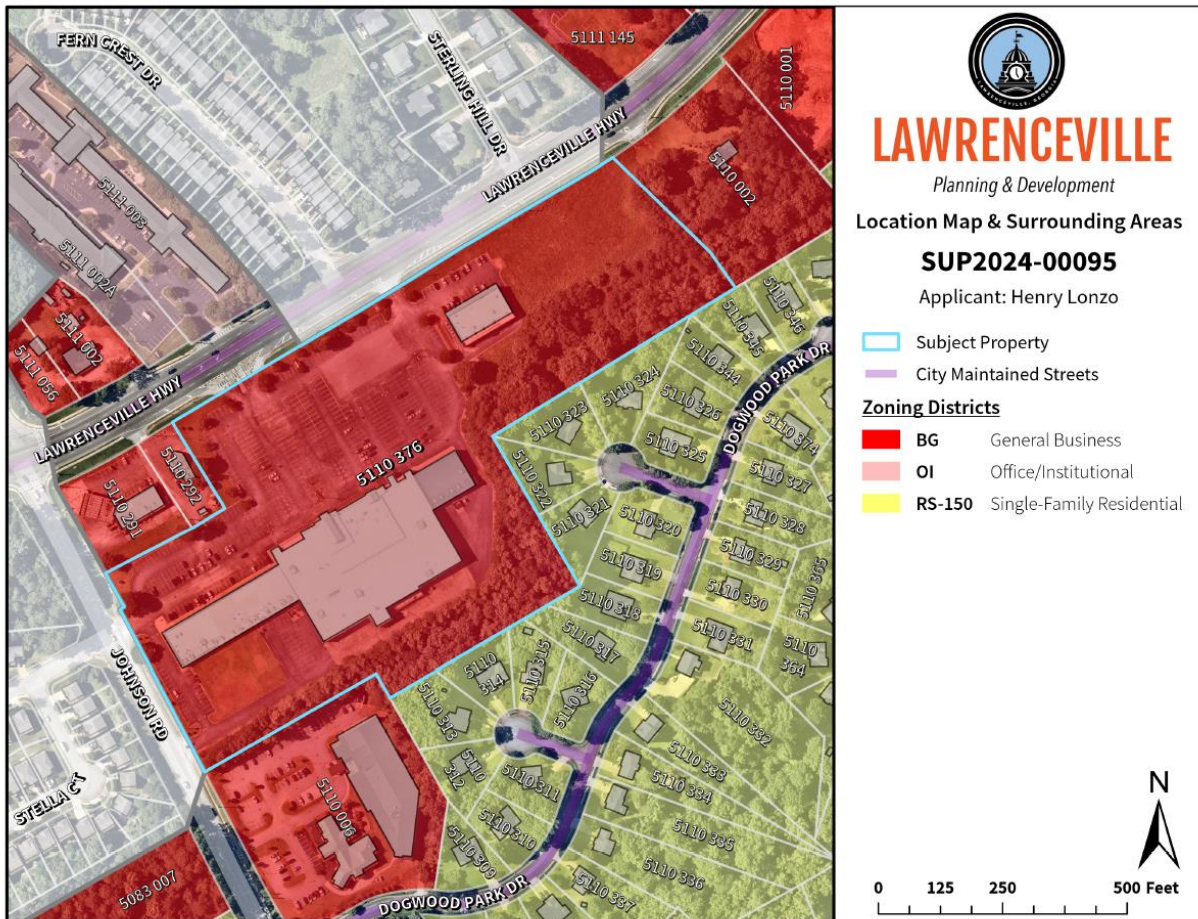


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CITY OF LAWRENCEVILLE OFFICIAL ZONING MAP



SURROUNDING ZONING AND USE

The area around the subject property is characterized by both commercial/retail uses and zoning as well as residential uses and zoning. The adjacent properties along Lawrenceville Highway and Johnson Road are zoned BG, the same district as the subject property. These properties have such uses as a gas station, a restaurant, and a nursing home. The Dogwood Park residential subdivision is adjacent to the subject property on the south, containing single-family homes zoned RS-150 (Single-Family Residential District). The properties across the right-of-way of Lawrenceville Highway from the subject property are zoned a mixture of



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BG and OI (Office Institutional District), which includes a prominent nursing home (Ashton Manor at Sugarloaf). Otherwise, the surrounding properties are in unincorporated Gwinnett County. This includes the Johnson Place residential subdivision across the right-of-way of Johnson Road, zoned R-ZT (Single Family Residence Zero Lot Line/Townhouse District). Finally, Moore Middle School occupies the property on the northern end of the intersection of Lawrenceville Highway and Johnson Road and is zoned R-75 (Single-Family Residential District).

Overall, the surrounding area is characterized by neighborhood retail, single-family residential, and institutional uses such as nursing homes and a school. As such, the proposed Special Use Permit may not be consistent with the established zoning and land use patterns of the area and may present a nuisance to surrounding properties.

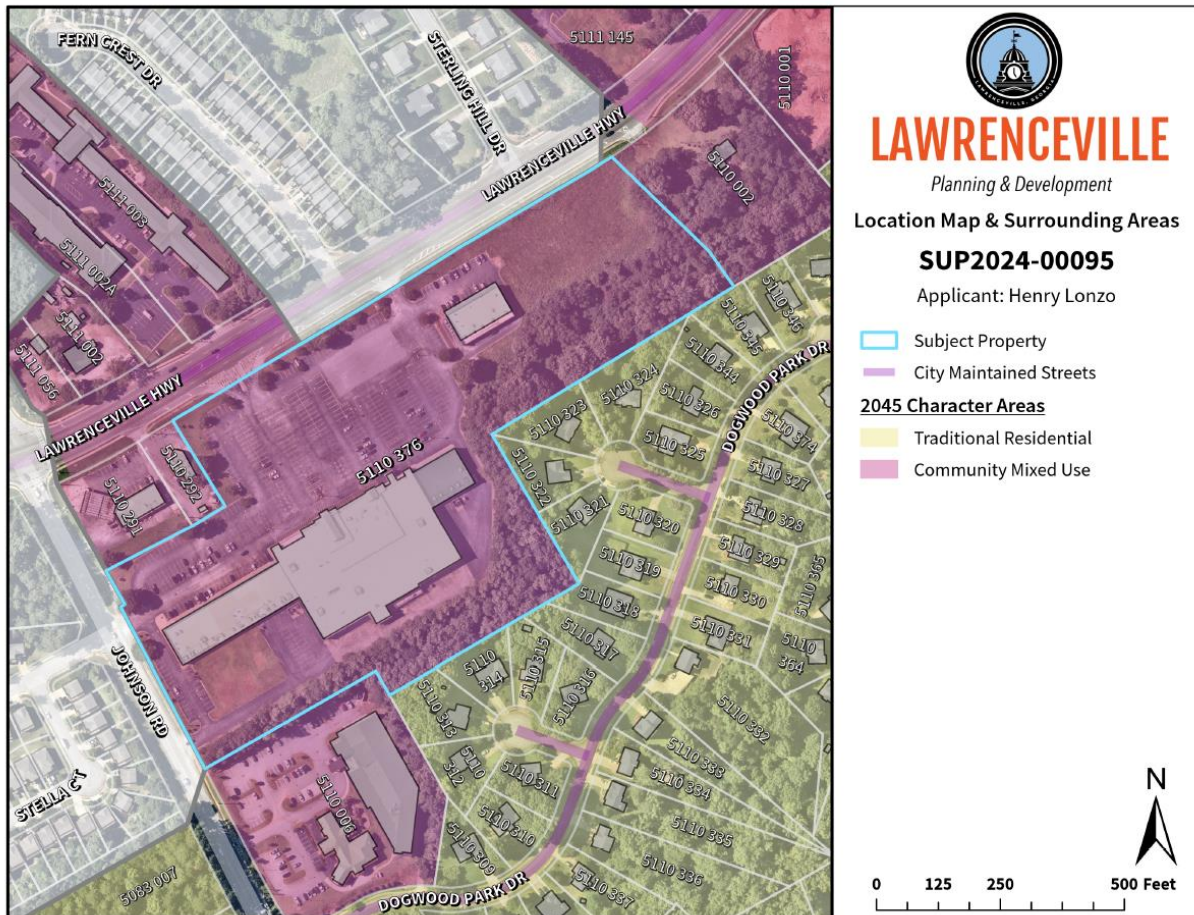


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LAWRENCEVILLE 2045 COMPREHENSIVE PLAN – FUTURE LAND USE PLAN MAP



2045 COMPREHENSIVE PLAN

The City of Lawrenceville 2045 Comprehensive Plan and Future Development Map indicate the subject property is located within the Community Mixed Use character area. The Community Mixed Use character area capitalizes on Lawrenceville's economic strengths and diverse population by fostering vibrant and walkable neighborhoods. This integration of residential, commercial, and recreational spaces caters to the needs and preferences of a dynamic and growing community. Vehicle Storage Lots are typically reserved for areas that are more industrial in



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nature; as such, the requested Special Use may not be compatible with the goals of the 2045 Comprehensive Plan for the Community Mixed Use character area.

STAFF RECOMMENDATION

In conclusion, the proposal is inconsistent with the established zoning and land use patterns in the immediate area and the long-term vision established in the City's 2045 Comprehensive Plan. Approval of this request would necessitate significant text amendments to the City of Lawrenceville Zoning Ordinance. Additionally, the City Council has demonstrated its stance through the denial of similar requests, as indicated below. Examples include:

1. **SUP2023-00082** – A request to allow outdoor storage as a Special Use for a plumbing materials distribution facility at 125 Park Access Drive, zoned BG. Denied by City Council on October 23, 2023.
2. **SUP2022-00076** – A request to allow outdoor storage as a Special Use for outdoor automobile sales at 108 McConnell Drive, zoned BG. Denied by City Council on December 14, 2022.
3. **SUP2022-00074** – A request to allow outdoor storage as a Special Use for outdoor automobile sales at 125 Park Access Drive, zoned BG. Denied by City Council on November 16, 2022.
4. **SUP2021-00044** – A request to allow outdoor storage as a Special Use for the storage of tractor-trailers and recreational vehicles at 533 & 543 John Connor Court, zoned LM. Denied by City Council on May 24, 2021.
5. **CIC2020-00006** – A request to change the zoning conditions to allow outdoor storage at 420 Grayson Highway, zoned BG. Denied by City Council on December 16, 2020.

Given the aforementioned factors as well as the precedent for denial of such requests (especially in non-industrial areas), the Planning and Development Department recommends the **DENIAL** of this request.



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CITY OF LAWRENCEVILLE DEPARTMENT COMMENTS:

ENGINEERING DEPARTMENT

No comment

PUBLIC WORKS

No comment

ELECTRIC DEPARTMENT

No comment

GAS DEPARTMENT

No comment

DAMAGE PREVENTION DEPARTMENT

No comment

CODE ENFORCEMENT

No comment

STREET AND SANITATION DEPARTMENT

No comment



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STATE CODE 36-67-3 (FMR.) REVIEW STANDARDS:

- 1. Whether a zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**

As proposed, the request would not be suitable given the precedent established by the City Council relating to outdoor storage of moving trucks.

- 2. Whether a zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**

Antiquated policies have adversely affected the economic stability of the City of Lawrenceville. Therefore, the City Council has taken the initiative to make decisions that are consistent with the policies relating to the long-range plans for the immediate area for the City to flourish. .

- 3. Whether the property to be affected by a zoning proposal has a reasonable economic use as currently zoned;**

The property has reasonable economic use as currently zoned.

- 4. Whether the zoning proposal will result in a use that will or could cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools;**

Impacts on public facilities would be minimal, as the proposal does not require land development activity or an increase in density.

- 5. Whether the zoning proposal is in conformity with the policy and intent of the Comprehensive Plan;**

The proposal is misaligned with the existing zoning and land use patterns in the area, as well as with the long-term objectives articulated in the City's 2045 Comprehensive Plan. Approving this request would contravene the policies established by the City Council regarding this particular accessory use. Consequently, this factor underscores the inconsistencies with both the policy framework and the intent of the Comprehensive Plan.

PLANNING COMMISSION

RECOMMENDED CONDITIONS_10302024

SUP2024-00096

Note: The following conditions are provided as a guide should the City Council choose to approve the request.

Approval of a Special Use Permit to allow an Automobile, Truck, or Vehicle Storage Lot (excluding junk/wrecked vehicles), subject to the following enumerated conditions:

1. To restrict the use of the property as follows:

- A.** General Business uses, which may include a Vehicle Storage Lot for the storage of moving trucks.
- B.** The development shall be designed in general accordance with the conceptual site plan titled “El Charro Tienda,” prepared by Gwinnett County, dated October 17, 2024, with changes necessary to meet conditions of zoning, requirements of the Zoning Ordinance and/or Development Regulations, and other minor adjustments subject to final approval by the Director of Planning and Development.
- C.** Vehicle storage on the front (north side) of the store shall be limited to four (4) parking spaces, indicated in the submitted site plan. These parking spaces shall store moving trucks no larger than 10’ in length.
- D.** Vehicle storage in the rear (south side) of the store shall be limited to the eighteen (18) parking spaces as indicated on the submitted site plan. These parking spaces shall store moving trucks no larger than 17’ in length.
- E.** Prior to the issuance of a Certificate of Occupancy the development of the subject property shall be in compliance with the rules and regulations of applicable governing agencies.
- F.** No tents, canopies, temporary banners, streamers, or roping decorated with flags, tinsel, or other similar material shall be displayed, hung, or strung on the site. No decorative balloons or hot-air balloons shall be displayed on the site. Yard and/or bandit signs, sign-twirlers, or sign walkers shall be prohibited.
- G.** Peddlers and/or any parking lot sales unrelated to the rezoning shall be

prohibited.

- H.** The owner shall repaint or repair any graffiti or vandalism that occurs on the property within seventy-two (72) hours.
- I.** The Special Use Permit shall only be valid during the Applicant and/or the Property Owner's (El Charro Tienda and/or Dahar Properties LLC) property ownership and operation on the property, and in the event of a transfer, this Special Use Permit shall expire. The Applicant shall notify the City's Planning and Development Department within 30 days of transfer of property ownership and operation.
- J.** In the event that the property is issued three (3) Citations by the City's Code Enforcement Department within one (1) year, 365-day period, this Special Use Permit shall be revoked.
- K.** The Special Use Permit shall be limited to a period of two years, at which time the use shall cease, or an application made for renewal.

2. To satisfy the following site development considerations:

- A.** The development shall be constructed in conformity with the City of Lawrenceville Zoning Ordinance and Development Regulations. The final design shall be subject to the review and approval of the Director of Planning and Development.
- B.** Provide a solid wood fence, masonry wall or slatted fence at least 6-feet in height around the rear parking area.
- C.** The required fencing shall not contain any signage and shall be maintained and in good repair at all times. All fencing and screening shall be subject to review and approval by the Director of Planning and Development.
- D.** Outdoor parking/storage of moving trucks shall be solely within the screened parking areas.



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SPECIAL USE PERMIT APPLICATION

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION*
NAME: <u>EL Charro Tinda</u>	NAME: <u>Pahar Properties LLC</u>
ADDRESS: <u>1154 Lawrenceville Hwy</u>	ADDRESS: <u>1134 Gavinwood Pl</u>
CITY: <u>Lawrenceville</u>	CITY: <u>Decatur</u>
STATE: <u>GA</u> ZIP: <u>30046</u>	STATE: <u>GA</u> ZIP: <u>30033</u>
PHONE: <u>404 388 1777</u>	PHONE: <u>770-735-2006</u>
CONTACT PERSON: <u>Henry L Louzo</u> PHONE: <u>404-388-1777</u>	
CONTACT'S E-MAIL: <u>594 Horseshoe Cir SW Lilburn GA 30047</u>	
* If multiple property owners, each owner must file an application form or attach a list, however only one fee. Multiple projects with one owner, must file separate applications, with separate fees.	
ZONING DISTRICT(S): _____ ACREAGE: _____	
PARCEL NUMBER(S): <u>5110376</u>	
ADDRESS OF PROPERTY: <u>154 Lawrenceville Hwy. Lawrenceville GA 30046</u>	
PROPOSED SPECIAL USE: <u>U-Haul Rental Truck</u>	

Henry L Louzo 11-15-24
SIGNATURE OF APPLICANT DATE

Henry L Louzo
TYPED OR PRINTED NAME

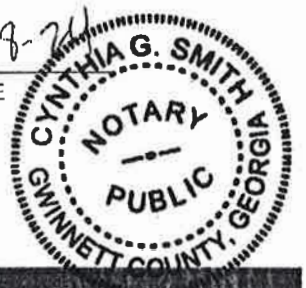
Jasobuh 11.15.2024
NOTARY PUBLIC DATE

70 S Clayton St • PO Box 2200 • Lawrenceville, Georgia 30046-2200
770-963-3414 www.lawrencevillega.org
Gwinnett County, GEORGIA
My Commission Expires 11/20/2026

Heather D. Probst 11/8/2024
SIGNATURE OF OWNER Agent DATE

Heather D. Probst, Agent for owner
TYPED OR PRINTED NAME

Cynthia H. Smith 11-8-24
NOTARY PUBLIC DATE



Exp. 11/20/2026

EL CHARRO TIENDA
1154 LAWRENCEVILLE HWY SUITE 201
LAWRENCEVILLE, GA 30046
(404)3881777
HENRYLONZO1946@YAHOO.COM

REZONING APPLICANTS'S LETTER OF INTENT

The Applicant and Owner, Henry Lee Lonzo of El Charro Tienda Company Inc to formally request a rezoning of the property located at 1154 LAWRENCEVILLE HWY SUITE 201. The purpose of this request is to establish a U-Haul truck rental business at this location.

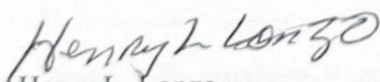
The intent of this rezoning request is to permit the operation of a U-Haul truck rental business. This business will provide truck rental services for moving and transportation, addressing the local demand for moving and logistics services.

The proposed rezoning is supported by the following key reasons:

1. Establishing a U-Haul rental business will create local jobs and contribute to the economic development of the area. Additionally, this business will generate additional tax revenue for the community.
2. The project aligns with Lawrenceville urban development goals by utilizing an underused space effectively. The proposed use is consistent with the area's development trends and supports commercial revitalization.
3. There is a significant demand for truck rental services in the community, particularly for residential and commercial moving needs. This project will help meet that demand and improve access to transportation services in the area.

Thank you for considering this request. We look forward to your favorable response. Please feel free to contact me directly at (404) 3881777 or henrylonzo1946@yahoo.com if you need additional information or would like to schedule a meeting.

Sincerely,


Henry L. Lonzo

Owner
El Charro Tienda Company INC

EXHIBIT "A"

Legal Description

All that tract or parcel of land lying and being in Land Lot 110 of the 5th District, Gwinnett County, Georgia, and being more particularly described as follows:

Commencing at a concrete right-of-way monument found at the intersection of the Easterly right-of-way of Johnson Road (having a variable right-of-way) and the Southerly right-of-way of Lawrenceville Highway Georgia State Route 29 (having a variable right-of-way); Thence, along the Southerly right-of-way line of Georgia State Route 29, along the arc of a curve the left, an arc length of 161.88 feet, said curve having a radius of 1019.93 feet and being subtended by a chord of 161.71 feet bearing North 63 degrees 40 minutes 10 seconds East, to a concrete right-of-way monument found; Thence, continuing along said right-of-way line, North 58 degrees 51 minutes 52 seconds East, a distance of 118.26 feet to a 1½" rebar found, said point being the TRUE POINT OF BEGINNING; Thence, continuing along said right-of-way line, North 59 degrees 03 minutes 14 seconds East, a distance of 960.29 feet to a concrete right-of-way monument found; Thence along a curve to the left, an arc length of 70.34 feet, said curve having a radius of 1338.24 feet and being subtended by a chord of 70.33 feet bearing North 57 degrees 33 minutes 43 seconds East, to a point; Thence, leaving said right-of-way, South 43 degrees 00 minutes 06 seconds East, a distance of 272.02 feet to a point; Thence South 30 degrees 17 minutes 33 seconds East, a distance of 85.63 feet to a point; Thence South 58 degrees 56 minutes 39 seconds West, a distance of 94.36 feet to a 1/2" rebar found; Thence South 58 degrees 59 minutes 54 seconds West, a distance of 460.33 feet to a 1½" rebar found; Thence South 29 degrees 12 minutes 43 seconds East, a distance of 184.12 feet to a 1/2" rebar found; Thence South 29 degrees 13 minutes 28 seconds East, a distance of 115.62 feet to a point; Thence South 29 degrees 13 minutes 28 seconds East, a distance of 50.14 feet to a 1/2" rebar found; Thence South 59 degrees 03 minutes 23 seconds West, a distance of 74.90 feet to a 1/2" rebar found; Thence South 58 degrees 58 minutes 05 seconds West, a distance of 70.61 feet to a 5/8" rebar set; Thence South 58 degrees 58 minutes 05 seconds West, a distance of 19.37 feet to a 1½" rebar found; Thence South 59 degrees 06 minutes 47 seconds West, a distance of 169.69 feet to a 1/2" rebar found; Thence South 58 degrees 59 minutes 49 seconds West, a distance of 105.48 feet to a 1/2" rebar found; Thence North 30 degrees 17 minutes 33 seconds West, a distance of 55.21 feet to a point; Thence South 59 degrees 42 minutes 27 seconds West, a distance of 398.01 feet to a point on the Easterly right-of-way of Johnson Road; Thence, along said right-of-way, North 27 degrees 53 minutes 58 seconds West, a distance of 378.72 feet to a 5/8" rebar set; Thence North 60 degrees 26 minutes 10 seconds East, a distance of 10.00 feet to a 5/8" set; Thence North 29 degrees 33 minutes 51 seconds West, a distance of 75.38 feet to a 1/2" rebar found; Thence, leaving said right-of-way, North 62 degrees 48 minutes 32 seconds East, a distance of 199.92 feet to a 1/2" rebar found; Thence North 59 degrees 25 minutes 43 seconds East, a distance of 80.00 feet to a point; Thence North 29 degrees 34 minutes 57 seconds West, a distance of 200.84 feet to a 1/2" rebar found on the Southerly right-of-way of Georgia State Route 29, said point being the TRUE POINT OF BEGINNING, TOGETHER WITH the appurtenant easement rights contained in the Reciprocal Easement Agreement by and between Rita A. Craig and Lawrenceville West, LLC, filed September 4, 2001, recorded at Deed Book 24360, Page 208, records of the Clerk of the Superior Court of Gwinnett County, Georgia.



10/17/2024 5:08:46 PM

SUP2024-00096
RECEIVED OCTOBER 17, 2024
PLANNING & DEVELOPMENT DEPARTMENT

El Charro Tienda



U-Haul trucks: There are three selected areas on the map. The first one at the top corresponds to the parking lots that would be used to park the small trucks. The second selected area is the store: El Charro Tienda. And the third selected area is the parking lot, behind the stores, that will be used to park the large trucks.

Rental Size	Vehicle	Description	Rate
Pickup		Home Improvement/ Small Loads Inside dimensions: 7'10" x 5'2" x 1'9" (LxWxH))	\$19.95 Plus \$0.79 mile
10' Truck		Apartment-1 Bedroom Inside dimensions: 9'11" x 6'4" x 6'2" (LxWxH) EZ-Load Ramp: <u>None</u>	\$19.95 Plus \$1.29 mile
15' Truck		Apartment-2 Bedroom Inside dimensions: 15' x 7'8" x 7'2" (LxWxH) EZ-Load Ramp	\$29.95 Plus \$1.29 mile
17' Truck		2 Bedroom Home Inside dimensions: 16'9" x 7'8" x 7'2" (LxWxH) EZ-Load Ramp	\$29.95 Plus \$1.29 mile
20' Truck		2-3 Bedroom Home Inside dimensions: 19'6" x 7'8" x 7'2" (LxWxH) EZ-Load Ramp	\$39.95 Plus \$1.29 mile
24' Truck		3-4 Bedroom Home Inside dimensions: 24'1" x 7'7" x 8'1" (LxWxH) EZ-Load Ramp	\$39.95 Plus \$1.29 mile
26' Truck		4+ Bedroom Home Inside dimensions: 26'5" x 7'8" x 8'3" (LxWxH) EZ-Load Ramp	\$39.95 Plus \$1.29 mile



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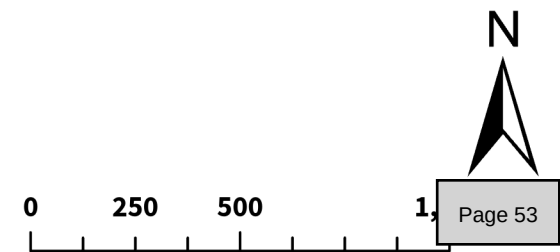
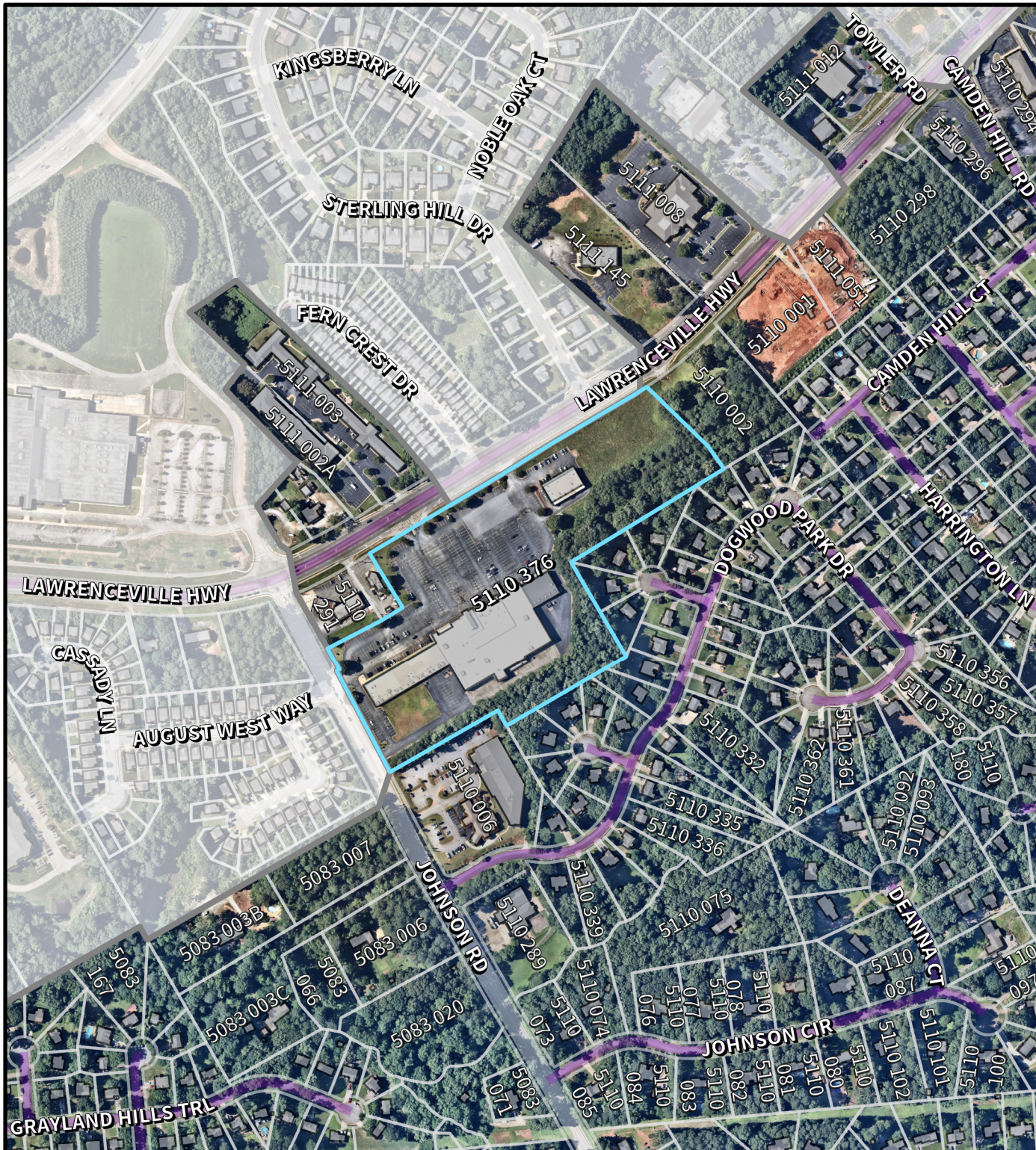
Planning & Development

Location Map & Surrounding Areas

SUP2024-00095

Applicant: Henry Lonzo

-  Subject Property
-  City Maintained Streets



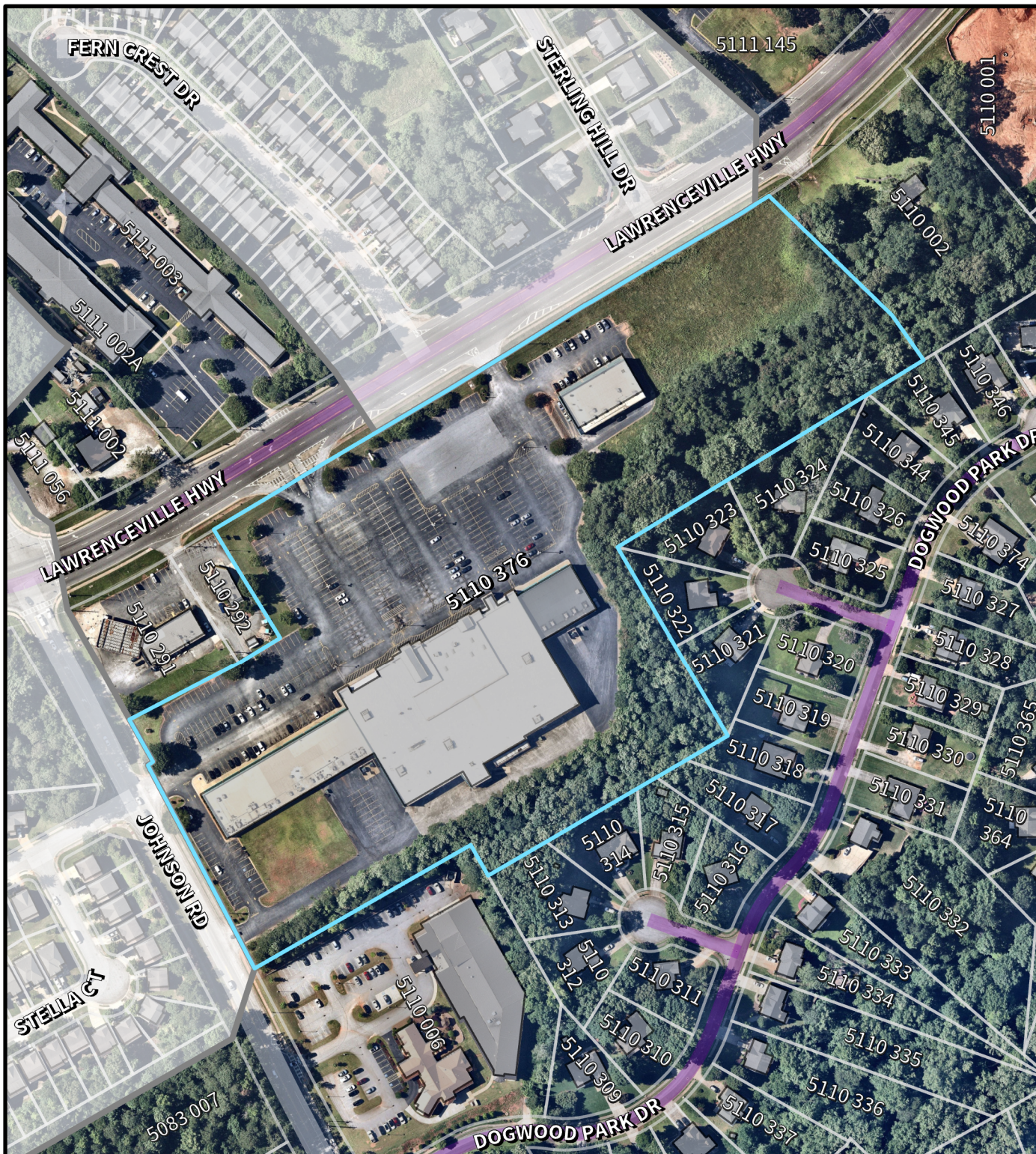
Planning & Development

SUP2024-00095

Applicant: Henry Lonzo

☐ Subject Property

City Maintained Streets



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LAWRENCEVILLE

Planning & Development

Location Map & Surrounding Areas

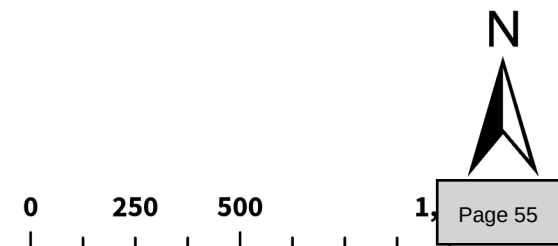
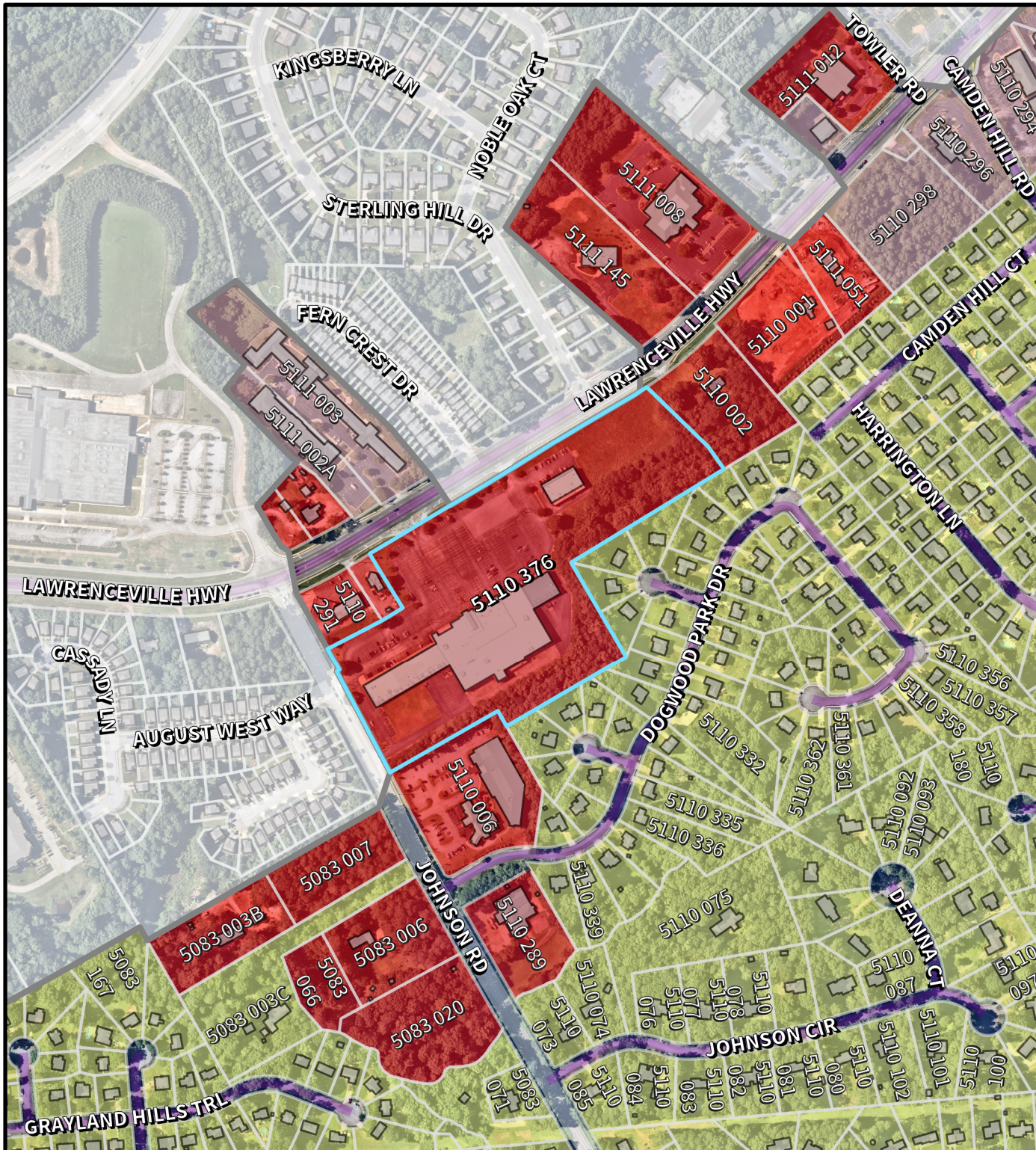
SUP2024-00095

Applicant: Henry Lonzo

-  Subject Property
-  City Maintained Streets

Zoning Districts

-  **BG** General Business
-  **OI** Office/Institutional
-  **RS-150** Single-Family Residential





LAWRENCEVILLE

Planning & Development

Location Map & Surrounding Areas

SUP2024-00095

Applicant: Henry Lonzo

 Subject Property

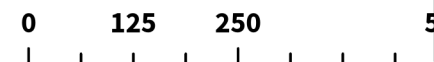
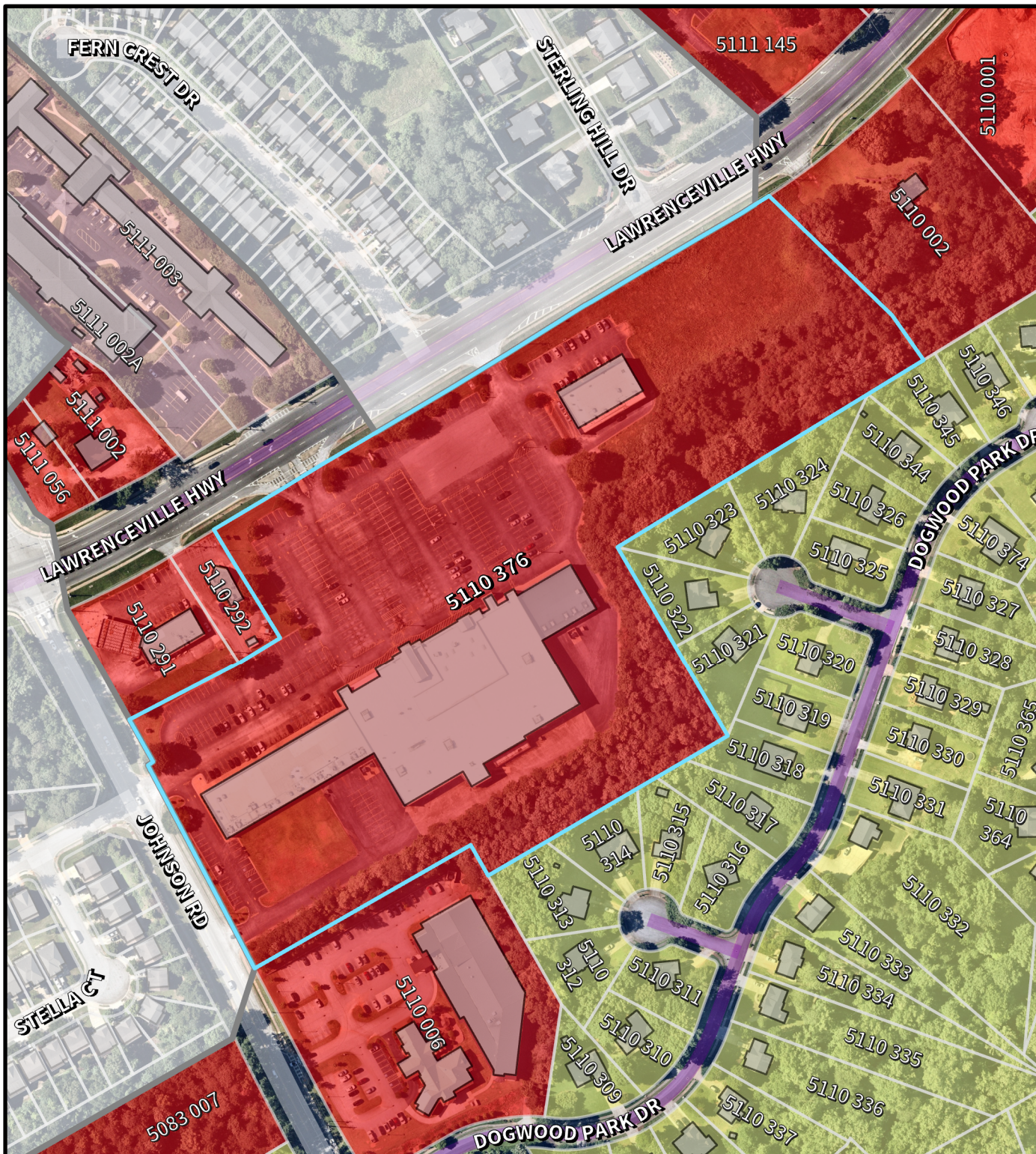
 City Maintained Streets

Zoning Districts

 **BG** General Business

 **OI** Office/Institutional

 **RS-150** Single-Family Residential





LAWRENCEVILLE

GEORGIA

AGENDA REPORT

MEETING: PLANNING COMMISSION, JANUARY 6, 2025

AGENDA CATEGORY: PUBLIC HEARING NEW BUSINESS

Item:	LCI Honest Alley Activation Study
Department:	Planning and Development
Date of Meeting:	Monday, January 6, 2025
Fiscal Impact:	Study- \$99,928.00 from FY2024
Presented By:	Helen Balch, Deputy Director of Planning and Development
Planning and Development Recommendation:	Adoption

Summary: The City of Lawrenceville was awarded a grant from the Atlanta Regional Commission (ARC) for the work to be accomplished within the LCI study, all the necessary services provided in the grant support the tactical study of LCI related programs and projects within the Lawrenceville LCI Area such as BP4. Alley Network Extension as a pedestrian route as well as a placemaking feature:

The activation of Honest Alley and a continuation of alleys to the west will provide an exclusive back of house pedestrian experience as well as a placemaking opportunity for outdoor cafes and public art. The alley network could become an integral part of the downtown fabric, adopting the existing historic character of downtown and creating additional social spaces for City-sponsored events. These alleys may include elements such as brick pavers, café lights, permanent planters, and murals created by local artists.

Fiscal Impact: Budgeted as a Capital Improvement Project for \$1,000,000.00 over the next two years.

Concurrences: Once approved, the Engineering Department will manage the improvement project.

Attachments/Exhibits:

- Final Draft

REIMAGINE HONEST ALLEY

FINAL DRAFT
12.11.24







HONEST ALLEY

In the late 19th and early 20th centuries, Gwinnett County's economy depended on cotton. Local farmers required quality mules and horses. And so Honest Alley, a row of stables and blacksmith barns



behind Crogan Street, became an important trading spot. Livestock traders would travel to the West, purchase mules and horses, and ship them back to Honest Alley on the train. Mr. Jim Bob Oakes was one of the most prominent traders. To tout his success, Jim Bob constructed a large white plantation-style mansion at the opening to the alley, where it still

stands today. Honest Alley was also notorious for medicine shows. Slick salesmen would tout the benefits of miracle elixirs from their covered wagons. Parents forbade their children to visit Honest Alley, warning of the shady characters that inhabited the place. This only added to the intrigue. Many long-time residents tell of sneaking down to the Alley to discover its mysteries. The original barns and stables of Honest Alley were destroyed in a fire in 1939.

9

ACKNOWLEDGEMENTS

The City of Lawrenceville is proud to present **Reimagine Honest Alley**. This alley activation study has been made possible by the community's collaborative efforts to reimagine Honest Alley as an exceptionally designed public space for people including engagement with community members, elected officials, City staff, and the design team. The study is funded by the Atlanta Regional Commission (ARC) through the Livable Centers Initiative (LCI).

MAYOR & CITY COUNCIL

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ATLANTA REGIONAL COMMISSION

Antemil Jorkey, Planner

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Cover: Scenes from Honest Alley during CULTURA: Fiesta Latina

Inside Cover: Image of the historic marker at the Honest Alley entrance on S Chestnut Street. Note that the “white mansion” referred to in the marker’s text no longer exists. A boutique hotel is planned at its former location.

Left: Scenes from Honest Alley during CULTURA: Fiesta Latina. Photo Credit: Boon Vong

Next Page: Shoe Horn Alley at night. Photo Credit: City of Lawrenceville



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ABOUT THIS STUDY



Welcome to Downtown Lawrenceville

Lawrenceville is constantly investing in its downtown. The clean, consistent streetscapes and careful attention to the design of new buildings, as well as the renovation of older ones, has helped maintain its historic charm. Combined, E Crogan Street and E Pike Street provide the “Main Street” experience around the historic courthouse square that attracts residents and visitors alike. The Lawrenceville Lawn is a beacon for special events, while smaller public spaces, like Shoe Horn and Calaboose Alleys, make it easy to slip in between the cracks and discover gems of activity hidden around town. It is a place for people. Honest Alley will be the next vibrant patch on Downtown Lawrenceville’s fabric.

SHOE HORN ALLEY

CALABOOSE ALLEY

Gwinnett
Historic
Courthouse

S Perry St



4.

Old Buford Dr

1/8 Mile (2.5 Minute Walk)

E Pike St (GA 8)

Lawrenceville Arts Center

Aurora Theatre

City Parking Deck

USPS

E Crogan St (GA 8)

HONEST ALLEY

S Clayton St

Lawrenceville First Baptist Church

S Chestnut St

City Parking Deck

Jackson St

Old Shadowlawn Cemetery

Luckie St

Gwinnett County Bicentennial Plaza

Lawrenceville Lawn

DRAFT

About This Study

Page 66



WHERE THIS ALL STARTED

In 2021, the City of Lawrenceville adopted a five-year update to its Downtown Master Plan. Among many important goals the plan sets for Downtown Lawrenceville, it rightly prioritizes public space improvements that are supportive of other plan goals related to transportation and mobility, quality-of-life, and economic development. Honest Alley, and similar projects identified in the plan, are the result of this effort.

Honest Alley is an exciting opportunity to build upon the Downtown Lawrenceville experience. Thoughtfully designed, Honest Alley and other alleyways can provide intimate spaces for dining, small gatherings, or other special events without requiring the closing of other city streets, like Crogan and Pike, to traffic. These are “stumbled upon” spaces that add to downtown’s charm by providing something new to discover around every corner. Other cities in the region like Roswell with East Alley and Douglasville with O’Neal Plaza are powerful examples of the positive experience and benefits these spaces can provide.

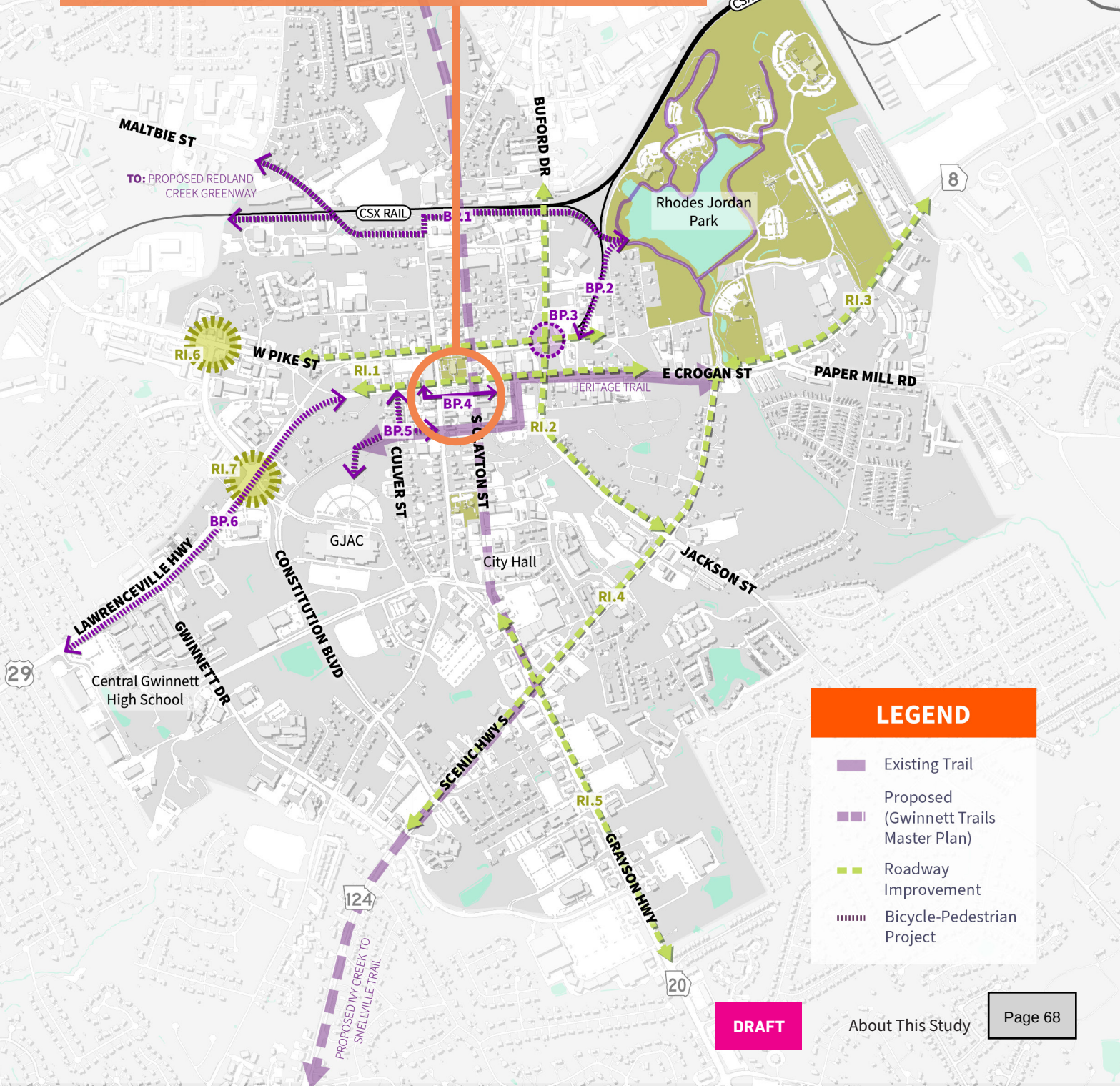
Reimagine Honest Alley is an activation study: an important first step towards designing Honest Alley as an exceptional public space for people. Through rich community and stakeholder engagement, it establishes the vision and goals for transforming the alley, balances the alley’s service functions with its role as a vibrant gathering space, and proposes an exciting design concept as a springboard for the upcoming design and construction process.



Above: Early conceptual rendering of Honest Alley and similar investments from Lawrenceville’s Downtown Master Plan (2021). **Photo Credit (Previous Page, Inset):** City of Lawrenceville

PROJECT RECOMMENDATION FROM THE DOWNTOWN MASTER PLAN: BP.4 ALLEY NETWORK EXTENSION AS A PEDESTRIAN ROUTE AS WELL AS A PLACEMAKING FEATURE

The activation of Honest Alley and a continuation of alleys to the west will provide an exclusive back of house pedestrian experience as well as a placemaking opportunity for outdoor cafes and public art. The alley network could become an integral part of the downtown fabric, adopting the existing historic character of downtown and creating additional social spaces for City-sponsored events. These alleys may include elements such as brick pavers, café lights, permanent planters, and murals created by local artists.

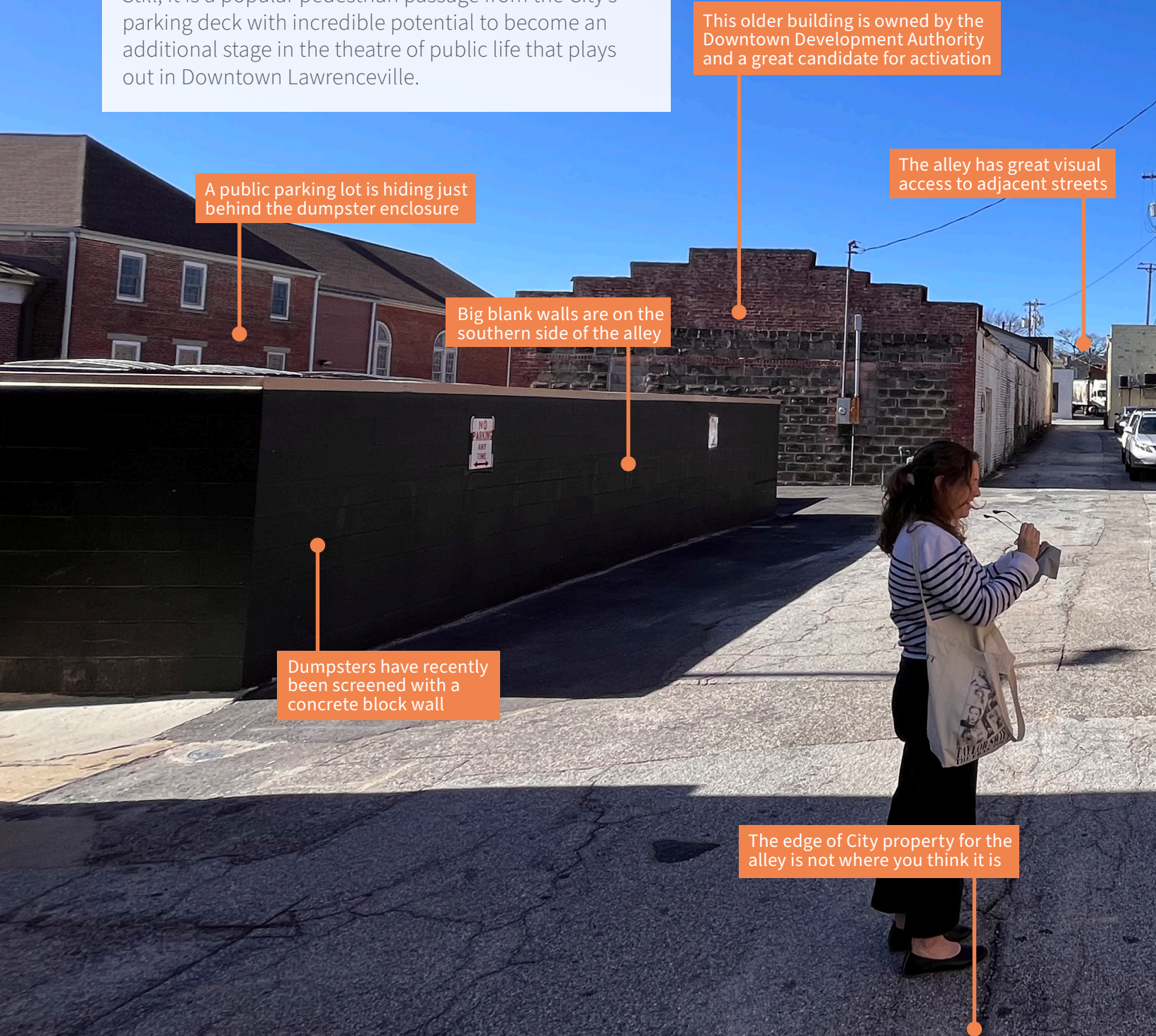


LEGEND

- Existing Trail
- - - Proposed (Gwinnett Trails Master Plan)
- - - Roadway Improvement
- Bicycle-Pedestrian Project

Transforming a Place for Service

Today, Honest Alley is a “back of house” space for many businesses that front E Crogan Street. Their backdoors open into a space inhabited by electrical lines, air conditioners, parking spaces, and a dumpster enclosure. Still, it is a popular pedestrian passage from the City’s parking deck with incredible potential to become an additional stage in the theatre of public life that plays out in Downtown Lawrenceville.



A public parking lot is hiding just behind the dumpster enclosure

Big blank walls are on the southern side of the alley

Dumpsters have recently been screened with a concrete block wall

This older building is owned by the Downtown Development Authority and a great candidate for activation

The alley has great visual access to adjacent streets

The edge of City property for the alley is not where you think it is



Utilities have become cluttered over time, are a visual detractor, and will need to be addressed

Most buildings have some type of rear access, some have even tried placing an active front on the alley

Edge conditions on private property vary greatly



2

A PLACE FOR PEOPLE

RECONSIDERING HONEST ALLEY

Today, Honest Alley is a place for the service functions of many adjacent downtown buildings and businesses. Transforming the alleyway into an exceptional space for people and activities involves tackling three main challenges.

TRADITIONAL ROLE OF ALLEYS

Historically, the function of alleys has been to focus service access—deliveries, utilities, and trash—to the rear of buildings where these activities do not interfere with the daily life that plays out on downtown’s public-facing streets. Downtown Lawrenceville’s alleys, including Honest Alley, still serve many of these functions. Where these activities take place will need careful planning and management to avoid unintentionally relocating them to other streets, which could detract from the physical improvements and overall experience that Lawrenceville has worked hard to cultivate.

DESIGNING PLACES FOR PEOPLE

The design and programming of Honest Alley, and future similar projects, will need to be developed in a way that complements and does not compete with the public life on other downtown streets. It is tempting to look to alleyways to overcome design and use limitations that may exist on downtown’s main streets that are classified as state routes. It is clear that Lawrenceville has been able to offer a true downtown experience in spite of these constraints. However, we have to be careful that the conversion of alleys into attractive public spaces for people does not transplant the heart of Downtown Lawrenceville’s activity away from where it is most desirable.

THE LIFE OF SMALL PUBLIC SPACES

Because the lines of public and private property are often tighter and become blurred in alleyways, it will be critical to discuss ownership of the new space and have a clear understanding of roles, rights, and responsibilities in terms of how the new public space can be used and how it should be managed and maintained. This study has initiated crucial conversations with adjacent property and business owners, and other major stakeholders, as well as the community at-large, to establish early support and partnerships towards making Honest Alley a reality. Together, we established six main goals to guide the creation of a vision and concept for transforming the alleyway.

Photo Credit (Previous Page): Boon Vong



GOALS FOR HONEST ALLEY

1. Balance service functions with public access and activation
2. Build in flexibility: adjacent businesses will interface with the alley in different ways and at different times
3. Go beyond safety: make it an inviting place to be discovered and celebrated
4. Connect with surrounding streets and make it a part of downtown
5. Make the alley an excellent canvas for public art
6. Make it look good!



The Transformation of Honest Alley for People

The vision for a transformed Honest Alley combines shared and dedicated spaces for pedestrians, balancing the need to maintain the alley's service functions for adjacent buildings. While the alley may operate primarily as a service space during daily hours, it can easily be closed to host special events or on nights and weekends to maximize its activation.



HONEST ALLEY REIMAGINED



ALLEYWAY SPACES

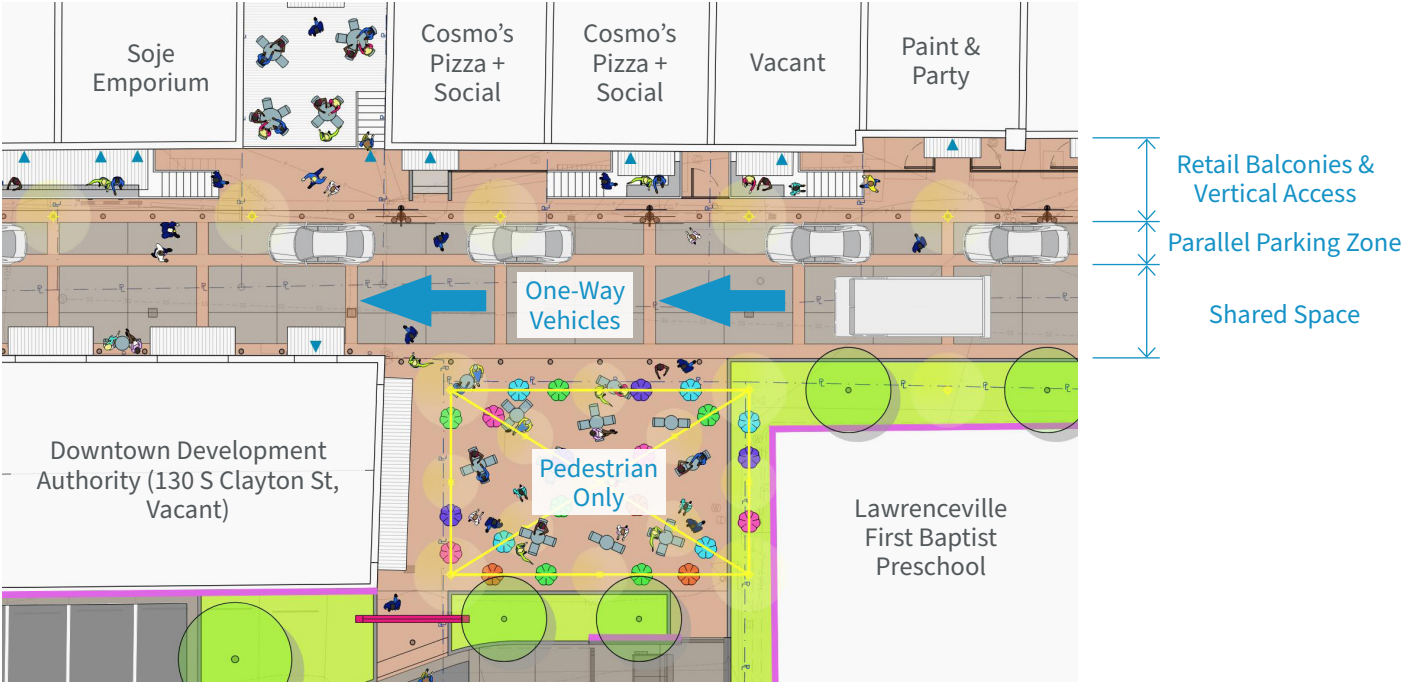
- | | |
|--|---|
| 1 Shared Space (One-way Vehicular Circulation) | 5 Sidewalk & Street Crossing Improvements |
| 2 Parallel Parking Zone (Normal Daytime Operation) | 6 Pedestrian Passage to Parking Lot |
| 3 Pedestrian-only Plaza | 7 Relocated Dumpster & Enclosure |
| 4 Main Alleyway Entries | 8 Retail Balconies & Vertical Access |

The design concept for Honest Alley considers the entire space of the alley: public property and private. Important details include how buildings front and access directly on the alleyway. The illustrative plan on this page shows Honest Alley closed to traffic during a special event or other pedestrian-only times. During normal daytime operation this becomes a shared space for both pedestrians and vehicles to move between S Clayton Street and S Chestnut Street.

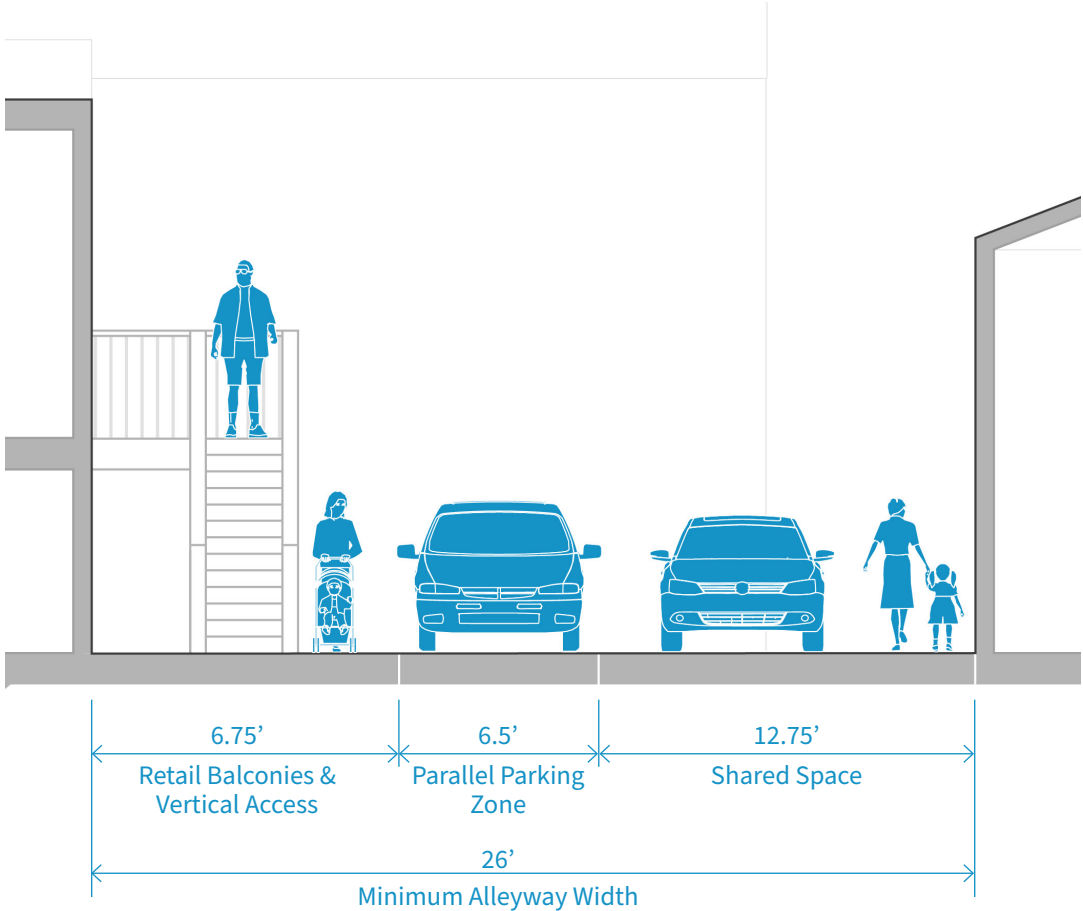


ALLEYWAY ELEMENTS

- | | | | |
|--|--|--|--|
| | Building Entry Awnings | | Potential Wall Mural Location (Public Art) |
| | Building Stairs & Utility Screen Walls | | Suspended Overhead Lighting (Public Art) |
| | Removable Bollards (Access Control) | | Landscape & Planting Areas |
| | Alley Entry Gateway (Public Art) | | Event Tents (Temporary) |



Alleyway Organization for Daily Operations



Typical Alleyway Cross Section

HOW IT WORKS

Balancing service functions with public access and activities is no small feat. During the study, the design team developed and presented a variety of concepts (see next section: “How We Got Here”) that tested different approaches to achieving this balance. Concepts that leaned towards creating large sections of pedestrian-only spaces presented challenges in terms of relocating 100% of the alley’s service functions. The final concept protects those functions for certain portions of the day, while at other times, the alley can be re-positioned as a pedestrian-only space entirely with collaboration from adjacent business owners.

This balance is achievable because Honest Alley has been designed as a “shared space.” Shared spaces take a holistic approach to how we use the public realm between buildings. They emphasize the social elements of streets as much as the mobility function, with a goal of creating a vibrant and safe space for people to move and gather. Shared spaces are not just streets to move through, they are destinations. Key features of shared spaces include desegregating roadway users by minimizing street markings and signage and using special pavement and materials to delineate different zones or functions within the space. In many ways, this is not significantly different from how Honest Alley functions today; we are simply being more intentional about it.

Honest Alley is typically 26 feet wide. That give us just enough space to provide a zone for wide balconies on buildings to accommodate vertical access and outdoor seating, a combined short-term parking and delivery zone, and a zone for shared passage of pedestrians and vehicles. Vehicular circulation is one-way through the space entering on S Chestnut Street, moving west through the alley, and exiting onto S Clayton Street. This minimizes the amount of space needed for vehicles and eliminates conflict points at both ends of the alley. It also accommodates the existing pick-up and drop-off operations for the nearby First Baptist Church Preschool while minimizing vehicular traffic into the alley.

A final special feature of the design is the relocation of the existing dumpsters and enclosure. The concept shows this relocated farther south into the adjacent parking lot in order to create a dedicated pedestrian-only plaza and alleyway entrance behind the currently vacant building located at 130 S Clayton Street. Rehabilitation or redevelopment of this building in a manner that places active frontage toward the alley will be critical to successful daily activation of this plaza and Honest Alley overall.

DESIGN ELEMENTS

Beyond the organizational approach to Honest Alley’s proposed design, several other elements play an important role in activating the alleyway. These will continue to be refined as the design for Honest Alley is further developed.

Materials

Visual cohesiveness is important for both the internal experience of Honest Alley as well as its relationship to other public spaces in downtown. Honest Alley’s primary hardscape materials of concrete paving accented by brick pavers is consistent with the material palette of downtown’s streetscapes as well as recent improvements to Shoe Horn Alley. Bands of brick paving help delineate the different functional zones in the alley while larger areas of this material define the plaza and other pedestrian-only spaces.

Landscape & Planting

Space for landscape and planting offer a softer, greener contrast to the hardscape areas that occupy the majority of space in Honest Alley’s design concept. They add to the alleyway’s overall aesthetic, screen larger walls that may not be suitable for public art, provide shade in certain areas, and can aid in the alley’s management of stormwater. This study did not include specifying plants; these selections should ultimately be centered around native species and consistent with the variety and species of plants found throughout downtown.

Lighting

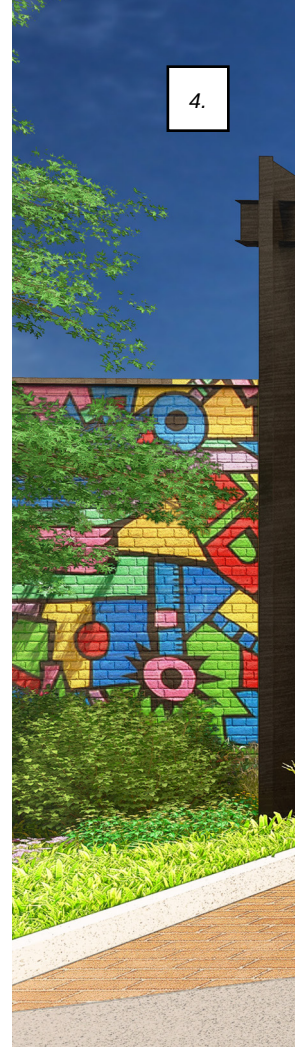
Lighting is designed at the human scale. This design concept illustrates opportunities for suspended lighting in addition to traditional lamp posts. Suspended lighting would be limited to alleyway entrances and the pedestrian plaza in order to maintain required access to existing overhead utilities. This assumption could be revisited should undergrounding alleyway utilities become a viable option (see “Utility Considerations” in “The Alley Ahead” section of this report for more information). Soft lighting throughout the space can create an inviting atmosphere and ensure all visitors are clearly visible.

Public Art

Blank building facades, alleyway entrances, the pedestrian plaza, and myriad other spaces within the concept design are all opportunities to introduce public art into Honest Alley. Public art, in its many manifestations, can be a powerful way to tell the story of the alley, allow community members to engage in the creation of the space, and aid in its activation. The murals shown in the concept renderings are placeholders and should be considered a starting point for exercising extreme imagination for the wide role that art can play in this space.

Above: Rendered view of the Honest Alley pedestrian-only plaza from the adjacent parking lot.

Below: Rendered view of the main entrance to Honest Alley from S Chestnut Street.





Opportunities for Public Art in the Alley

Murals are just the beginning for what is possible in Honest Alley. While the illustrative plan for Honest Alley identifies a handful of potential opportunities, it will be vital to include public art considerations during the coming design process. Public art should be considered integral to Honest Alley's final design, not something added to it after the fact. Types of installations, installation processes, materials, and long-term care are just a few elements that should be considered in tandem with the overall design for the alley. This will require close collaboration between the City, arts organizations, artists, and community members.

Thankfully, Honest Alley has a built-in champion and resource for public art: the Lawrenceville Arts Commission (LAC). The LAC was organized in 2019 and launched in 2020 to promote the expansion, education, and enhancement of public art in the City of Lawrenceville (source: Lawrenceville Arts Commission). Its mission is to emphasize the role of the arts in the cultural enrichment and aesthetic quality of Lawrenceville's physical environment, the mental wellbeing of city residents, and the community heritage, character, and identity of the city as a livable, sustainable, vibrant hub for the arts and artists. Art installations across the city are a testament to the success the Art Commission is having in working towards its mission. They have been an active partner in the completion of this study including the activation of Honest Alley during CULTURA: Fiesta Latina. Their access to the arts community and experience, overall resources, and documentation of processes must be a part of Honest Alley's on-going design process.

Photo Credit: Alaina Tullis, City of Lawrenceville

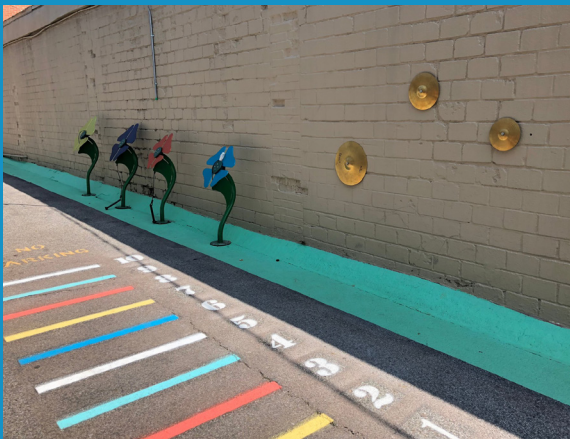
EXAMPLES OF PUBLIC ART OPPORTUNITIES



Monumental Signage
Graham, NC



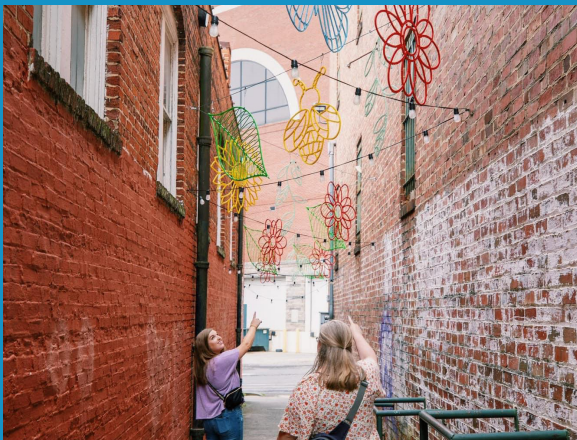
Gateway Signage
Lawrenceville, GA



Wall Mounted Sculpture
Monroe, GA



Custom Seating
Vancouver, BC



Suspended Sculpture
Rome, GA



Asphalt Art
Milwaukee, WI

CASE STUDY PROJECTS

Honest Alley will be a special place in Lawrenceville, however it will not be the first of its kind as far as alleyway transformations go. Thankfully, there are a number of precedent projects from which to draw inspiration for the function and feel of Honest Alley. These three case studies were referenced the most throughout the study's process.

WALL STREET

Spartanburg, SC

The Wall Street alleyway has defined zones for outdoor cafe seating and pedestrian and bicycle circulation between two major streets on either side of the block. Bicycle parking is located at either end. Motorized vehicles are not permitted in the space. This case study was most liked for the “completeness” of the alleyway experience from building face to building face.

Photo Credit (Top): Toole Design

EAST ALLEY

Roswell, GA

East Alley in Roswell provides both dedicated spaces for pedestrians and accommodates the daily need for service access and deliveries. A portion of the alley is easily adapted to serve as a venue for festival-style events. This case study was popular for its flexible function and the manner in which it clearly organized places for utilities into the design.

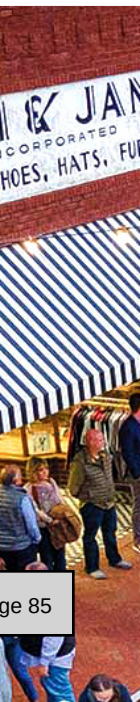
Photo Credit (Middle): Gresham Smith

TRADE STREET

Greer, SC

It is not an alleyway, yet Trade Street is a great example of a flexible public space. This flush street has dedicated spaces for the vehicular roadway, on-street parking, and pedestrians that are clearly defined by the selection and use of materials. The street can easily be closed and used as space for special community events.

Photo Credit (Bottom): Steven Owens







3

HOW WE GOT HERE

ENGAGEMENT IN DESIGN

People are passionate about public spaces. We all interact with and use them in our own unique way. That can make meeting everyone’s expectations on a new design for an existing space an incredibly challenging task. The most beloved public spaces are those that are shaped by the thoughts and ideas of the people who are expected to use them the most. The study’s process was designed to ensure that community engagement had a clear impact on the design of Honest Alley. That process is outlined here while the specific decisions and feedback that informed the design concept for Honest Alley are detailed on the following pages.

**POP-UP 1:
BIG IDEAS!**
LIVE in the DTL
May 17, 2024



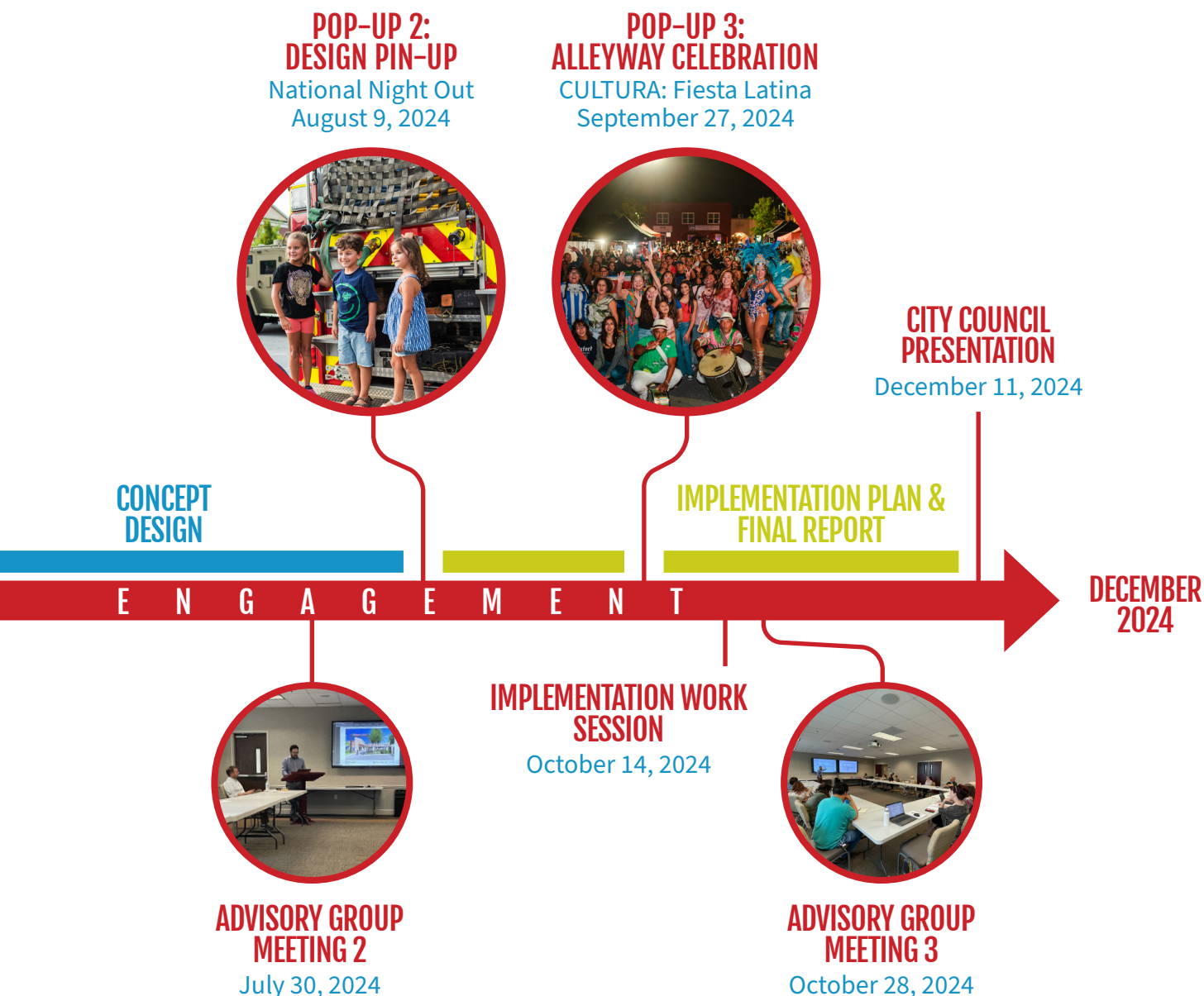
THE PROCESS

Community Engagement

More than just looking for comments on an alleyway design, engagement is an opportunity to meet the people of Lawrenceville and gain their perspectives on the place in which they live. This work included meeting regularly with the Project Advisory Group and adjacent business and property owners. The larger community was engaged at three pop-up activities at different community events culminating in a block-party celebration to get the final concept off paper and into Honest Alley for a brief time.

Existing Conditions

This is where we did our homework on Honest Alley and Downtown Lawrenceville. This included review of a traffic study and a topographic/utility survey of the alleyway already completed by the City of Lawrenceville. These items are critically important to the development of different designs to further enhance the alley into a vibrant public space.



Concept Design

Based on themes from early community engagement, the design team created four alternative design concepts for Honest Alley. All of these approached meeting the community’s goals for the alleyway in different ways. The second pop-up activity and an online survey helped us select and refine a preferred design.

Implementation Plan & Final Report

Findings from the analysis, input from the community, and the preferred design are documented in this final report. The report has been designed to maintain excitement and enthusiasm for the transformation of Honest Alley and contains vital information on the path forward. The included Implementation Plan was developed in close collaboration with multiple City departments and the Project Advisory Group.

THE BIG EVENTS

Rather than big public meetings or open houses to engage the larger community, this process focused on creating pop-up activities at existing public events. Engagement in this style allowed us to meet people where they were already going, including Honest Alley itself, and let people become a meaningful part of the design process. We hosted three pop-up activities at key points in the study's decision-making process.

POP-UP 1: BIG IDEAS!

LIVE in the DTL on May 17, 2024

It was a combination of rain, laser show, live music, and community engagement. We hosted the study's first pop-up at this season's kick-off of LIVE in the DTL: a concert series hosted on the Lawrenceville Lawn every summer. While listening to Interstellar Echoes (a Pink Floyd tribute band), community members used different sized tiles featuring public space activities and elements to build their own version of Honest Alley and speak with the design team about their thoughts, ideas, and concerns for the alley becoming a vibrant public space.

POP-UP 2: DESIGN PIN-UP

National Night Out on August 9, 2024

This was the study's first reveal on bold visions for Honest Alley as a public space for people. At the second pop-up at National Night Out, the City and design team unveiled four design concepts for Honest Alley. The design concepts presented different approaches responding to the study's goals as well as community feedback from the first pop-up activity in May. Community members met with us to discuss the differences and trade-offs of each concept and shared their direct feedback via an online survey.

POP-UP 3: ALLEYWAY CELEBRATION

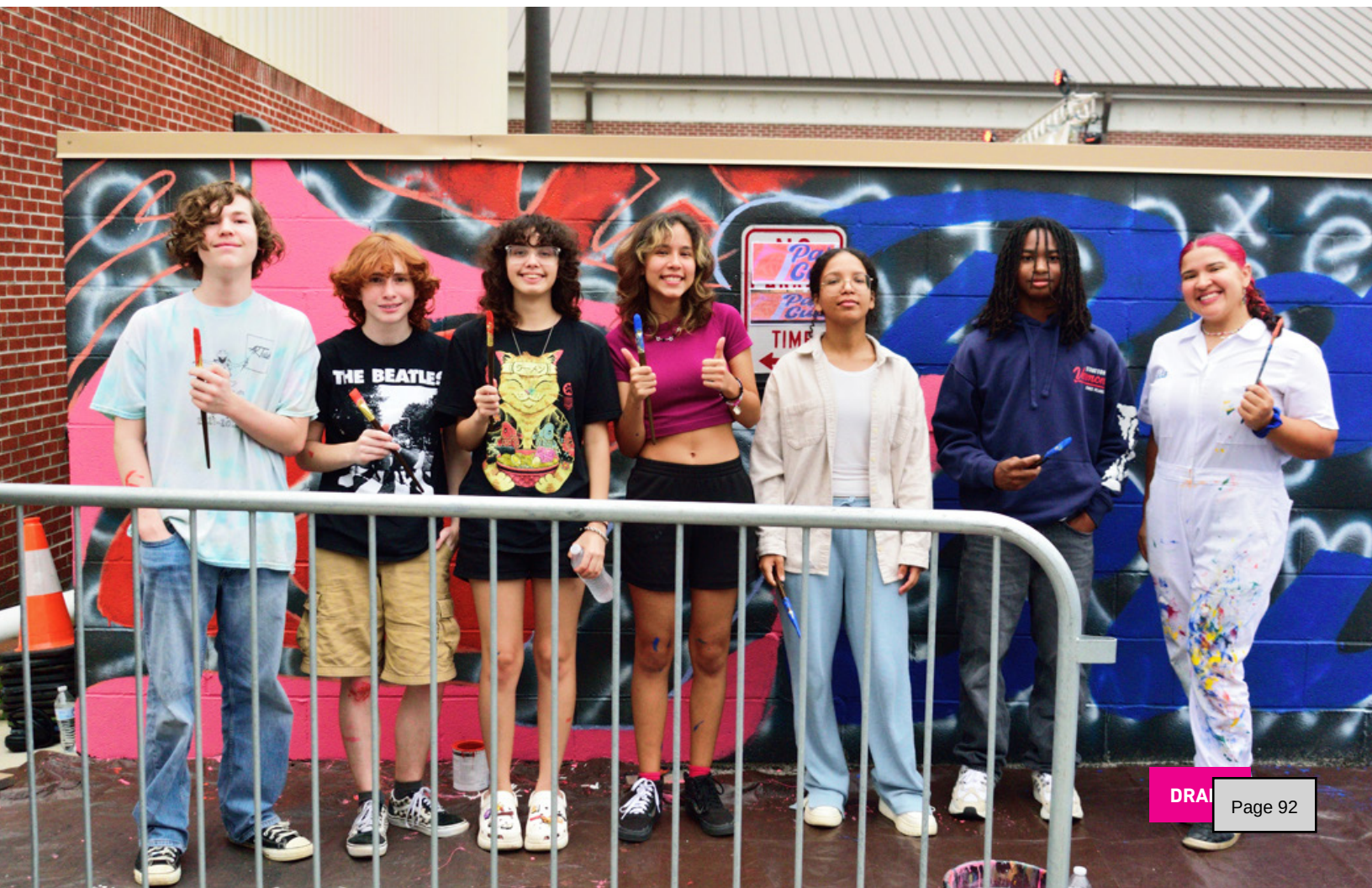
CULTURA: Fiesta Latina on September 27, 2024

The show must go on! Despite Hurricane Helene passing through northern Georgia that same morning, Lawrenceville's third annual celebration of the diversity of Latin culture through live music, street performances, food, art, and more would not be deterred. The event packed Honest Alley and the surrounding area with people and activities offering a glimpse into the alley's future as an inviting and welcoming public space. It was also an opportunity for the City and design team to share the study's preferred concept for Honest Alley informed by the community's survey responses.

Top Left: Officers from the Lawrenceville Police Department share their ideas for Honest Alley at the first pop-up activity.

Top Right: Community members discuss design concepts with City staff during National Night Out.

Bottom: Fresh artwork in the alley with help from young artists during CULTURA: Fiesta Latina. **Photo Credit:** Boon Vong



The Big Ideas

Community members used a game board and pieces to make their vision for Honest Alley come to life. These are the six major themes from the first pop-up activity that got us started. They helped create the study's goals and were instrumental in developing the four different design concepts that were presented back to the community at the second pop-up event.

“Create a new front door for businesses knowing that some will do this sooner than others.”

The desire for adjacent businesses to have a front door on Honest Alley was mentioned by business owners and the public as a priority. But this will not happen overnight. For some owners, this change cannot happen soon enough. They are ready to be early adopters of a new Honest Alley. Others will need a little more time to come to the same conclusion.

“Connect the alley with surrounding streets: make it a safe, inviting space.”

There is a desire for streets and alleys that create connections to one another, especially for pedestrians. At a bare, minimum these should be safe spaces. They should go beyond the bare minimum and provide cues that these are welcoming spaces for all people.

“Find the right balance for daily activities and special events that still accommodates the service needs of adjacent businesses.”

Community members understand that healthy businesses need to have their service needs met, that service functions for adjacent businesses have to happen somewhere, and that somewhere should not be downtown’s main streets. The public wants an Honest Alley that can still serve this purpose but offers times and spaces where pedestrian-only activities can take place.

“Whatever you do, make it look good.”

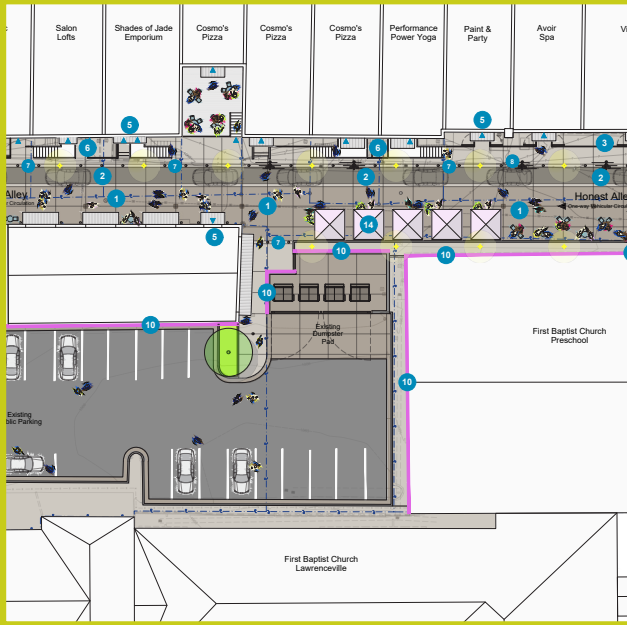
Do not forget the most obvious. Honest Alley could do a lot of things, but if it does not look and feel like a great space, then it probably will not be used. Basic design features considered in combination with opportunities for public art can all contribute to Honest Alley’s experience. Creative outdoor seating, umbrellas that span above the alley, asphalt art, and wall art are some of the artistic opportunities specifically mentioned by community members.

THE FOUR CONCEPTS

The community's big ideas helped the design team to develop four very different takes on a potential future Honest Alley. Each of these balanced the big ideas in different ways and included changing some underlying assumption about the existing conditions in the alleyway. These included shifting the dumpster enclosure further south into the adjacent parking lot or rerouting vehicular circulation in order to create protected spaces for everyday activities.

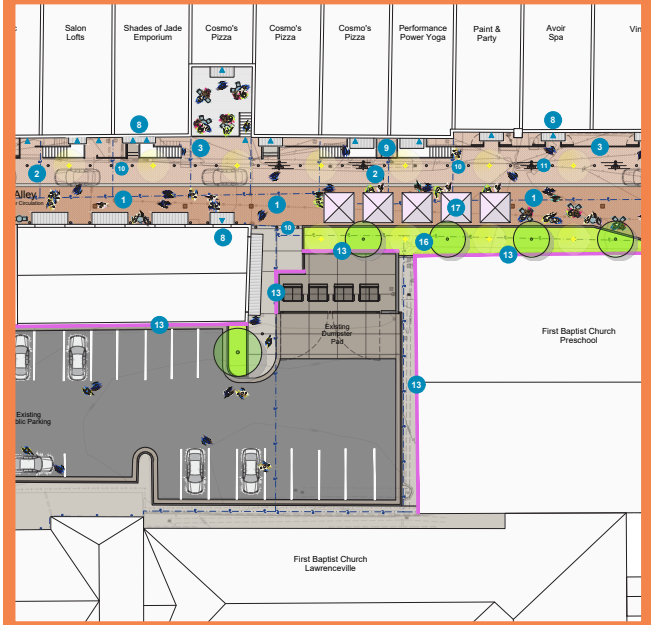
CONCEPT 1A

The alleyway is redesigned as a shared space for both vehicles and pedestrians with vehicular circulation being limited one-way, east to west. Special activities and events would be limited to special times when the alley is closed to vehicles. This is the bare bones approach that minimizes potential changes to Honest Alley.



CONCEPT 1B

Virtually identical to Concept 1A in terms of performance, but with added planted and landscape areas that define boundaries along some of the alley's edges and could be used to assist in stormwater management in addition to the overall aesthetic value they would provide.

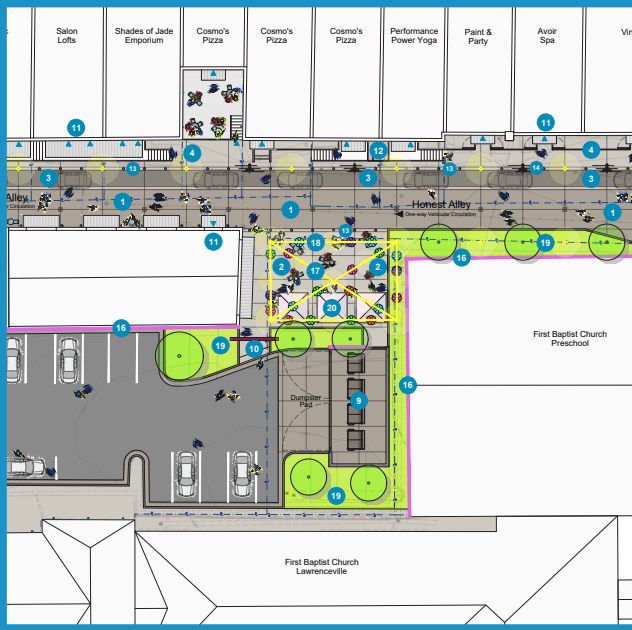


- Protects Existing Service Functions As-is
- Shared Vehicular and Pedestrian Circulation
- Minimizes Dedicated Space for Daily Activation (Activation is After Hours or Special Event Only)

THE TRADE-OFFS

CONCEPT 2

Similar to Concept 1B, this concept shares vehicular and pedestrian circulation through the main portion of the alleyway with the added landscape areas. However, this concept proposes shifting the existing dumpster enclosure to the south to create a pedestrian-only plaza that would be accessible every day.



CONCEPT 3

A massive departure, this concept proposes shifting the existing dumpster enclosure to route vehicular circulation from S Chestnut Street out through the adjacent parking lot onto S Clayton Street. This would allow the entire western portion of Honest Alley to be converted to a pedestrian-only plaza but limit service functions to businesses in this area.



- Minimizes Existing Service Functions
- Pedestrian Only Circulation (Service Functions & Deliveries During Specified Timeframes)
- Maximizes Dedicated Space to Daily Activation



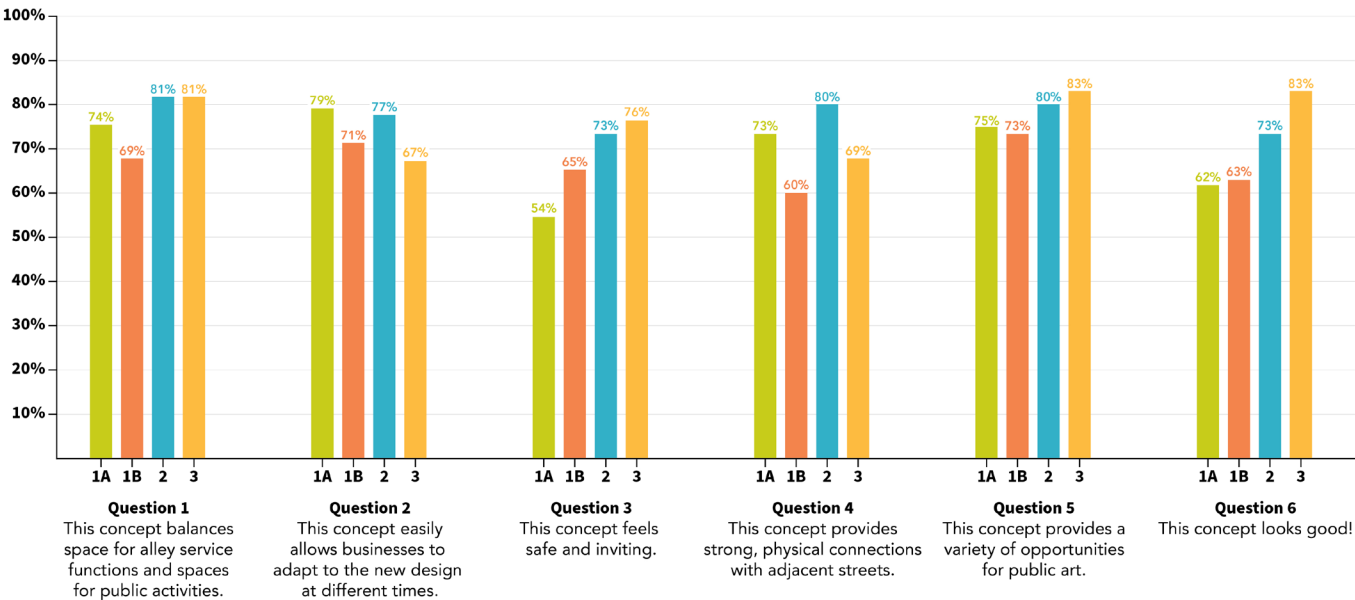
WHAT PEOPLE SAID

Following the second pop-up and release of the four design concepts, we opened a survey for community members to provide feedback on each concept as well as vote for their favorite. 200 people responded over a three-week period. The majority of responses expressed enthusiasm for the project overall and helped paint a picture of which concepts did the best job of accomplishing each of the six goals for Honest Alley. Design Concept 2, the shared alley with the dedicated pedestrian plaza, edged Design Concept 3 as the preferred concept. In addition to quantitative feedback, respondents also shared a number of ideas for making the preferred concept even better. The most common ideas included:

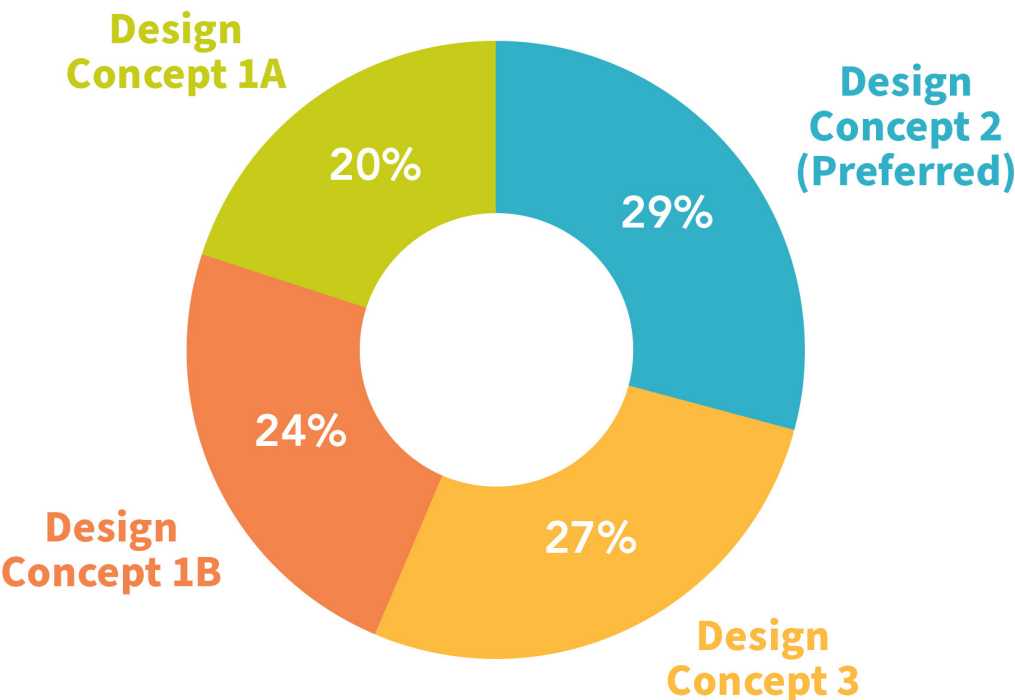
- Include bike racks/bicycle parking
- Add more “greenery” (planting/landscape areas)
- Keep the space for festival tents from Concept 1B
- Add the brick pavers from Concept 1B
- Include the retail balcony from Concept 3
- Move the dumpsters farther south to increase the size of the plaza/pedestrian-only space
- Add a grocery store or farmers market
- Restrict vehicular access to designated hours

Above: Pop-up Activity during CULTURA: Fiesta Latina 2024 . **Photo Credit:** Boon Vong

Does the design concept align with the project goals?



Do you have a favorite design concept?



THE PREFERRED CONCEPT

The Preferred Concept, as fully presented in the previous section, is an iteration of Design Concept 2 refined to incorporate community feedback as well as additional feedback from the Project Advisory Group. It is an exciting, detailed vision for the exceptional place Honest Alley can become, however it is far from a finished product. Every great design evolves from a thoughtful concept as a starting point. Finding that starting point was the purpose of this study and where it concludes. We are not starting construction tomorrow. What lies ahead is the development of that design and its detailing for construction to take place. Each of these design phases will dig more deeply into Honest Alley's details and make decisions about its future that are presented, but not finalized, in this study. The next section outlines many of these important decisions and discusses the next crucial steps in the alleyway ahead.

Opposite: Rendered view of the main entrance to Honest Alley from S Clayton Street.



Honest Alley





4

THE ALLEY AHEAD

FROM STUDY TO REALITY

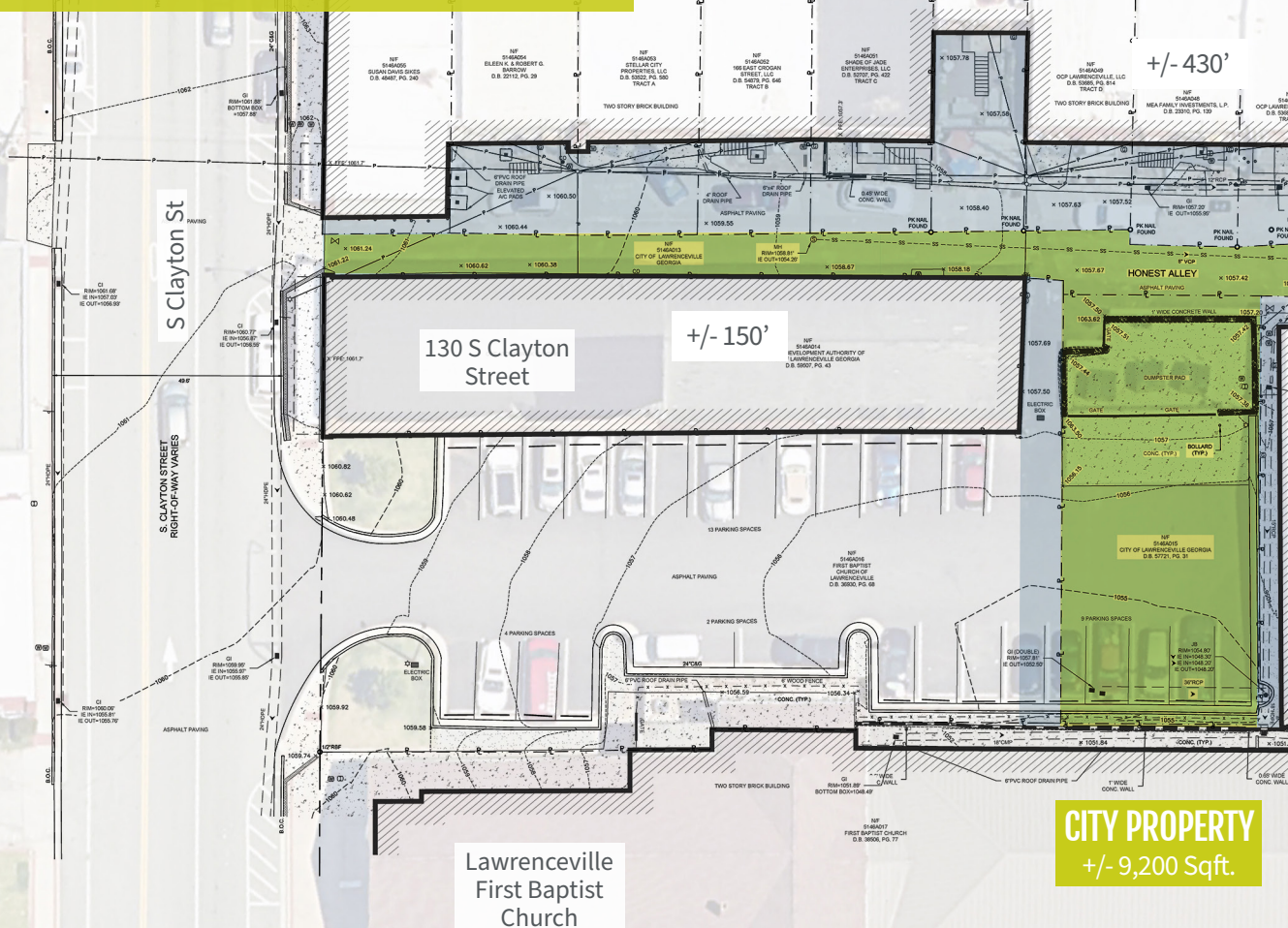
The *Honest Alley Activation Study* is a critical step in taking a big idea for Honest Alley from the Downtown Master Plan and putting the alleyway on a pathway for transformation into an exceptional public space for people. This study process, and its final report, are only the beginning; the process must continue into final design and construction of the reimaged alleyway. While completing this study is important and necessary, implementation of the preferred design concept and associated recommendations identified in this report are the real desired outcomes. To this end, a framework for implementation has been devised and is presented on the pages that follow. This implementation strategy discusses the following key items:

- **Property Approaches:** how can Honest Alley be implemented on private property?
- **Vehicular Circulation:** what did a traffic study have to say about the alleyway?
- **Utility Considerations:** is everything going underground or are there other options?
- **Cost Scenarios:** how much is Honest Alley going to cost and who pays for it?
- **Funding & Timeline Considerations:** where will the money come from and how long will it take to complete?
- **Who Does What?:** what are the short and long-term roles and responsibilities?
- **100-Day Action Plan:** what are the most important next steps?

Opposite: The Project Advisory Group Kickoff Meeting on May 7, 2024.

Previous Page: Scenes from CULTURA: Fiesta Latina 2024 . **Photo Credit:** Boon Vong







PRIVATE PROPERTY APPROACHES

A key theme from stakeholders and community members alike has been to consider the design of Honest Alley as a complete space, meaning that the design and experience should not be limited to the space between the property lines of what the City owns. There are three primary approaches to guide collaboration between the City and private property owners on implementing the design for Honest Alley in areas that are private property. The main differences between each approach are the give-and-take between who retains control of the private property, the timeline and completeness of implementation, and the responsibility of cost for improvements to Honest Alley.

Approach 1: Keep It As-is

This is the simplest approach on the surface: keep the City-owned property and private property lines as they are. Private property owners would retain complete control of their property but bear the responsibility and cost of implementing the portions of the design of Honest Alley that fall within their property lines. In this approach, implementation will happen incrementally, property by property, and will likely have the longest timeline to completion as a result. The design of the physical edge along City-owned property will be a critical component, and a clear set of design guidelines or standards will need to govern the implementation of the alley's design on private property to minimize variability as much as possible. Although this is a feasible approach, it is the one least likely to deliver a "complete" Honest Alley in terms of finished construction and experience.

Approach 2: Establish Easements

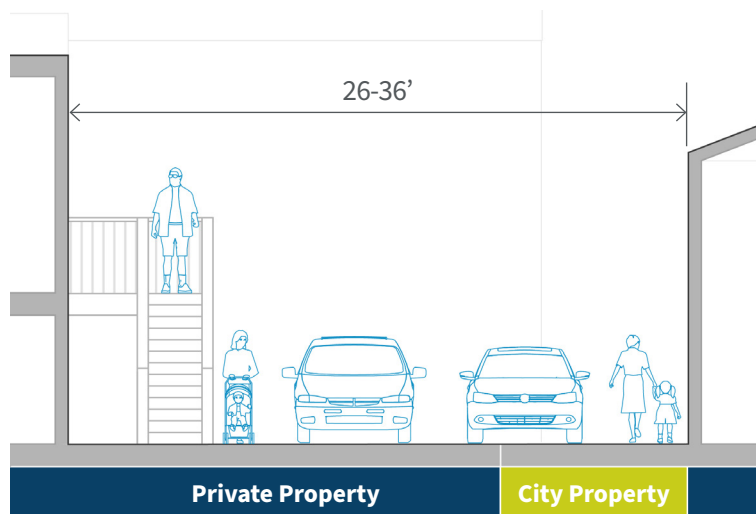
An easement is a legal right that allows a person or entity to utilize a section of another's property for a defined purpose. With this approach, each private property owner would contract with the City an easement for construction and operation of Honest Alley. These contracts lay out specifically where the easement is located and how it can be used.

These easements can be either temporary or permanent. Temporary, or construction, easements are often used to grant someone access to make property improvements and are extinguished at the conclusion of construction. Permanent easements can be used to guarantee public access to the property as if it were publicly owned. Long-term maintenance responsibilities can also be specified. Properties may have temporary easements and permanent easements dependent on the impacts during construction and the maintenance after.

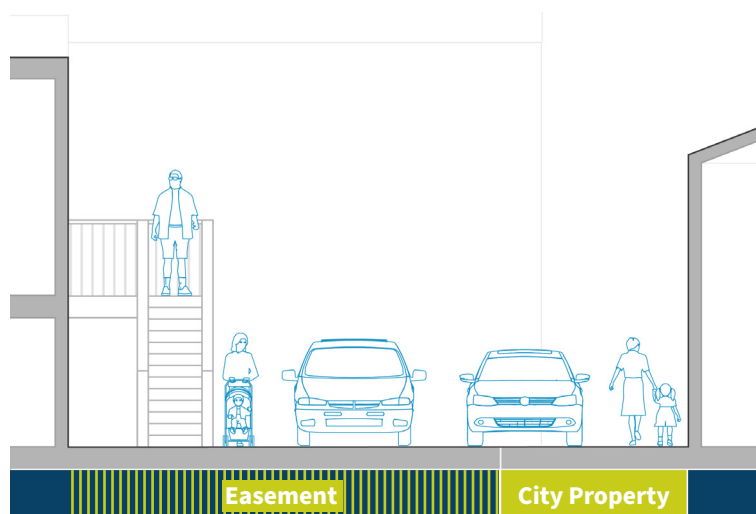
With easements, private property is retained by the private property owner though the right to use the property may be limited depending on the specific terms of the easement. The advantage is that the City would have control over final construction, bear the majority of construction costs, and protect public access to the alleyway. The City would negotiate with private property owners for the easements for just and adequate compensation. Private properties should realize the inherent value of the improvements that would be made to their properties. This approach is a great candidate for delivering an Honest Alley that is completed in one phase and ready to be completely open on day one.

Approach 3: Public Acquisition

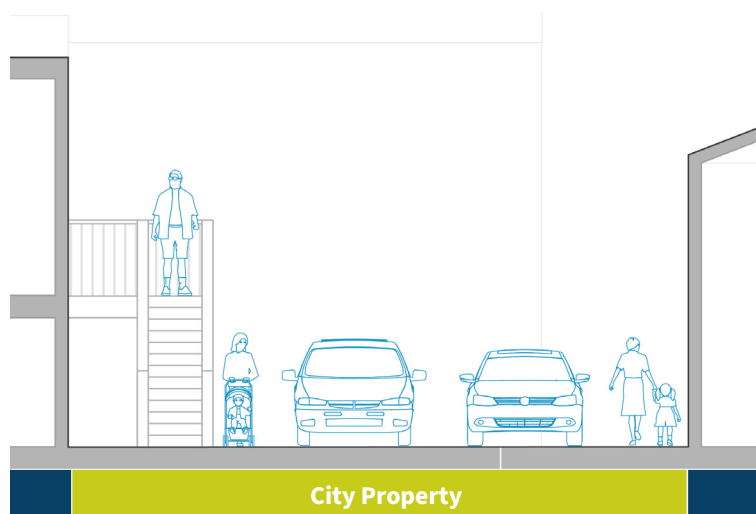
In this approach, the City would acquire all of the undeveloped private property within Honest Alley from each property owner. The City would pay each property owner fair market value for each piece of property acquired. Private property owners would give up any and all future rights to these properties whereas the City would have complete control to construct all improvements to Honest Alley in one phase, guarantee public access and use in perpetuity, and be responsible for all associated long-term maintenance and operation of the alleyway as a true public space. This approach is also a strong candidate if a cohesive, finished Honest Alley is the desired outcome, though the acquisition process and cost could potentially extend the implementation timeline relative to the second approach. Additionally, specific responsibilities and control at the edge of the City-owned property (likely the face of buildings) would need to be carefully considered and established.



Approach 1



Approach 2



Approach 3

- Individual property rights and control are most protected
- More costs deferred to individual property owners and businesses
- Incremental implementation; longest timeline to completion
- Highest potential for variability in finished alleyway



- City has primary control over the alleyway
- City bears most construction costs
- Comprehensive implementation; shorter timeline to completion
- Lowest potential for variability in finished alleyway

CONTINUITY VS. VARIABILITY

One of the most prominent themes from engagement has been to design Honest Alley as a continuous space for a complete experience regardless of property ownership. That doesn't mean that there are no opportunities for variability which can provide welcome contrasts within the experience of a space. It does mean we need to think critically about how, where, and when this happens especially understanding that a significant portion of the alley falls on private property. Here are two lessons-learned from the case study projects that are helpful when considering one private property approach over another.



East Alley, Roswell, GA

Photo Credit: Google Maps

Similar to Honest Alley, the north-south running portion of East Alley in Roswell has many backyards of properties that abut the alleyway. In this design, the materials establish the circulation space of the alleyway as the continuous space which includes a granite curb that clearly defines the alley's edge. The design of each private property then varies freely. This illustrates a potential outcome of following Private Property Approach 1.



Wall Street, Spartanburg, SC

Photo Credit: Toole Design

On Wall Street, the materials and the zones of the alley they define cover the entire alleyway from face of one building to another. Hardscape materials, site lighting, and planting reinforce the continuity of the alleyway whereas subtle differences in the adjacent buildings' architecture provide a backdrop of variety. This illustrates a potential outcome of following Private Property Approaches 2 and 3.



PRIVATE DESIGN GUIDANCE

Honest Alley’s buildings will have a tremendous impact both on the “look and feel” as well as the daily activation of the alley. These buildings have had a long presence in Downtown Lawrenceville and have undergone many rounds of reuse and refit: previous openings (doors and windows) have been bricked-in and some brick buildings now feature a stucco covering original brick among many other changes. In addition to potentially re-orienting internal layouts to provide better access and activation to the alley, the facades of these buildings will need to receive the same care and consideration as their “main street” facing counterparts. Restoration of original materials, re-opening doors and windows, and consolidation of private utilities are good places to begin when considering improvements to the backs of these buildings. All improvements should comply with the regulations for the Central General Business (BGC) zoning district in which these properties sit including the Non-residential Minimum Design Standards found in Article 6 of the City’s zoning ordinance. These buildings are also eligible to participate in the City’s Façade Grant Program which currently reimburses half the cost of façade improvements up to \$2,500 per grant.

Above: Rear building facades along Honest Alley today.

VEHICULAR CIRCULATION

The *Honest Alley Activation Study* builds on the findings and recommendations presented in a traffic and pedestrian study conducted in March 2024. The purpose of that study was to analyze vehicular and pedestrian traffic along Honest Alley between S Chestnut Street and S Clayton Street, including traffic volumes, accident history, traffic patterns, and impact on adjacent roads. Counts and observations provided the following key findings:

- The alleyway is already used as a shared space by pedestrians, bicyclists, and vehicles.
- Among its many uses, the alleyway partially serves the pick-up/drop-off of students at the Lawrenceville First Baptist Preschool.
- The alleyway narrows to 10 feet wide on either end which does not accommodate two-way traffic flow.
- The flow of vehicular traffic is primarily westbound, influenced by the busier times during pick-up/drop-off for the preschool.
- Pedestrians are primarily coming to/from the parking garage and retail shops; the alley is also a cut-through for students.
- Only one vehicular crash in a period from 2018-2022 involved Honest Alley directly: a truck turning right into the alley from S Clayton Street hit the overhang of an adjacent building.

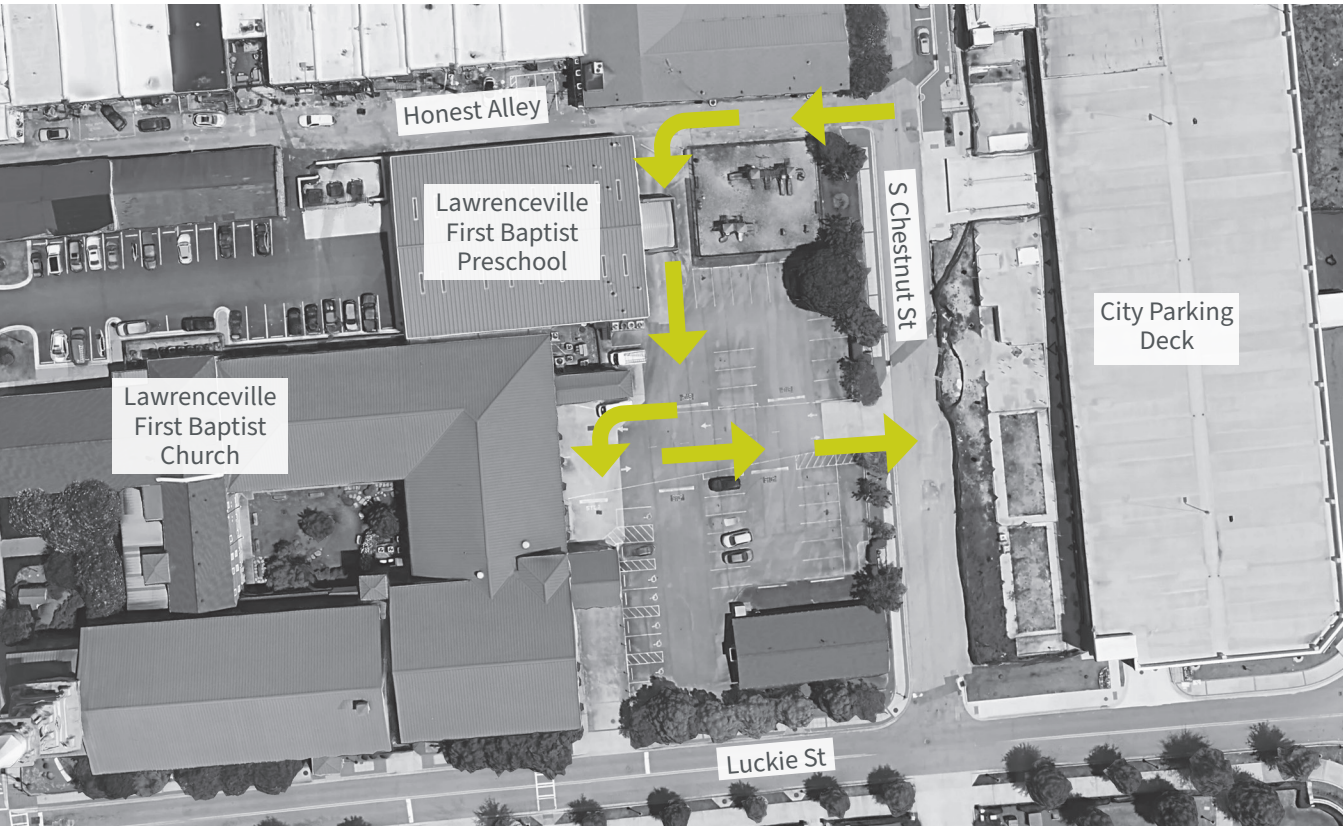
The following are key recommendations from the traffic study that are supported by the preferred design concept:

- Extend the 5-foot sidewalk on Honest Alley from S Chestnut Street up to the Lawrenceville First Baptist Preschool entrance. *The preferred design concept shows this as a clearly delineated and defined shared space.*
- Establish a No Parking Zone along the southern side of Honest Alley between S

Chestnut Street and S Clayton Street. *No parking is located on the southern side of the alley in the preferred design concept. This area is designed as clearly defined shared space.*

- Create parallel parking along the northern side of Honest Alley where the roadway widens to 20 – 24 feet. Employee parking signs should be installed in this area. *The preferred design concept includes a parallel parking zone on the northern side of the alleyway.*
- Establish one-way traffic flow. One option is to install a One-Way/R6-2R sign at the entrance of S Chestnut Street and a Do Not Enter/R5-1 sign at S Clayton Street. One-way pavement markings should also be considered, along with a crosswalk across Honest Alley at the intersection of S Chestnut Street. *The preferred design concept has been designed for one-way vehicular movement in the manner recommended. Specific markings and signage will be determined in final design.*
- Install Share the Road signs at intervals along Honest Alley. *Specific markings and signage will be determined in final design.*
- Install guided School Pick-Up/Drop-Off Signs. *Specific markings and signage will be determined in final design.*





Traffic Circulation for Lawrenceville First Baptist Preschool Pick-up & Drop-off



Crashes from 2018-2022

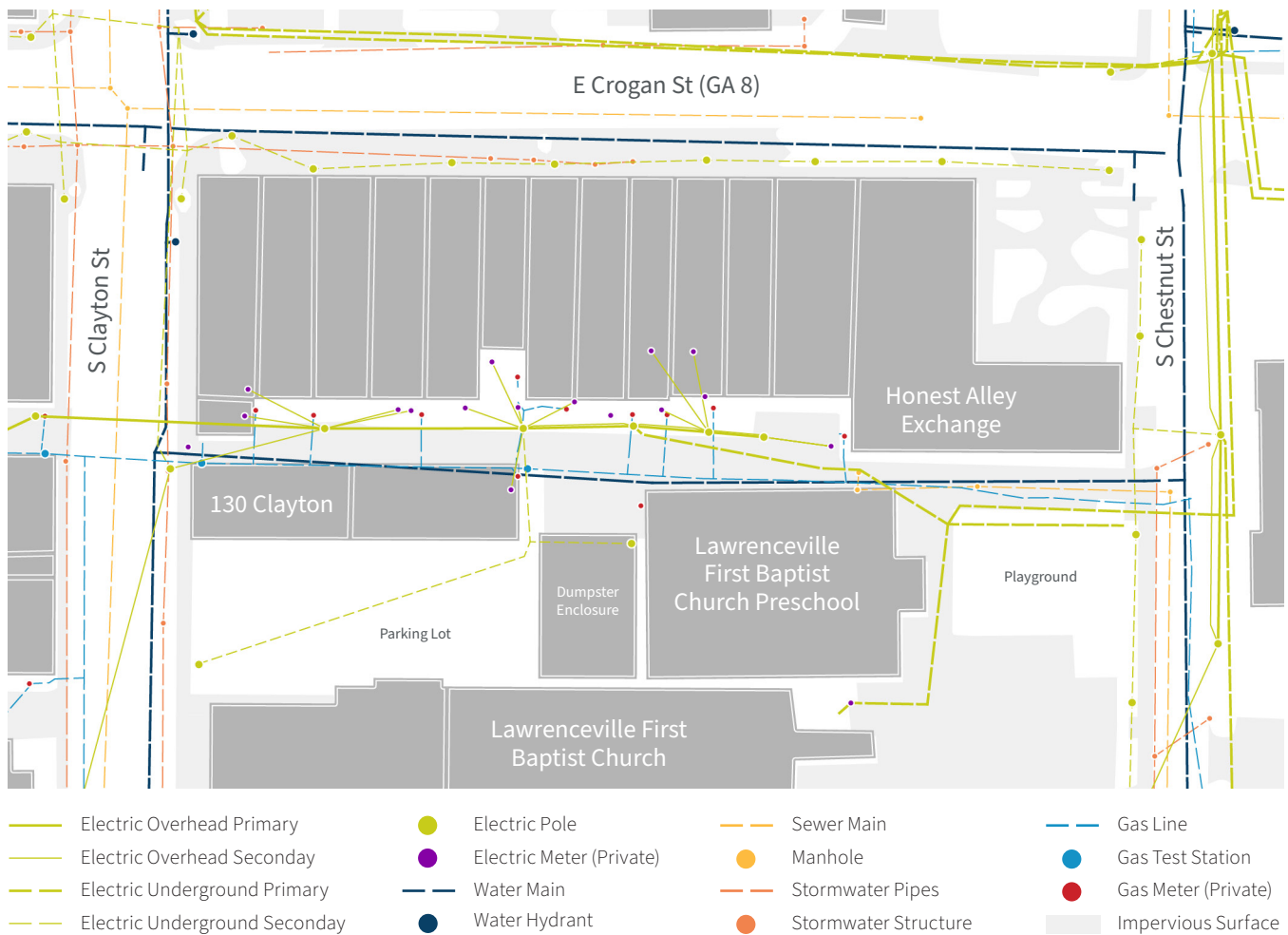
Consolidate private utility connections where possible

Consolidate utility poles and remove where possible

Ensure meters and other service points are accessible

Relocate AC units to roof (preferred) or screened under stairways

Above & Below: Utility conditions and locations in Honest Alley



UTILITY CONSIDERATIONS

It is hard not to notice the presence of the various overhead utility lines throughout Honest Alley. The visible utilities include overhead power and telecommunications lines as well as the connections, meters, and HVAC units that dot the backs of buildings. Below the alley's surface lie water, sewer, and gas lines. How these utilities are handled will be an important factor in the final design, cost, construction, and experience of Honest Alley. Potential approaches to minimizing the visual impact of utilities in Honest Alley was a subject of frequent discussion throughout the process. These ranged from consolidating utility equipment to undergrounding all utilities. While these approaches will involve future coordination with private utility providers, the City of Lawrenceville is fortunate in that it operates its own electric department which helped complete an initial assessment of various approaches, including potential cost, for handling the alley's electrical utility components as detailed below.

OPTION 1: STAY OVERHEAD

Potential Cost: \$80,000

This approach involves reworking the existing overhead electric lines by changing out the existing poles and cleaning up the clutter as much as possible. It may be possible to eliminate one of the transformer banks. This would also replace the existing service wire to each meter location. There may be extra costs with the entrance cables needing to be replaced if they are weathered or damaged. These are owned by the property owner, not by the City.

OPTION 2: PARTIAL UNDERGROUND

Potential Cost: \$255,000

This approach involves undergrounding the primary electric line but keeping individual building connections above ground, minimizing the costs that would be borne by adjacent owners. It would require the placement of four pad mount transformers in the alleyway and three ductile iron poles. The underground primary would be run from transformer to transformer, and the underground services would run from the transformers up the ductile iron poles to feed the overhead services. By doing this it would eliminate the existing overhead primary poles and provide a cleaner appearance. This approach would also include replacing the existing service wire to each meter location. There may be some extra costs with the entrance cables needing to be replaced if they are weathered or damaged; these are owned by the property owner, not by the City.

OPTION 3: FULL UNDERGROUND

Potential Cost: \$750,000-\$1,000,000

This approach places all electrical service underground. Like the second approach, it would involve setting the same four pad mount transformers in the alleyway, but it would eliminate the overhead services and poles. This would require a minimum of 25 trenches, at a minimum of 48 inches deep, dug from each transformer location to each meter base; Honest Alley would basically have to be trenched from one end to the other. This option would require the meter points to be converted from overhead feeds to underground feeds, and the outside metering equipment would have to be replaced. There are 20 meter locations in total. At a minimum, the cost for each meter location would be \$20,000 but could be as high as \$40,000 each depending on each meter's specific condition. As a part of this process, adjacent owners and tenants would be responsible for bringing any outstanding electrical issues up to code which would include additional costs not included in this rough estimate.

COST SCENARIOS

For an investment in a public space like Honest Alley, “how much is this going to cost?” is always one of the first questions that gets asked. Here, we provide a series of planning-level cost estimates based on professional experience with similar efforts. These were developed by breaking the project down into its different elements (paving, planting, lighting, etc) and establishing rough quantities based on the preferred concept design. These costs include a high contingency to account for unknown variables or decisions that have yet to be made. Some costs such as utility relocation and right-of-way acquisition (if this approach is taken) can vary widely depending on the exact details of the work. Unit costs are based on 2024 dollars and were assigned based on historical cost data from our experience with similar projects. The estimates are to be used for general planning and budgeting purposes. Actual construction costs will vary based on the final design and details for Honest Alley as well as economic conditions at the time of construction. This study presents three different cost estimate scenarios:

LOW	MEDIUM	HIGH
\$3,500,000	\$3,780,000	\$4,410,000
This option assumes a reduced material palette such as tinted concrete paving throughout the alley, and that there will be no undergrounding of electrical utilities.	This option estimates the combination of concrete paving and brick paver materials as illustrated in the preferred design concept and includes the option of partially undergrounding electrical utilities.	This option assumes that brick pavers of various tones will be used throughout the alley and that all electrical utilities will be moved underground.

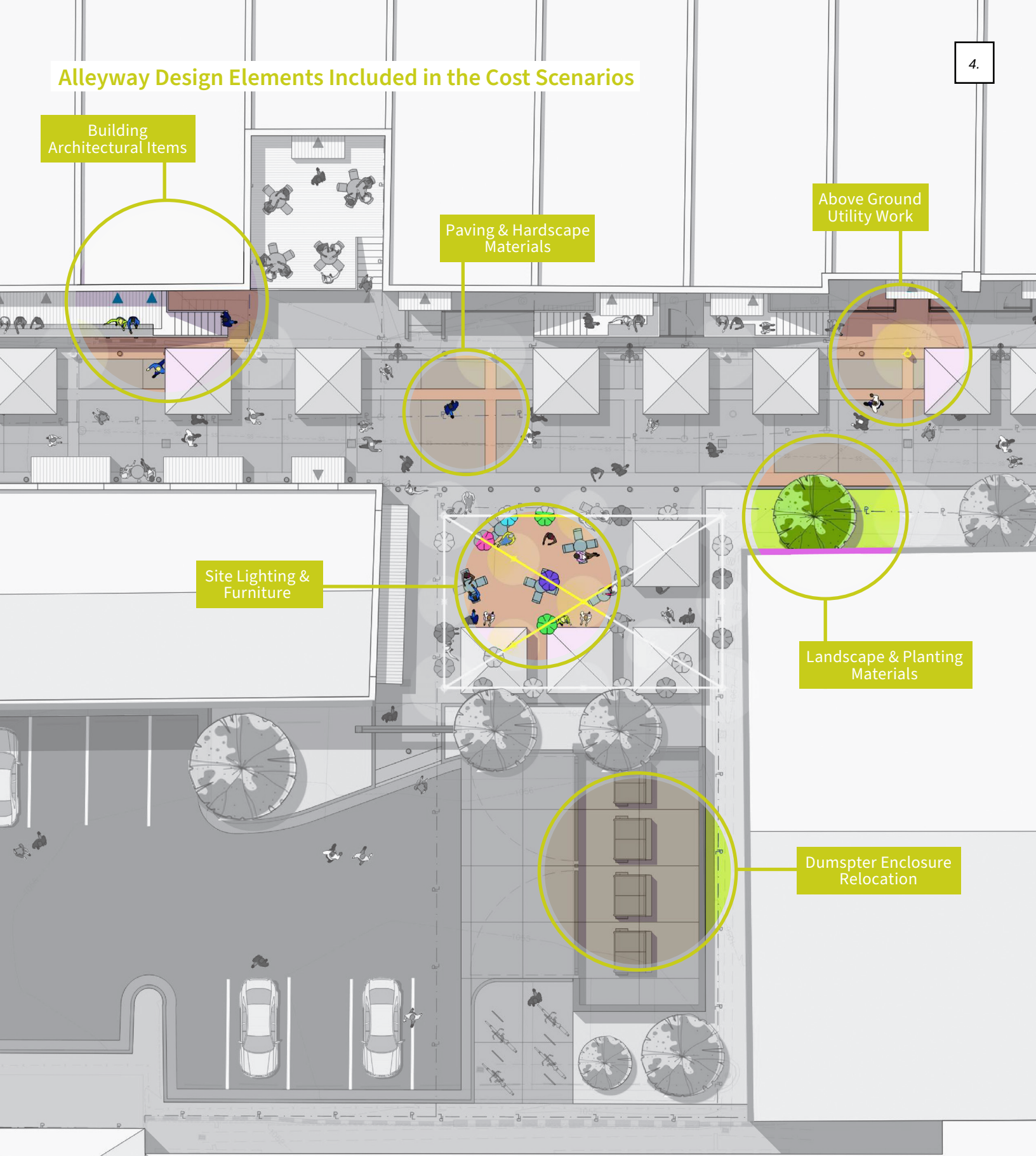
WHAT’S INCLUDED?

- Paving & Hardscape Materials
- Landscape & Planting Areas
- Building Architectural Items
- Site Lighting
- Site Furniture
- Utility Work
- Dumpster Enclosure Relocation
- Street Crossing Improvements
- 30% Contingency

WHAT’S NOT?

- Property Acquisition or Easements
- Subsurface Utility Work
- Environmental Permitting (if required)
- Final Design & Construction Documents
- Construction Administration
- Inspection Services
- Public Outreach & Engagement
- Funding Planning
- Other Client Management Services

Alleyway Design Elements Included in the Cost Scenarios



Paving & Hardscape Materials

Above Ground Utility Work

Building Architectural Items

Site Lighting & Furniture

Landscape & Planting Materials

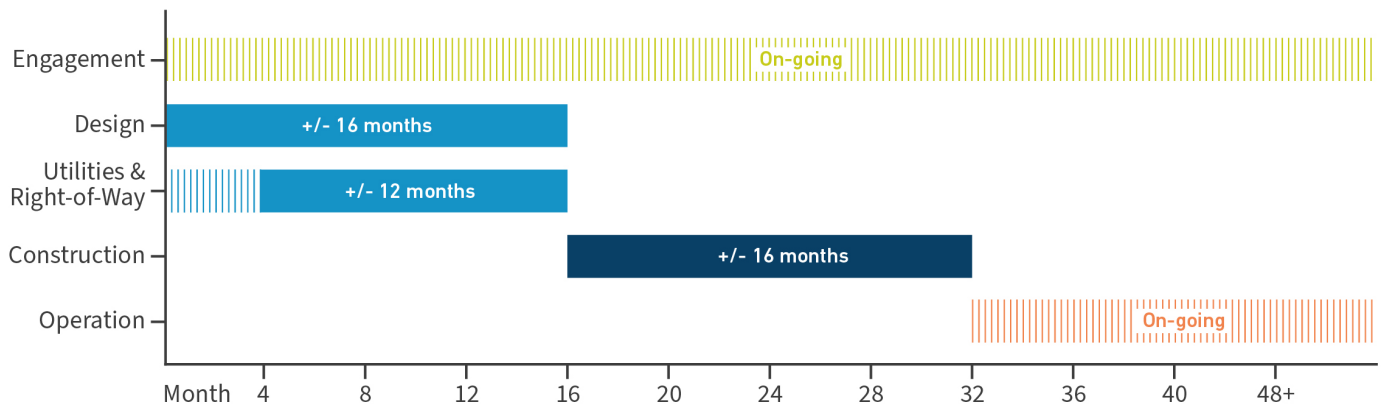
Dumpster Enclosure Relocation

FUNDING & TIMELINE CONSIDERATIONS

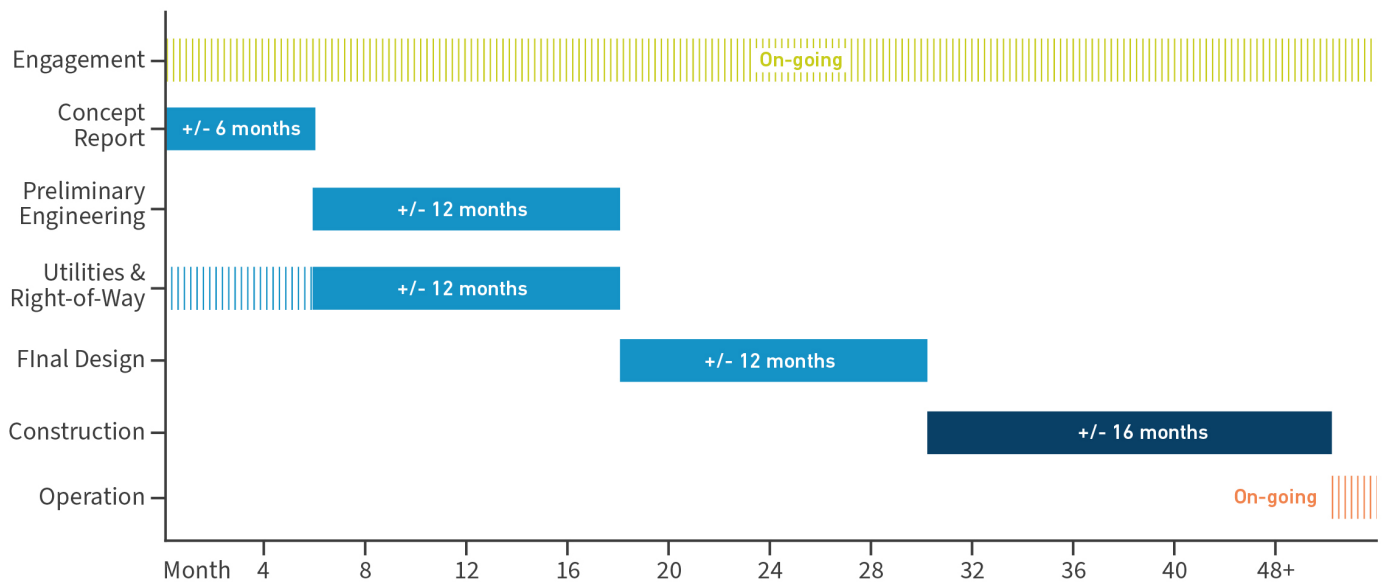
After the potential price tag of construction, the next most popular question asked is “when will this be ready?” That is a great question because it shows people are excited about what this project has to offer and cannot wait to use it. The answer to that question depends heavily on where the money is coming from. There are numerous options from which to consider accessing funds for this investment. These generally boil down to two major groups depending on how big the project is and how long we expect it to take. Larger, more expensive projects are great candidates for federal funding: the awards are higher but the administration of the funding and associated design and construction requirements can add substantial time and cost to a project. On the other end of the spectrum, smaller projects are a better fit for local funding sources which are more accessible and often place less of a burden on process. The matrix below compares these alternatives while the two timelines on the opposite page compare preliminary timelines based on funding source alternatives. The big budget, long-term project timeline is based on the Georgia Department of Transportation’s (GDOT) Plan Development Process (PDP) which would establish the design and construction process in this scenario.

	SHORT-TERM PROJECT (< 2 years)	LONG-TERM PROJECT (> 2 years)
SMALL BUDGET PROJECT (< \$5M)	Neighborhood associations Community improvement districts Crowdsourcing Non-profit grants Impact fees Infrastructure bonds Local taxes Foundation grants Individual donors Governor’s Office of Highway Safety	Capital improvement budget funds State programs • GDOT programs • Recreational Trails Program (DNR) • Community Development Block Grant (CDBG) Federal transportation funds
BIG BUDGET PROJECT (> \$5M)	Community improvement districts Infrastructure bonds Local taxes Foundation grants Individual donors Public-private partnerships	Federal transportation funds Congressional earmarks

Potential Small Budget, Short Term Project Timeline



Potential Small Budget, Long Term Project Timeline



POTENTIAL VARIABLES

It is important to note that the task durations indicated are based on professional experience of projects comparable to Honest Alley's size and scope. Many other variables could affect this timeline and include:

- **Procurement:** how long it takes for an agency to procure design, construction, and other related services
- **Support:** the ability to successfully engage major stakeholders and community members and maintain their support
- **Private Property:** how quickly the City can come to terms with adjacent property owners on the rights to make improvements on their property
- **Adjacent Development:** particularly related to 130 Clayton Street, what will happen to this building and when should it happen related to Honest Alley's improvements
- **Utilities:** what are the conditions of utilities, especially those we cannot see below ground, and what may need to be repaired/replaced during this project

WHO DOES WHAT?

Public space projects as potentially complex as Honest Alley often have special organizations created to oversee their design, implementation, and on-going operation and maintenance. Lawrenceville isn't most places. The City and its partners have a model for collaboration and track record for success in executing these types of projects. The following table outlines each of the parties that will be needed to make Honest Alley a reality and their responsibilities in successfully bringing it in the fold.

AGENCY/ORGANIZATION	OVERALL FUNCTION
City Manager	The chief executive and administrative officer of the City.
Code Enforcement	Supports Planning & Development by enforcing codes/ordinances related to property maintenance, zoning, planning, special land use, signs and permits.
Communications	Coordinates outreach and promotion of City services, programs and events.
Community & Economic Development	Encompasses the heartbeat of the City from events to film projects as well as economic growth and development while supporting public arts initiatives.
Engineering	Reviews construction plans for permits, stormwater detention and drainage, and road relocation; designs and manages projects around the city; inspects contracts and puts out projects for bid.
Facilities	Manages, maintains, and ensures the safety and functionality of the City's buildings, grounds, and infrastructure.
Planning & Development	Formulates the City's long-range Comprehensive Plan, administers the zoning ordinance, reviews and authorizes land use and development proposals, and enforces related City ordinances; overseeing planning initiatives fostering community identity while ensuring the city grows in a well-coordinated and sustainable manner.



Photo Credit: City of Lawrenceville

PROJECT RESPONSIBILITIES

Supporting the collaboration among City departments and community members to ensure the successful transformation and long-term operation of Honest Alley and any related public space projects.

Ensuring that all work done on private property adjacent to Honest Alley is done in conformance with the City's codes and ordinances as they currently exist or may be modified in the interests of this project.

Promoting special events and activities in Honest Alley throughout its operation including the continuation of the design and construction process.

Ensuring the health of adjacent businesses. Planning and executing special events and activities that take place in Honest Alley.

Collaborating with Planning & Development in the design and construction of Honest Alley. Managing long-term repairs, upgrades, or other modifications necessary during the lifetime operation of the alleyway.

Supporting Honest Alley by making it a functional, safe, and attractive public space such as overseeing maintenance and cleanliness, landscaping and aesthetics, and lighting among others.

Ensuring Honest Alley is transformed into an exceptional public space for people in alignment with the vision, goals, and preferred design concept established by the Honest Alley Activation Study.

NEXT STEP(S)

1. Support the adoption of the Honest Alley Activation Study and the implementation of the study's 100-day Action Plan.
2. Secure funding needed for the design and construction phases of the project.

1. Coordinate with Planning & Development and adjacent property owners to ensure existing non-compliance issues are identified and assist in determining pathways for addressing these both in the short-term and throughout Honest Alley's implementation process.

1. Broadly promote updates on Honest Alley's progress including any interim special activities and events in the alley.

1. Plan and execute interim events (like CULTURA: Fiesta Latina) that take place in Honest Alley to maintain project momentum.

1. Partner with Planning & Development in the procurement and management of a design team in the final design of Honest Alley.

1. Engage in Honest Alley's design process to advise and assess potential operation and maintenance issues.

1. Lead the adoption of the Honest Alley Activation Study and the execution of the 100-Day Action Plan.
2. Continue engagement with the Project Advisory Group and adjacent property and business owners.
3. Partner with Engineering in the procurement and management of a design team in the final design of Honest Alley.

CONTINUED ON NEXT PAGES

AGENCY/ORGANIZATION**OVERALL FUNCTION****Police**

Ensures the safety, security, and well-being of the Lawrenceville's residents, businesses, and visitors.

Street

Maintains the integrity of the city's streets by managing potholes, street maintenance, street signs, and overall beautification to ensure a safe and appealing environment.

Utilities

Provides and maintains electric, natural gas, and trash and recycling services for the City of Lawrenceville.

Adjacent Business & Property Owners

Adjacent business and property owners are those located immediately adjacent to or would be immediately affected by potential changes to Honest Alley.

Downtown Development Authority (DDA)

Serves as a resource for revitalizing downtown through smart land use planning, land banking, recruitment and retention of business to the area, and the strategic execution of the people's vision to be a vibrant and inclusive urban center.

Lawrenceville Arts Commission (LAC)

Promotes the expansion, education, and enhancement of public art in the City of Lawrenceville; emphasizes the role of the arts in the cultural enrichment and aesthetic quality of the City's physical environment.

Project Advisory Group

Guides the study and design process to ensure Honest Alley, as a public space, is in line with the vision and objectives of the Downtown Lawrenceville Master Plan as well as community voices and expectations.

PROJECT RESPONSIBILITIES**NEXT STEP(S)**

Continuing to ensure public safety and order at events hosted in Honest Alley.	1. Complete an initial assessment of Honest Alley for potential safety issues that should be considered during the final design process 2. Engage in Honest Alley's design process to advise and assess potential safety issues and solutions
Supporting Honest Alley's eventual transition to a shared space including one-way vehicular traffic flow. Maintaining Honest Alley in as a clean public space in a state of good repair.	1. Consider piloting the one-way conversion of Honest Alley in advance of final design and construction to test and evaluate traffic and safety impacts that may inform the final design.
Collaborating with Planning & Development and Engineering in the relocation, consolidation, and/or undergrounding of utilities within Honest Alley as final design decisions are made, and the project enters construction. Maintaining alleyway utilities in a state of good repair.	1. Assist Planning & Development and Engineering in evaluating approaches for utilities in Honest Alley during final design and construction. 2. Coordinate with private utility companies for utilities not directly under City control.
Directly contributes to the activation of Honest Alley.	1. Continue serving as crucial members of the Project Advisory Group. 2. Collaborate with City departments during the design, construction, and operation of Honest Alley especially in making a final determination of how alleyway improvements on Honest Alley will be implemented.
Ensuring that adjacent development, both existing and future potential, is executed in a way that supports the activation of Honest Alley for the long-term.	1. Continue serving as a crucial member of the Project Advisory Group. 2. Ensure the Façade Grant Program will apply to rear facades and is adequately funded and communicated to adjacent property owners. 3. Advance feasibility studies and marketing for the rehabilitation (or redevelopment) of 130 Clayton Street. 4. Engage the existing property owner in the potential rehabilitation of 117 Clayton Street.
Partnering with City departments and community members to ensure that public art remains integral to the design and life of Honest Alley through the curation and execution of public art projects that align with the vision, goals, and preferred concept for Honest Alley.	1. Continue serving as a crucial member of the Project Advisory Group. 2. Partner with City departments and community members to identify public art projects that can activate and showcase Honest Alley in the interim.
Continue guiding the design and construction of Honest Alley as an exceptional public space for people in alignment with the study's vision, goals, and preferred design concept. Serve as an advising body during the alleyway's operation.	1. Support the adoption of the Honest Alley Activation Study and the execution of the 100-Day Action Plan. 2. Build additional champions for Honest Alley's success. 3. Continue engaging with City departments through the final design process.



100-DAY ACTION PLAN

The early days and weeks following the completion of the Honest Alley Activation Study are the most important in maintaining the design and construction process we have just begun. Transforming Honest Alley will start with small, actionable steps that provide opportunities for the Lawrenceville community to continue working together and generate positive momentum towards implementation. The list of recommendations below should be considered a series of bite-sized pieces that can be completed (or at least initiated) within 100 days of this study's completion.

- 1. Adopt the study!** This is a simple but important first step that establishes this study and its recommendations as City policy. It also makes this project eligible for continued funding through the Atlanta Regional Commission.
- 2. Confirm department responsibilities and commitments and other partnerships.** This project was begun as a collaboration. Being more specific and strengthening these partnerships are crucial for success.
- 3. Continue engagement with the Project Advisory Group.** This diverse body has been an important sounding board and conduit for communication throughout the study. This should be established as a board that lives throughout the process ahead.
- 4. Plan interim activations (like CULTURA: Fiesta Latina) and temporary public art opportunities.** These keep Honest Alley in the public eye and maintain excitement and enthusiasm for the transformation of the alleyway.
- 5. Initiate discussions on private property approach with adjacent property ownership.** This will be a lengthy process likely requiring numerous conversations to get the details right. The earlier this starts, the better and less likely that this will become an obstacle on the critical path to implementation.
- 6. Identify funding gaps and confirm funding sources.** The City of Lawrenceville has already been committing money for design and implementation. Based on the cost estimates provided here, make sure there is enough to at least get started. Develop a strategy for filling any anticipated gaps.
- 7. Initiate design development and final design (including utility coordination).** Procurement for many cities can be a lengthy process. If this project is to be bid to a design (or design/build) team, at least begin developing a Request for Proposals (RFP) now. Make sure to include all partnering departments in this process.
- 8. Consider piloting the one-way conversion of Honest Alley for vehicular traffic flow.** This was strongly supported by the traffic study and is a key design feature. Piloting this before or during the next design phase is an opportunity to test and evaluate this feature.
- 9. Complete an initial assessment to identify potential safety issues.** The Police Department will work on a safety assessment of Honest Alley to use as a guide for final design.







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