

## **RESOLUTION OF THE LAWRENCEVILLE CITY COUNCIL**

**WHEREAS**, the City of Lawrenceville has prepared an Urban Redevelopment Plan adopted under O.C.G.A. 36-61-1 et. seq. to rehabilitate, conserve or redevelop a defined geographical area; and

**WHEREAS**, the Urban Redevelopment Act can be used alone, or in combination with many of Georgia's other legislative redevelopment tools to support local comprehensive planning, revitalize faltering commercial corridors, recruit and nurture small businesses, rehabilitate older homes and neighborhoods, ensure architecturally compatible infill development and generate new adaptive reuses for old industrial and agricultural facilities, and

**WHEREAS**, the City of Lawrenceville has identified a defined geographic boundary that constitutes the Urban Redevelopment Area. The area can be described as all that property lying and being within the City of Lawrenceville within the area bounded as follows:

BEGINNING at a point located at the intersection of Pike Street and Hurricane Shoals Road; and thence running in a northeasterly direction along Hurricane Shoals Road to the intersection of Hurricane Shoals Road with Buford Highway also known as Highway 20; and thence running in a southerly direction along Buford Highway also known as Highway 20 to a point where said road intersects with Crogan Street; thence running along Crogan Street in an easterly direction to its intersection with Scenic Highway; thence running along Scenic Highway in a southwesterly direction to its intersection with Gwinnett Drive; thence running along Gwinnett Drive in a northwesterly direction to its intersection with Crogan Street; thence running along Crogan Street in an easterly direction until its intersection with Langley Drive; thence running along Langley Drive to a point near West Pike Street; thence running along the rear property line of properties located on the southerly side of West Pike Street and following the rear line of said properties to the railroad right-of-way of CSX Railroad; thence following said railroad right-of-way in an easterly direction to its intersection with West Pike street; thence running along West Pike Street to its intersection with Hurricane Shoals Road. Said Lawrenceville City Center Urban Redevelopment area being all of the area located within the boundaries described above and being particularly shown on a map attached as Appendix B to the City of Lawrenceville's City Center Urban Redevelopment Plan which map is incorporated herein by reference.

**WHEREAS**, conditions within this delineated area suffer from slum and blighting influences under local standards, detrimental to the public health, safety, and welfare and that the property's deterioration is negatively affecting the community (36-61-5); and

**WHEREAS**, the City of Lawrenceville desires to work with public and private sector partners to ensure that the desired redevelopment is achieved; and

**WHEREAS**, the City of Lawrenceville hereby identifies the influences on the geographic areas designated and intends to work diligently to foster conditions conducive to redevelopment within these areas.

**NOW, THEREFORE BE IT RESOLVED,** that the City of Lawrenceville hereby adopts the attached City Center Urban Redevelopment Plan.

Signed and sealed this 1<sup>st</sup> day of August 2011.

CITY OF LAWRENCEVILLE  
CITY COUNCIL

By: Judy Jordan Johnson  
Judy Jordan Johnson, Mayor

ATTEST:



Bob Baroni, City Clerk

APPROVED TO FORM:

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Attorney for City of Lawrenceville

# City of Lawrenceville City Center Urban Redevelopment Plan

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July, 2011

**Prepared for:  
City of Lawrenceville**



**Prepared by:**



**Bleakly** CONSULTANTS



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## Introduction

The Lawrenceville City Center Urban Redevelopment Plan, as authorized by O.C.G.A. sec. 36-61-1 et. Seq., is intended to address areas in the City's aging commercial core that are in need of redevelopment and revitalization. The City's goal in creating this Urban Redevelopment Area is to increase the number of incentives and economic development tools available to encourage the redevelopment and revitalization of this vital part of the City. This plan is intended to serve as the basis for the City's application for Opportunity Zone designation from the Georgia Department of Community Affairs for the area.

The focus of this plan is the Lawrenceville City Center, bounded on the north by Hurricane Shoals Road, on the east by Buford Drive and Scenic Drive, and on the west by Gwinnett Drive, Langley Drive and West Pike Street (including properties fronting West Pike Street between Langley Drive and the railroad).

This area is of particular importance to the City because it contains the historic downtown of Lawrenceville, as well as several of the City's commercial gateways which link downtown to the remainder of Lawrenceville and the region. The City has recognized the importance of this area through its planning efforts and through continuing revitalization initiatives.

### Lawrenceville City Center Urban Redevelopment Area



The City Center area has been the subject of several planning studies, most notably the Downtown Lawrenceville Master Plan, completed in 2005, and in the Comprehensive Plan Update: 2008-2030, adopted in October of 2008. Both of these plans documented the challenges facing the City Center area and set forth the vision and objectives of the City and its residents for this integral part of the Lawrenceville community.



The City Center, including downtown and its surrounding commercial development, has historically been one of the most important areas for economic growth in Lawrenceville. In the past, these areas have dominated the City's business environment, providing job opportunities and business services to City residents. However, the area has begun to stagnate and decline as a commercial location due to the outdated and obsolete development, insufficient infrastructure and competition from new development areas elsewhere in Gwinnett County and in the sprawling Atlanta metro area.

The signs of this decline can be seen in several long-term trends and indicators:

- A significantly higher poverty rate than in the City of Lawrenceville or Gwinnett County as a whole.
- A large number of properties classified as "underdeveloped" in the County's Unified Plan.
- General Distress from antiquated transportation infrastructure, a lack of pedestrian and bicycle facilities, underutilized parks and greenspace and an architectural character which reflects poorly on the historic core of Lawrenceville.
- A lack of investment and growth as seen in the lagging expansion of commercial space in the City Center as compared to Lawrenceville and Gwinnett County as a whole.

The City of Lawrenceville sees these indicators as a dangerous early warning sign about the future of the City Center area. The City is committed to using all of the tools at its disposal to create an aggressive, integrated approach to ensure that the area's trends are reversed and that the City Center remains the vibrant heart of the City of Lawrenceville.

Creating an Urban Redevelopment Plan and a subsequent Opportunity Zone is one of many tools the City will use to reverse these negative trends and to fulfill their vision of the Lawrenceville City Center as an renewed economic center for the City and the region. The City is now in the final stages of the process to create two Tax Allocation Districts which overlap with the proposed Urban Redevelopment Area. The City is currently working towards the planning and implementation of a downtown greenspace plan which will include new parks and pedestrian connections between the two. In addition, the City is completing an application for a Livable Centers Initiative (LCI) grant from the Atlanta Regional Commission to fund a planning study focused on the "College Corridor" area, connecting Downtown to Georgia Gwinnett College.

The City believes that the combination of incentives for new development provided by the Urban Redevelopment Plan, Opportunity Zones, TADs, as well as the City's investments in public improvements throughout the area will create a synergistic approach to redevelopment that will benefit not just the City Center, but set forth a new path for the entire City of Lawrenceville.

*With the explosive growth of Gwinnett County over the last forty years, Lawrenceville has evolved from the local market town for the neighboring countryside to a small urban center amidst the ever-spreading neighborhoods and strip commercial centers. Lawrenceville desires to mature into an urban focal point within the County, with a number of cultural, recreational, educational, lifestyle and employment opportunities.*

*-Comprehensive Plan 2030*



## Consistency with the Comprehensive Plan

The Urban Redevelopment Area and subsequent Opportunity Zone are important tools needed to help achieve the goals set forth in the Downtown Lawrenceville Master Plan and the City of Lawrenceville Comprehensive Plan Update: 2008-2030.

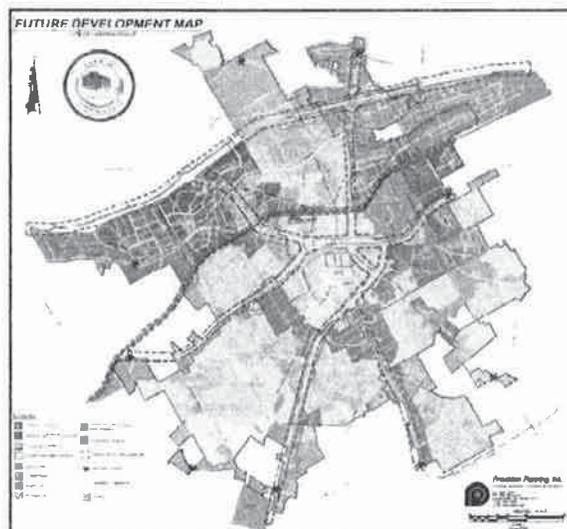
There are several specific policy initiatives which are being addressed through action by the City, particularly in regards to public investment in transportation infrastructure, parks and greenspace, and pedestrian amenities. These initiatives will be enhanced by the creation of the Urban Redevelopment Area, which will encourage the private investment in commercial and residential revitalization required to implement the full vision found in the City's Downtown Master Plan and in the City's Comprehensive Plan.

### *Vision*

*Lawrenceville will be the center of the northeast region of Atlanta, as it becomes home to leading education, healthcare, commerce, industry, and government, while protecting its history and neighborhoods. Lawrenceville shall enact standards of high quality for planned growth and redevelopment, while protecting its natural resources and strengthening its neighborhoods. Lawrenceville shall call upon its rich heritage to provide a community that is a destination for the rest of the region.*

*-Comprehensive Plan 2030*

As part of the City's Comprehensive Plan, a Future Development Map was drawn with the City divided into several character areas with varied visions and strategies for each area. The City Center Redevelopment Plan includes portions of several of these areas, including Downtown, College Corridor and several of the gateway corridors.





The following gives an overview of the vision and strategy for each character area in the Urban Redevelopment Area, which demonstrates that the revitalization and redevelopment of these areas through the Urban Redevelopment Plan is consistent with the adopted Comprehensive Plan.

### **Downtown**

- Provide a mix of land uses within close proximity to downtown, ranging from single-family, multi-family, office to commercial and civic space while protecting existing residential areas.



### **Depot District**

- The City should continue to promote the revitalization of the depot district as an entertainment destination.

### **College Corridor**

- Development projects that compliment college life.
- Create a strong physical connect between downtown and the college campus.
- Redevelopment of existing single-family and multi-family neighborhoods into high-quality off-campus housing for college students, faculty and staff.
- Provide entertainment areas along the Depot that will encourage interaction between the college and downtown.
- Adopt policy that encourages the redevelopment of old duplexes, condominiums and apartments complexes along Hurricane Shoals Road and Northdale Road into mixed use high quality multi-family housing for college students, faculty, and staff.
- Encourage the promotion of an entertainment and arts development and eclectic redevelopment of old houses and warehouses between the old depot area and the downtown square.
- Consider acquisition of land along Northdale Road for additional right-of-way and parkland area and acquire a funding source.

### **Highway 120 Corridor (Commercial and Industrial Character Areas)**

- "Big box" retail should be limited to these areas.
- Infill development/redevelopment of vacant commercial structures is desirable.
- Commercial developments should be master planned to ensure that infrastructure will meet the needs of all commercial businesses at build-out.
- Adjacent commercial uses should be compatible with one another.

### **Scenic Highway Corridor**

- Office professional uses.
- New structures in corridor should be of similar scale and size as existing office buildings and should have landscaping and exterior treatments compatible with adjacent residential uses.

### **Langley Drive/Gwinnett Drive**

- New office and/or residential development should be office/residential in character
- Small office and residential uses are permitted in live/work flex units; stacked flats or similar arrangements
- New commercial uses should be designed to fit in with the historical character of the area and should be in appropriate scale with the surrounding uses.
- Support services for Central Gwinnett High School area should be encouraged



**Hood Street/ Buford Highway**

- Professional offices, government and institutional uses.
- Retail in support of adjacent neighborhoods and industrial uses.
- Mix of Residential/Office/Commercial uses including stacked flats; live/work flex units and upper story residential with lower story commercial/office near Rhodes Jordan Park.
- Desired mixture of uses: 40% industrial (or office/distribution/institutional), 40% office, 10% retail and 10% residential.



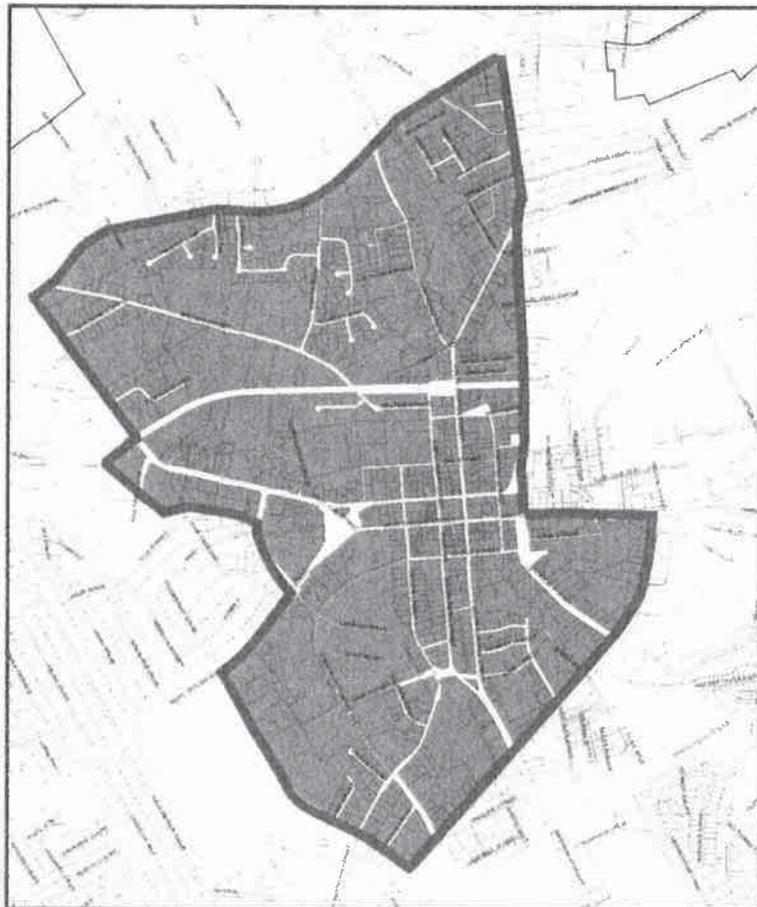
## **Boundaries of the Redevelopment Area**

The proposed Lawrenceville City Center Urban Redevelopment Area encompasses the heart of downtown Lawrenceville and the surrounding gateways which are primarily commercial in nature.

The focus of this plan is the Lawrenceville City Center, bounded on the north by Hurricane Shoals Road, on the east by Buford Drive and Scenic Drive, and on the west by Gwinnett Drive, Langley Drive and West Pike Street (including properties fronting West Pike Street between Langley Drive and the railroad).

This boundary was chosen to be consistent with the definition of the “urban redevelopment area” in Georgia’s Urban Redevelopment Law (O.C.G.A. § 36-61).

### **Lawrenceville City Center Urban Redevelopment Area**





## Negative Conditions within Redevelopment Area

The definition of an Urban Redevelopment area cites four criteria for designation:

- Pervasive Poverty
- Under-Development
- General Distress
- Blight

The City Center area meets three of these criteria: pervasive poverty, under-development and general distress, as well as certain properties experiencing dilapidation and blight.

The City Center area was once the premier business location in the City of Lawrenceville. The development of the City Center includes the historic downtown as well as several corridors which are home to auto-oriented commercial development which typically has a fairly short life-span. The area has not seen significant private reinvestment in many years, leaving much of its current development antiquated and unsuitable for today’s business environment and unable to attract business and employment. The effects of this disinvestment in the area include:

- A significantly higher poverty rate than in the City of Lawrenceville or Gwinnett County as a whole.
- A large number of properties classified as “underdeveloped” in the County’s Unified Plan.
- General Distress from antiquated transportation infrastructure, a lack of pedestrian and bicycle facilities, underutilized parks and greenspace and an architectural character which reflects poorly on the historic core of Lawrenceville.
- A lack of investment and growth as seen in the lagging expansion of commercial space in the City Center as compared to Lawrenceville and Gwinnett County as a whole.

### Pervasive Poverty

The Lawrenceville City Center Urban Redevelopment Area is located in four census tract block groups:

- 505.09.02
- 505.20.01
- 505.20.02
- 505.21.03

In 2000, there were 6,694 people living in these four block groups, of which 1,121, or 16.7%, were living below the poverty line. This is 1.45 times higher than in Lawrenceville where 11.5% of residents lived below the poverty line and 2.95 times higher than Gwinnett County as a whole where only 5.7% of residents live below the poverty line. In 2000, these census tract block groups represented only 32.3% of the population of Lawrenceville but represented 46.9% of the City’s population living below the poverty line.

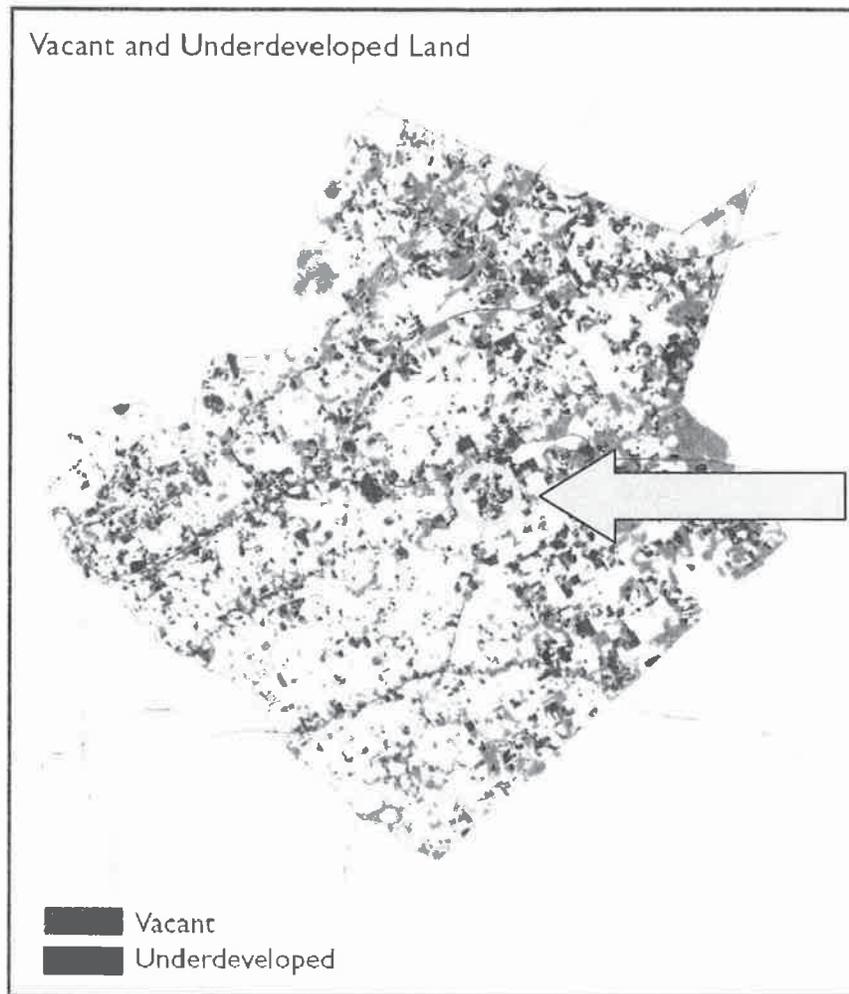
<b>Population with Income below the Poverty Level</b>			
	<b>Total Population</b>	<b>Population below Poverty Level (1999)</b>	<b>% below Poverty Level</b>
505.09.02	1,573	358	22.8%
505.20.01	1,501	208	13.9%
505.20.02	3,051	425	13.9%
505.21.03	569	130	22.8%
<b>Total</b>	<b>6,694</b>	<b>1,121</b>	<b>16.7%</b>
<b>City of Lawrenceville</b>	<b>20,715</b>	<b>2,389</b>	<b>11.5%</b>
<b>Gwinnett County</b>	<b>582,453</b>	<b>33,067</b>	<b>5.7%</b>

Source: US Census, 2000, SF3, P87



## Underdevelopment

Gwinnett County did a detailed survey of vacant and underdeveloped parcels as part of their 2030 Unified Plan. In the plan, the County identified underdeveloped land, which was scattered throughout the proposed Urban Redevelopment Area. It includes parcels which are currently aging, low-density commercial uses that would be better utilized as higher-density, mixed-use projects as described in the City of Lawrenceville Comprehensive Plan.



*Source: Gwinnett County 2030 Unified Plan*

## General Distress

The City of Lawrenceville Comprehensive Plan and the Downtown Lawrenceville Master Plan have both documented the negative conditions which are impeding development in the City Center. The following provides an overview of their findings of negative conditions within the City Center area:



## Transportation

- An important and problematic aspect of the historic street grid street system was that it was modified in the 1980's by the Georgia Department of Transportation (GDOT) to contain two one-way pairs or couplets. These couplets help with traffic flow, however they have a negative impact on livability for local residents and visitors to Downtown by allowing higher speeds and reckless driver behavior. One-way pairs are excellent at moving traffic quickly yet do not always make a compatible match for a Historic Downtown nor do they best support a vibrant retail business district.
- Within downtown, there is an over-reliance on arterials for local movements.
- The City faces bureaucratic challenges because each arterial is controlled by the Georgia Department of Transportation (GDOT).

## Pedestrian and Bicycle Accessibility

- Overall, the existing pedestrian experience is mediocre within the Downtown Lawrenceville area. There are areas where the lack of safe pedestrian facilities or sidewalks, combined with an autofocused urban form, creates a hostile and unwelcoming walking environment.
- One item that can encourage pedestrian activity, but is lacking in most of the Study Area, is a street-side buffer or planting strip between the sidewalk and street.
- There are very large pedestrian obstacles that bisect the area rather than unite. The arterials, as they leave Downtown, (especially the new GA 20 as it intersects with Pike Street and Crogan Street) are high speed, wide corridors that are very unsafe and uncomfortable for pedestrians to cross. To compound the issue, most intersections are not adequately striped. Most intersections, even at the Courthouse Square, have free right turns which are very difficult for pedestrians to negotiate. Additionally, numerous and wide curb cuts are another dangerous and discomfiting occurrence for pedestrians. Each curb cut to a private property presents a challenge and potential conflict point between cars and people.



The "X" overpass of Crogan & Pike Streets, interrupts the historic street grid and impedes pedestrian oriented development.



*With three high-speed lanes and no sidewalk, Clayton Street is dangerous and daunting.*

- In the absence of bicycle lanes on key streets, would-be cyclists have no other option than to risk their lives in traffic. A series of new lower-traffic streets could provide a grid for safer travel.

### **Public Realm**

- A variety of factors, including generic architecture, lack of landscaping, poorly designed signage, and above-ground utilities, create a public realm that is chaotic, unattractive, and rapidly approaching obsolescence.
- The existing park space is underutilized due to substandard design.

### **Architecture**

- Architecture in Downtown Lawrenceville is a mixed assortment of types. Around the Courthouse Square there are many well-built historic mercantile buildings that dignify the public realm and give a sense of history. There are a few exceptions that should be redeveloped, and there are some that need work to restore their former aesthetic.
- Most commercial buildings outside of the Downtown core area are single-use, one-story commercial prototypes lacking any architectural detail or reflection of the history of Gwinnett County or Downtown Lawrenceville. Their horizontal scale also fails to provide for mixed-use and results in every building being an object unto itself, with little compatibility with adjacent uses.
- The area is under threat from decline of historic neighborhoods.



- There is incompatible architecture and underdeveloped parcels fronting onto Courthouse Square and the continued lack of identity could harm the area’s viability.
- The Study Area’s outer commercial uses are marked by the low-density, automobile-oriented commercial uses commonly associated with strip highways. Many of these uses are fast food restaurants, gas stations, and shopping centers. These uses, with their accompanying parking areas, serve as a poor welcome into downtown.

**Commercial Real Estate Investment and Growth**

Over the past decade, the City Center has not enjoyed the private investment and growth that the remainder of Lawrenceville and Gwinnett County have experienced. The following data from CoStar demonstrates that the growth of the center, as demonstrated by commercial properties has lagged significantly behind the comparison areas.

- **Retail** - From 2001 to 2010, the square footage of retail space in the City Center grew from 1.1 million square feet to 1.2 million square feet, an increase of 6.2%, compared to 31.7% growth in Lawrenceville and 38.8% growth in Gwinnett County. The average age of retail space in the City Center is 46.9 years, compared to 32.3 years in the City and 22.8 years in the County.
- **Office** - From 2001 to 2010, the square footage of office space in the City Center grew from 982,755 square feet to 1.1 million square feet, an increase of 7.2%, compared to 35.6% growth in Lawrenceville and 27.6% growth in Gwinnett County. The average age of office space in the City Center is 50.3 years, compared to 38.0 years in the City and 25.7 years in the County.
- **Industrial** - From 2001 to 2010, the square footage of industrial space in the City Center grew from 821,335 square feet to 840,988 square feet, an increase of 2.4%, compared to 3.7% growth in Lawrenceville and 15.0% growth in Gwinnett County. The average age of industrial space in the City Center is 30.9 years, compared to 24.2 years in the City and 21.7 years in the County.

<b>Growth in Commercial Space 2001-2010</b>			
	<b>City Center</b>	<b>City of Lawrenceville</b>	<b>Gwinnett County</b>
<b>Retail Space</b>			
2001	1,144,377	3,448,764	41,642,536
2010	1,215,096	4,542,048	57,791,915
Growth	6.2%	31.7%	38.8%
Avg Age	46.9	32.3	22.8
<b>Office Space</b>			
2001	982,755	1,930,956	24,406,810
2010	1,053,933	2,619,053	31,150,859
Growth	7.2%	35.6%	27.6%
Avg Age	50.3	38.0	25.7
<b>Industrial Space</b>			
2001	821,335	8,122,609	101,025,045
2010	840,988	8,422,011	116,193,526
Growth	2.4%	3.7%	15.0%
Avg Age	30.9	24.2	21.7

Source: CoStar, Inc.



## **Blight**

As part of the Lawrenceville Downtown Master Plan, a survey of all properties within the downtown area was conducted. Within the study area, 103 historic structures (defined as being built at least 50 years ago) were identified and document. Of those structures, 60% were in Standard condition, 36% were in Substandard condition, and 4% were in either Dilapidated or Deteriorated condition.

While there is not yet wide-spread blight throughout the City Center area, the City of Lawrenceville fears that these aging properties, without reinvestment and revitalization, will continue to deteriorate and will lead to further deterioration and blight throughout the City Center.



## Community's Land Use Objectives

As stated above, the vision set forth in this plan is consistent with the Community's Land Use Objectives, as set forth in the recently City of Lawrenceville Comprehensive Plan. The goal of this initiative is to stimulate redevelopment of aging properties without historic or aesthetic appeal in order to develop more pedestrian friendly, mixed-use projects which reflect the character of Lawrenceville.

The Community's Land Use objectives are to continue to make targeted public improvements which address the transportation, pedestrian and park deficiencies noted in the Comprehensive Plan and the Downtown Master Plan. In addition, the City hopes that these incentives will encourage private reinvestment in the City, so that the public and private sectors were together to meet the following objectives:

### 1) Provide quality alternative housing choices for a "full life-cycle community."

- Encourage a variety of home styles, densities and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
- Establish a balance of housing types, costs and densities that result in a positive fiscal impact for the City.
- Encourage a wide variety of mixed-use developments with multi-story residential components within the High Rise Corridor.
- Encourage and promote "academic-friendly" housing alternatives in the College corridor area.
- Encourage traditional neighborhoods and mixed-use developments.
- Encourage a variety of types of new multi-family housing, such as town homes and stacked-flats.

### 2) Expand business and employment opportunities within Lawrenceville.

- Promote reinvestment in commercial areas outside of the downtown commercial district.
- Support strategic public investments to attract more private business.

### 3) Promote and maintain an efficient transportation network to support regional circulation and encouraging alternative transportation options for the City's residents and businesses.

- Encourage increased interconnectivity of non-residential uses to reduce traffic congestion.
- Encourage more mixed use projects to help reduce vehicle trips.
- Research funding mechanisms to improve local street connectivity, widening and additional sidewalk connections where possible.

*The vision for the Downtown is of a socially diverse and progressive center for the City of Lawrenceville. Here the most active and lively uses and places will occur—this is the place that citizens will come to gather, to meet friends and to be in "Lawrenceville." There is great potential for this area to fulfill the need for "place" for people miles away from Downtown*

*Lawrenceville. The vision is to further underscore the first image of Lawrenceville that comes to mind as centering on the Courthouse Square.*

*-Lawrenceville Downtown Master Plan*



- Continue to support the development of the “Brain Train” commuter rail effort between Atlanta and Athens.
- Integrate the possibility of a multi-modal station into future transportation and land use plans for the College Corridor LCI study.

**4) Establish appropriate planning procedures and innovate planning tools to guide growth and development.**

- Encourage development within principal transportation corridors.
- Foster public/private partnerships that will improve planning procedures and tools.
- Maximize the use of existing and programmed public facilities. Minimize the public service costs and reduce environmental impacts of development.
- Ensure that work and service areas are convenient to living areas to promote energy conservation.
- Ensure that higher density housing is located in close proximity to major thoroughfares, employment centers, shopping facilities and other activity centers.
- Encourage reuse and revitalization of obsolete commercial facilities.
- Promote walkable (pedestrian-oriented and nicely-landscaped) and planned (rather than strip) commercial development.
- Within existing strip commercial areas, allow for the in-fill of compatible mixed uses.
- Encourage retail and office uses to locate in designated areas that are well served by public infrastructure.
- Locate office development near commercial activities and higher density residential areas.

**5) Maximize the attractive character of Lawrenceville by establishing aesthetically pleasing gateways and corridors into the City.**

**6) Promote land redevelopment and infill development.**

- Promote the redevelopment of under-utilized or vacated land or structures
- Promote the redevelopment of land whose land use function is outdated or obsolete.
- Identify and investigate the large scale (multi-parcel) redevelopment potential of areas in need of redevelopment or revitalization.
- Provide economic incentives to identify and redevelop multi-parcel areas with under-utilized, vacated or outdated land uses.



## **Description of Parcels to be Acquired**

This proposed redevelopment are requires no parcels to be acquired at this time. Should circumstances change making property acquisition probably or necessary, this plan will be amended to reflect these changes.

## **Structures to be Demolished or Rehabilitated**

Because the City of Lawrenceville anticipates redevelopment to be lead by private developers responding to market conditions, it is impossible to determine what, if any, structures will be demolished or rehabilitated at this time. As market conditions change, it is anticipated that some obsolete commercial development in the Urban Redevelopment Area may be demolished in order to construct structures that are better suited to respond to and capture market demand, particularly commercial development to provide new employment opportunities and new housing development to provide a broader range of housing options for the City. The City recognizes the importance of this historic character of its City Center and anticipates that all protections regarding historic preservation in the area will continue to be recognized during revitalization of the City Center.

## **Plan to Leverage Private Resources for Redevelopment**

The City of Lawrenceville has devoted considerable resources to planning in the City Center and has committed all of the tools at their disposal to encourage development of the area.

The City is currently in the process of adopting two Tax Allocation Districts which will overlap portions of the Urban Redevelopment Area. These TADs will allow the City to reinvests the future taxes from real estate development back into a project as an incentive to attract new private investment into the area. In summary, a tax allocation district supports the creation of infrastructure necessary to make an underutilized area attractive to private development, at no additional cost to the taxpayer. It does not create a tax increase for the community, nor does it reduce current tax revenues the community currently receives.

The creation of the TADs is designed to provide an additional financial incentive to support the creation of the vision outlined in the 2030 Comprehensive Plan by helping to fund the substantial improvements to public infrastructure needed to support the new, more intensive mixed-use development called for in the vision for the area. Typically TAD funds represent between 5-15% of project costs, leveraging 7-20 times their value in private investment.



## **Strategy for Relocating Displaced Residents**

The City of Lawrenceville has determined that the development and implementation of a relocation strategy is not necessary at this time. The City Center Urban Redevelopment Plan is focused primarily on commercial properties and therefore it is assumed that the relocation of residents will not be required. In the event displacement of residents becomes necessary at a later date, the Urban Redevelopment Plan will be amended to incorporate a strategy/plan for relocating displaced residents in accordance with all local and state statutory requirements.

## **Covenants and Restrictions to be Placed on Properties**

No covenants or restrictions will be placed on properties at this time.

## **Needed Public Infrastructure**

The deficiencies in the public infrastructure in the City Center, particularly those related to transportation, pedestrian and bicycle facilities and parks and greenspace, have been well documented in several previous studies as noted above. The City of Lawrenceville is committed to continue addressing these deficiencies through the following:

- Continuing to work with GDOT to ensure that the state highways traversing the City Center are safe for both automobiles and pedestrians, and that they are supportive of a vibrant urban form.
- Widening Northdale Road to strengthen the connectivity between downtown and Georgia Gwinnett College.
- Improving the existing pedestrian amenities, such as sidewalks and trails, and to expand these amenities throughout the City Center area.
- Improving existing parks and greenspace and to increase the amount of greenspace throughout the City Center area.
- Supporting infrastructure requirements of new infill development which provides expanded business and residential opportunities in the City Center.



## Strategy for Implementing the Plan

Upon adoption by the Lawrenceville City Council, the Council will be the implementing body for the Urban Redevelopment Plan. The City will work in conjunction with the Lawrenceville Development Authority and other stakeholders to ensure that the several strategies for revitalization of the area are completed and are coordinated together to achieve maximum effectiveness.

### Implementation Schedule:

Review of Plan by Lawrenceville City Council	June, 2011
Finalize Plan	June, 2011
Public Hearing	July, 2011
Adopt Urban Redevelopment Plan	July, 2011
Apply to DCA for Opportunity Zone Designation	July, 2011
Complete Creation of Tax Allocation Districts	December, 2011



## Appendices

Appendix A: Resolution Adopting Urban Redevelopment Plan

Appendix B: Map of Urban Redevelopment Area

Appendix C: Current Zoning of Urban Redevelopment Area

Appendix D: Redevelopment Plan Amendment Worksheet

Appendix E: Public Hearing Documentation



**Appendix A: Resolution Adopting Urban Redevelopment Plan**

## **SAMPLE**

### **RESOLUTION OF THE LAWRENCEVILLE CITY COUNCIL**

**WHEREAS**, the City of Lawrenceville has prepared an Urban Redevelopment Plan adopted under O.C.G.A. 36-61-1 et. seq. to rehabilitate, conserve, ore redeveloped a defined geographical area; and

**WHEREAS**, the Urban Redevelopment Act can be used alone, or in combination with many of Georgia's other legislative redevelopment tools to support local comprehensive planning, revitalize faltering commercial corridors, recruit and nurture small businesses, rehabilitate older homes and neighborhoods, ensure architecturally compatible infill development and generate new adaptive reuses for old industrial and agricultural facilities, and

**WHEREAS**, the City of Lawrenceville has identified a defined geographic boundary that constitutes the Urban Redevelopment Area. The area can be described as bounded on the north by Hurricane Shoals Road, on the east by Buford Drive and Scenic Drive, and on the west by Gwinnett Drive, Langley Drive and West Pike Street (including properties fronting West Pike Street between Langley Drive and the railroad).

**WHEREAS**, conditions within this delineated area suffer from slum and blighting influences under local standards, detrimental to the public health, safety, and welfare and that the property's deterioration is negatively affecting the community (36-61-5); and

**WHEREAS**, the City of Lawrenceville desires to work with public and private sector partners to ensure that the desired redevelopment is achieved; and

**WHEREAS**, the City of Lawrenceville hereby identifies the influences on the geographic areas designated and intends to work diligently to foster conditions conducive to redevelopment within these areas.

**NOW, THEREFORE BE IT RESOLVED**, that the City of Lawrenceville hereby adopts the attached City Center Urban Redevelopment Plan.

Signed and sealed this \_\_\_\_\_ day of 2011.

**SAMPLE**

CITY OF LAWRENCEVILLE  
CITY COUNCIL

By: \_\_\_\_\_  
Judy Jordan Johnson, Mayor

ATTEST:

\_\_\_\_\_  
Bob Baroni, City Clerk

APPROVED TO FORM:

\_\_\_\_\_  
Attorney for City of Lawrenceville



## Appendix B: Map of Urban Redevelopment Area

Lawrenceville City Center Urban Redevelopment Area





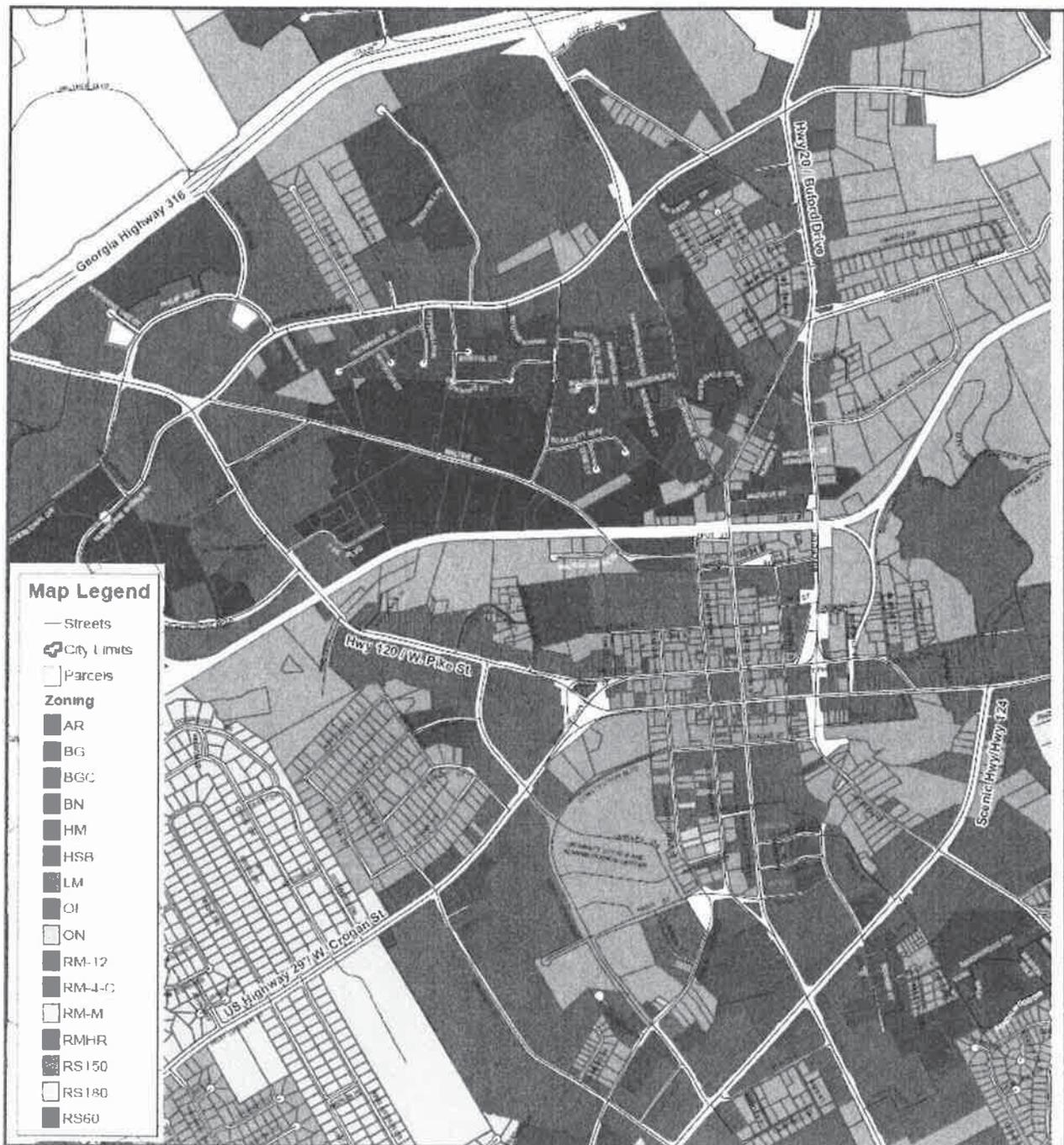
## Appendix C: Current Zoning of Urban Redevelopment Area

### City of Lawrenceville Zoning Map





### City of Lawrenceville Zoning Map Urban Redevelopment Area Detail





## Appendix D: Redevelopment Plan Amendment Worksheet

Date: \_\_\_\_\_

The following is a checklist of items to be considered by county officials when amending the Lawrenceville City Center Urban Redevelopment Plan. These items represent required plan components as defined in the Official Code of Georgia Annotated Section 36-61-4 and 36-61-7.

\_\_\_ **Statement that the City Center Urban Redevelopment Plan is consistent with the City's comprehensive plan. (See: p.5-7)**

\_\_\_ **Clearly Defined Boundaries of the proposed Redevelopment Area (need not be contiguous). (See: p.8)**

\_\_\_ **Explanation of negative conditions in the area necessitating redevelopment. (See: p.9-14)**

\_\_\_ **Description of the county's land use objectives for the area (types of uses, building requirements, zoning changes, development densities, etc.). (See: p.15-16)**

\_\_\_ **Description of land parcels to be acquired and structures to be demolished or rehabilitated. (See: p.17)**

\_\_\_ **Strategy for leveraging private resources to aid in redevelopment of the area. (See: p.17)**

\_\_\_ **Strategy for relocating any displaced residents. (See: p.18)**

\_\_\_ **Any covenants or restrictions to be placed on properties in the redevelopment area in order to implement the plan. (See: p.18)**

\_\_\_ **Public infrastructure to be provided (i.e. transportation, water, sewer, sidewalks, lighting, streetscapes, public recreational space, parking, etc.) to support redevelopment of the area. (See: p.18)**

\_\_\_ **Strategy for implementing the plan. (See: p.19)**



## **Appendix E: Public Hearing Documentation**

(Copy of Public Hearing Advertisement and Minutes to be added.)