



# Downtown Master Plan 5-Year Update

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Adopted October 3, 2011 by the City of Lawrenceville

Prepared by:  
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## Introduction

The Livable Centers Initiative (LCI) program is administered by the Atlanta Regional Commission (ARC) to promote greater livability and sustainability in town centers, activity centers and corridors. The program provides access to funds supporting community-based planning efforts, then offers competitive implementation grants for transportation projects emerging from these plans.

To be eligible for these implementation funds, each completed LCI report must include an implementation strategy with a specific 5-year action plan that outlines implementation activities and transportation funding eligibility. Mandatory 5- and 10-year updates ensure that the projects contained in these action plans are relevant to a community's needs and are, therefore, an appropriate use of implementation funds.

In this context, the Lawrenceville Downtown Master Plan was grandfathered as an LCI plan in 2006. In addition to goals supporting mixed-use development, providing a mix of transportation options, and using a community-based process, specific goals for downtown Lawrenceville included:

- Strengthening the role of the Square as the heart of Lawrenceville,
- Improving connections between the Square and nearby areas,
- Expanding open space options,
- Addressing an ongoing parking problem, and
- Enhancing the community's sense-of-place.

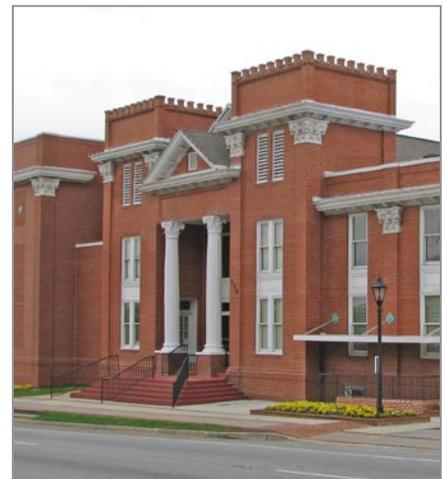
The master plan also included a zoning revision to codify the vision emerging from the process and ensure that any future growth in the greater downtown area would support its realization.

Since completing this effort, Lawrenceville has made significant strides towards achieving its downtown vision. Historic buildings around the Square have been renovated, new housing built, transportation upgrades made, and progress made towards upgrading existing public spaces and building new ones. To that end, the general vision of the plan remains as relevant today as it was five years ago.

However, the same cannot be said for the steps necessary to achieve that vision. The implementation of LCI plans is a long-term process, and the 5-year action plan included in 2005 was meant to be just the beginning of the implementation process. To that end, this Five Year Plan Update will ensure continued plan implementation.



*Historic buildings around the Square have been renovated*



*The Aurora Theater was a key plan recommendation that has enlivened downtown*



*Several new developments have occurred in the LCI study area*

## Evaluation and Appraisal

The Evaluation & Appraisal section provides a discussion of Downtown Lawrenceville Master Plan implementation progress to date. It highlights completed actions, new developments, and infrastructure upgrades, as well as actions that have not been accomplished from the 2005 plan.

### *Overall Plan Success*

The City of Lawrenceville has made great strides in implementing the Downtown Master Plan. Seven initiatives have been completed and ten are underway. In addition, items not included in the plan but consistent with it have also been undertaken.

Highlights of completed or underway projects include:

- **Calaboose Alley**, a walkway which connects the Pike Street parking lot to Crogan Street adjacent to the historic granite jail (or calaboose). This project was not in the original plan, but is completed.
- **Sidewalks on Culver Street** from Crogan Street to Nash Street are completed.
- The **Aurora Theater/Lawrenceville Cultural Center** is completed and has proven to be a major benefit to the Lawrenceville area.
- The **public parking deck** adjacent to the Cultural Center is completed.
- The **Lawrenceville Police Department** at the corner of Scenic and Jackson is completed, as are associated sidewalk improvements on Jackson Street and Scenic Highway.
- The **Heritage Trail** project continues to move forward. This trail begins at the Fallen Soldier Memorial and runs to Constitution Boulevard, then along Constitution to the intersection of Constitution Boulevard and Culver Street. It then runs down Luckie Street to Chestnut Street, north on Chestnut Street to East Crogan Street, then east to Scenic Highway. It then crosses East Crogan and goes into Rhodes Jordan Park. The section along Luckie from Culver to Chestnut is designed and funded but right-of-way acquisition is not complete. The section along East Crogan Street from Chestnut Street to Atha Street will be constructed in conjunction with the Luckie Street section.
- **Rhodes Jordan Park** is undergoing a major renovation in partnership with the Gwinnett County Parks and Recreation Department. This project is about 98% completed.
- **Jackson Street Park**, which will become an Urban Park, is in the design phase.

These projects represent a major step forward in achieving the master plan's vision for Lawrenceville.

### *Report of Accomplishments*

The report of accomplishments on the following pages provides a detailed overview of the status of specific projects. In reviewing the overall success rate, it is important to note that many of the projects that are not completed or underway are new street projects, which would have been promoted by private redevelopment efforts. Unfortunately, the slow economy has stifled these efforts.

### *Implementation Challenges*

As with other communities, one of the greatest challenges to achieving the LCI vision has been funding. For a time, escalating costs drove prices above those anticipated in the LCI plan, forcing the redesign of public projects or increased public funding. Today, increasingly scarce Federal and State funds place greater pressure on city coffers for plan implementation.

The current economy has also greatly hampered the plan's private development vision. The inability of would-be downtown residents to sell their existing homes has limited sales of new for-sale housing. At the same time, tightened credit has limited the abilities of existing businesses to expand and new ones to open. Despite this, the area remains far better today than it was five years ago.

## Transportation Initiatives

Key (per 2005 matrix)	Project	Description	Engineering Year	Construction Year	STATUS				Notes
					Complete	Underway	Not Started	Not Relevant	
T-2	Freight Rail Turnaround	Relocate out of study area and remove spur	2010+	2010+			X		
T-3	Scenic Parkway (Scenic Hwy extension)	Extend Scenic Hwy along western edge of Rhodes Jordan Park to Buford Dr	2010+	2010+			X		Recent park improvements have made the original proposed route unfeasible. Any future connection would need to occur outside of the park boundaries, perhaps along Cherry Street.
T-4	McArthur St Extension North	Extend north to proposed Scenic Pkwy	2010+	2010+			X		
T-5	Benson Street Extension	Extend north into Rhodes Jordan Park	2010+	2010+	X				
T-6	Jarmon St Extension	Extend east to proposed Scenic Pkwy	2010+	2010+			X		
T-7	McArthur St Extension South	Extend south to Atha St	2010+	2010+			X		
T-8	Born St Realignment	Realign to remove offset to Maltbie St	2010+	2010+			X		
T-9	Gordon St Extension South	Extend south to Constitution Blvd	2010+	2010+			X		
T-10	Macedonia St Extension South	Extend south to W Crogan St	2010+	2010+			X		
T-11	Macedonia St Widening	Widening between Oak St and W Crogan St	2010+	2010+			X		
T-12	Macedonia St Extension North	Extend north to Maltbie St	2010+	2010+			X		
T-13	Oak St Extension	Extend west to Buchanan St	2010+	2010+			X		
T-14	New Street	New street from W Crogan St to Langley Dr east of GJAC	2010+	2010+			X		
T-15a	Seminary St Realignment	Realign between S Perry St and S Clayton St	2010+	2010+	X				
T-15b	Seminary St Extension	Extend west to New Street (T-14)	2010+	2010+			X		
T-16	Branson St Extension West	Extend west to S Perry St	2010+	2010+			X		A new office building was built on the proposed site, making this a very long-term prospect.
T-17	Seminary St Extension East	Extend east to Jackson St	2010+	2010+		X			The feasibility of this route is being explored in detail as part of the Jackson Street Park Master Plan

Key (per 2005 matrix)	Project	Description	Engineering Year	Construction Year	STATUS				Notes
					Complete	Underway	Not Started	Not Relevant	
T-18	Chestnut St Extension	Extend south to Neal Blvd	2010+	2010+				X	A different street network has been proposed per the Jackson Street Park Master Plan
T-19	Existing St Extension	Extend from Seminary St Extension (T-17) to Branson St	2010+	2010+				X	A different street network has been proposed per the Jackson Street Park Master Plan
T-21	Branson St Extension East	Extend east to Jackson St	2010+	2010+				X	A new street network has been proposed per the Jackson Street Park Master Plan
T-22	Lumpkin St Extension	Extend to Scenic Hwy	2005	2007			X		
T-23	Plainview St Extension	Extend to S Clayton St	2010+	2010+			X		
T-24	Harris Cir Extension	Extend to W Crogan St	2010+	2010+			X		
T-25	New Street	New street from Gwinnett Dr to Harris Cir Extension (T-24)	2010+	2010+			X		
T-26	Nash St Extension	Extend to Gwinnett Dr	2010+	2010+			X		
T-27	New Street	New street from Harris Cir Extension (T-24) to Lumpkin St	2010+	2010+			X		
T-28	Luckie St Improvements	Widening and rebuilding of roadway	2010	2011	X				Luckie St improvements are being planned with the Heritage Trail project. Design is complete and goes to bid soon.
T-29	Gordon St Extension		2010+	2010+			X		
T-30	Transportation and Transit Study	Conduct traffic study of downtown	2005	n/a	X				
T-31	Courthouse Square Streetscapes	Realign area streetscapes	2005	2007		X			
T-32	SR 20 (Buford Dr) at Pike St Intersection Improvements	Upgrade traffic operations	2010+	2010+		X			In design phase. Upon GDOT approval ROW acquisition will begin.
T-33	Two-Way Street Conversion	Remove one-way pairs	2005	2007		X			In design phase. Upon GDOT approval ROW acquisition will begin.
T-34	Wayfinding Signages	Install throughout downtown area	2005	2007		X			Project is underway and currently at 80% completion
P-2	Rhodes Jordan Park-GJAC Pedestrian Upgrades	Sidewalk upgrades along Culver, Luckie, Perry and Pike Sts	2005	2007	X				Completed on Culver St. Remaining portions included in Heritage Trail project. Luckie St section is funded

Key (per 2005 matrix)	Project	Description	Engineering Year	Construction Year	STATUS				Notes
					Complete	Underway	Not Started	Not Relevant	
P-8	Rhodes Jordan Trail and Landscaping	Improve access to western edge of park	2005	2007		X			A recent master plan for the park calls for pedestrian access improvements in this area.
P-11	Luckie St and Atha St Streetscape	Sidewalk upgrades	2005	2007		X			Luckie St improvements are being planned with the Heritage Trail project. Design is complete and goes to bid soon.
P-12	North Clayton St Streetscape	Pedestrian improvements	2010	2012			X		
PD-1	East Parking Deck	Parking deck east of the Square	2005	2007	X				
PD-2	South Park Deck	Parking deck south of the Square	2010	2012			X		
PD-3	West Parking Deck	Parking deck west of the Square	2010	2012			X		
PD-4	Southwest Park Deck	Parking deck southwest of the Square	2010+	2010+			X		
PD-5	Amphitheater Parking Deck	Parking deck near proposed amphitheater	2010+	2010+		X			Initial phase as a parking lot is proceeding as part of Jackson Street Park Master Plan
PD-6	Parking Bank	Parking bank	2005	n/a			X		

### Housing Initiatives

Key (per 2005 matrix)	Project	Description	Study / Implementation Year	STATUS				Notes
				Complete	Underway	Not Started	Not Relevant	
C-9	Old High School Residential	Convert former high school into housing	2005				X	

## Other Local Initiatives

Key (per 2005 matrix)	Project	Description	Study / Implementation Year	STATUS				Notes
				Complete	Underway	Not Started	Not Relevant	
C-1	Amphitheater		2010		X			City is studying options as part of the Jackson Street Park Master Plan and is about to authorize detailed design
C-2	Train Depot		2005		X			DDA has been working on this effort
C-3	New Theater	Aurora Theater	2005	X				
C-4	New LTTA office		2005	X				
C-5	New Visitor & Welcome Center		2005	X				
C-6	New Police Building		2005	X				
C-7	New Utility Building		2010			X		
C-8	New City "gallery"		2005			X		
P-3	Plaza	New plaza north of city hall	2010			X		
P-4	Honeysuckle Hill park		2010+			X		
P-5	Neighborhood Park South		2010+			X		
P-6	Louise Cooper Park		2010			X		
P-7	Courthouse Square Improvements		2005			X		
P-10a	Greenway Network Connections	Linear park on north side of E Pike St at Chestnut St	2010			X		
P-10b	Greenway Network Connections	Linear park on north side of E Pike St at Buford Dr	2010			X		
P-10c	Greenway Network Connections	Linear park on north side of E Pike St at McArthur St	2010			X		

### *Recent Development*

In 2005, the City of Lawrenceville amended its zoning code to permit development consistent with the Downtown Master Plan's vision. Since then, the study area has seen several new projects approved, including both new construction and the adaptive reuse of historic downtown buildings.

These projects are summarized in the chart on the following page and the map that follows. In total they represent:

- 33 new housing units
- 21,000 square feet of new office space
- 24,600 square feet of new commercial space
- 1 new theater
- 200 new decked public parking spaces

These are in addition to several smaller projects, including repaved parking lots, the installation of patio dining, and similar efforts that have improved the quality of downtown.



*A new building at 167 West Pike Street features ground floor storefronts*



*This new office building now sits at 33 South Clayton Street, just northwest of City Hall*

**Recent Development: 2005 - 2011**

Map Key	Project Name	Project Location	No. of Res. Units	Type of Residential Unit (apartment, condo, townhome, S.F., Senior, Workforce, Etc.)	Commercial Space (sq ft)	Office Space (sq ft)	Other
1	227 Jackson Street	227 Jackson Street				1,450	
2	167 W. Pike Street	167 W. Pike Street			3,000	6,900	
3	168 E. Crogan Street	168 E. Crogan Street			2,500		
4	Salon 51	85 Benson Street			1,000		
5	Hair N Motion Salon	337 N. Clayton Street			1,100		
6	Cornerstone on the Square	279 W. Crogan Street	33	Townhouses, condo	11,000		
7	161 Gwinnett Drive	161 Gwinnett Drive				1,500	
8	Adaptive Reuse	50 S. Clayton Street			6,000		
9	Aurora Theater	128 E. Pike Street					250 seat
10	33 S. Clayton Street	33 S. Clayton Street				21,000	
11	Public Parking Deck	153 E. Crogan Street					200 sp.



*Cornerstone on the Square is Lawrenceville's first mixed-use redevelopment*



*Recent Development Map*

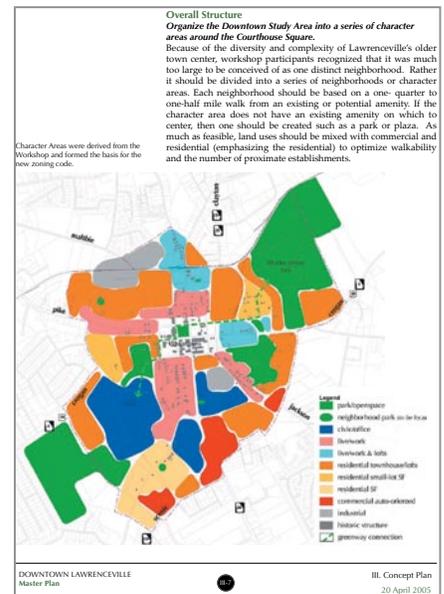
## Updated Framework Plan/Land Use Map

Since completing the Downtown Master Plan, several advances have occurred in downtown Lawrenceville that require an update to the Overall Structure/Character Area future land use map identified in page III-7 of plan. These include adoption of the Downtown District zoning code, additional planning work associated with the Jackson Street Park Master Plan, and recent public land acquisition.

The Updated Framework Plan shown on the following page represents a union of the study area's proposed future land uses and street network. Key differences between it and the 2005 Overall Structure/Character Area map include:

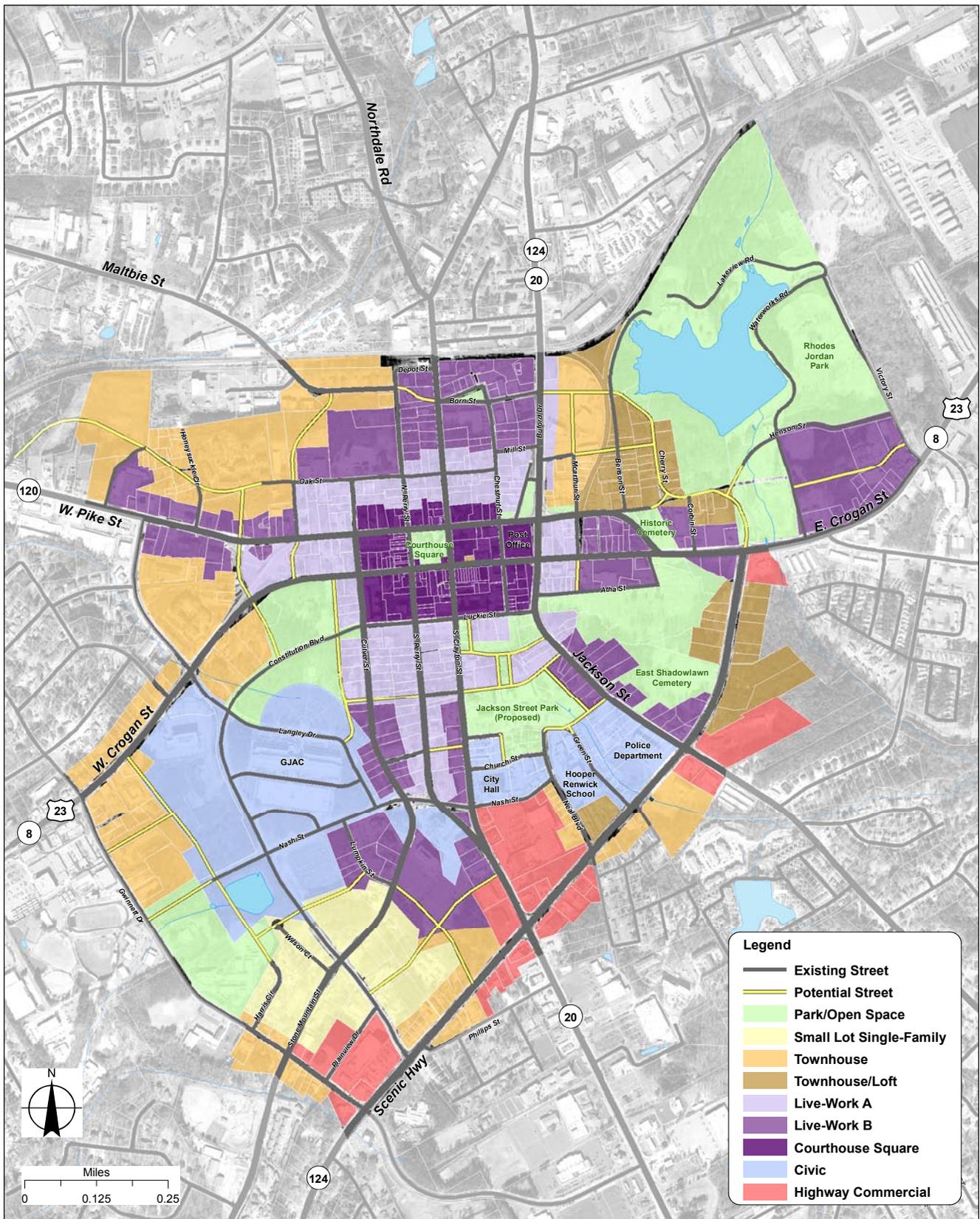
- **Updated land use categories** to reflect those adopted in the Downtown District zoning
- Incorporation of the **recommendations of the Jackson Street Park Master Plan** for the area south of Luckie Street and east of South Clayton Street
- Modifications to **land uses west of Rhodes Jordan Park** to account for the potential future creation of a road connecting Scenic Highway to Buford Drive.
- Inclusion of a **modified future street network**, primarily composed of future developer-built streets

In addition, the updated plan incorporates greater parcel level specificity than contained in the original plan, reflecting the subareas created as part of the Downtown District zoning code.



*The 2005 master plan showed general land use colors, but is not as specific as the Updated Framework Plan/Land Use Map at right*

*This graphic from the Jackson Street Park Master Plan shows how the future park could be ringed with new private development and expanded civic uses*



*Updated Framework Plan/Land Use Map*

## Updated Action Plan

This Action Plan outlines steps for the City of Lawrenceville to take to continue to implement its LCI plan in the coming years. It also includes updated matrices intended to serve as a blueprint for achieving the 2005 Master Plan's vision.

New matrices are provided for transportation projects and other projects. They have been updated to remove completed projects, adjust timings, and add the new projects identified in this report.

### *Steps Toward Implementation*

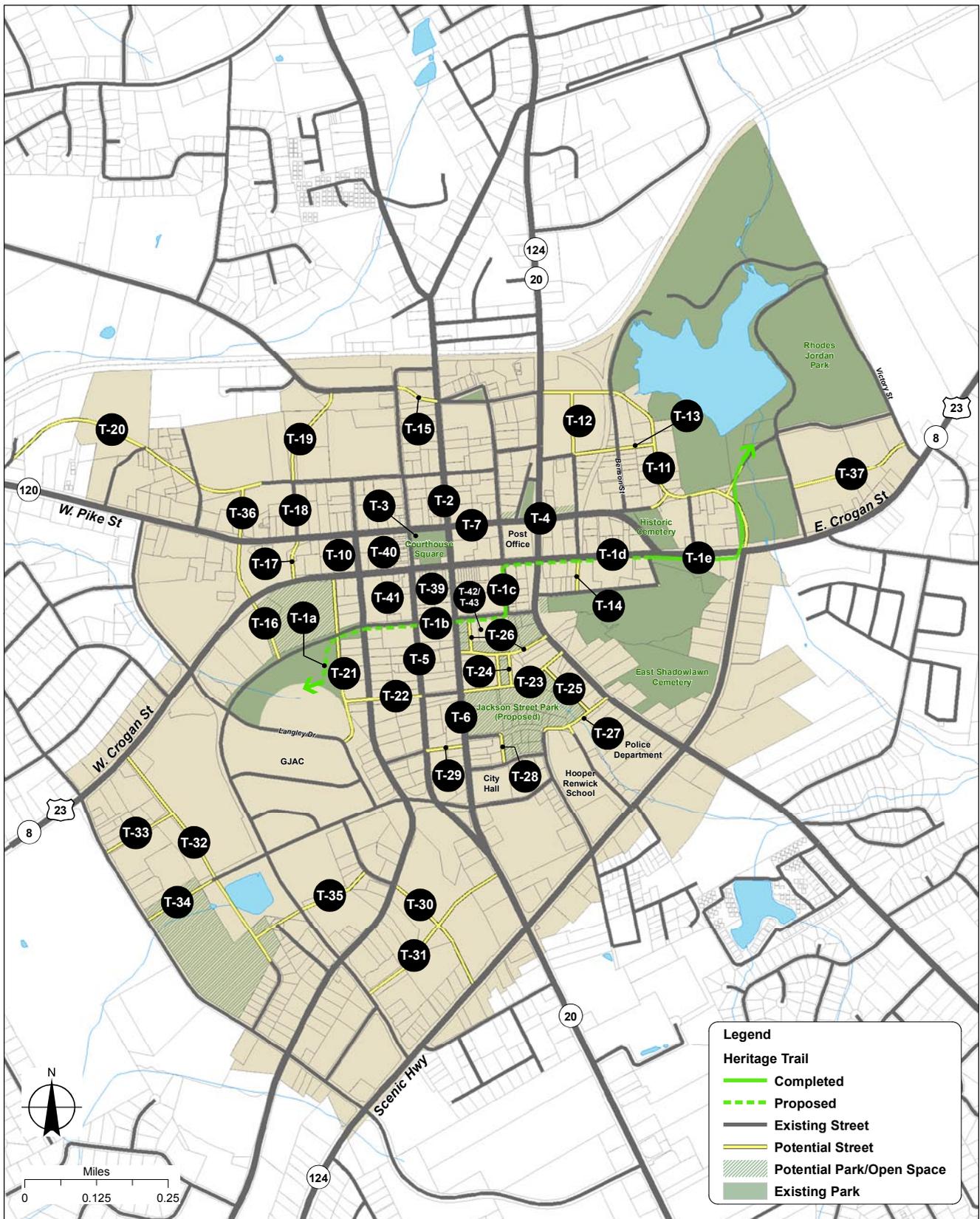
To ensure implementation of the projects identified in the matrices as well as the policies of the Downtown Master Plan, continued diligence will be required on the part of Lawrenceville's residents, businesses, and leaders. Each must monitor development and public improvements to ensure that they are consistent with the vision embodied in the master plan. Specifically, stakeholders must cooperate with city government and developers to ensure that private developments that support the vision are implemented satisfactorily.

The City of Lawrenceville, especially the Downtown Development Authority, must continue to stay engaged in review of potential funding options for transportation projects. Although the city has successfully competed for LCI funding, transportation projects may also be funded through a variety of other sources administered through the ARC. The City of Lawrenceville should continue to work with ARC staff to ensure that projects requiring transportation funds are included in future Regional Transportation Plans (RTPs).

For the plan's vision to continue to become reality, it is key that the following also be kept in mind by all Lawrenceville's stakeholders:

- **The Vision:** Of all of the components of this study, the vision is its most lasting legacy. The ideas contained in Part III.e: Community Vision & Goals of the original master plan document represent the results of an inclusive public involvement process. It is unlikely that the general vision and goals resulting from this process will change significantly, even though the steps to achieving them may.
- **Flexibility:** While the vision is unlikely to change in the near future, it is critical that Lawrenceville recognizes that the ways in which the vision is achieved can and will change. The addition or subtraction of policies or projects should not be viewed as a compromise of the study, but rather its natural evolution. Many of the assumptions used to guide this process in 2005, including the economic climate, land costs, transportation costs, and development trends, are never fixed. Lawrenceville must be prepared to respond to changes to ensure a relevant plan.
- **Development Guide:** One of the greatest long-term values of this document, in addition to its role in procuring transportation funding, is that it lays out a detailed land use framework. All development proposals should be reviewed for compatibility with the framework.

By being mindful of these three concepts, the Downtown Lawrenceville Master Plan can guide continue to guide positive change for years to come.



*Updated Transportation Project Map*

**Updated 5-Year Action Plan: Transportation**

ID	Former ID	Description	Type of Improvement	Engin. Year	Engin. Cost	ROW Year	ROW Costs	Construc tion Year	Construc tion Costs	Total Project Costs	Responsibl e Party	Funding Source	Local Source & Match Amount
<i>Pedestrian &amp; Bicycle</i>													
T-1		Heritage Trail Pedestrian Facilities	Pedestrian	Varies	\$337,200	Varies	\$425,000	Varies	\$2,248,000	\$3,010,200	City	LCI, TE	SPLOST \$602,040
T-1a		Fallen Heroes Memorial to Culver St via Constitution Blvd: Improved lighting, shade trees, crossings	Pedestrian	2013	\$18,000	n/a	\$0	2014	\$120,000	\$138,000	City	LCI, TE	SPLOST \$27,600
T-1b	P-11	Luckie St from Culver St to Chestnut St: Improved lighting, shade trees, crossings, sidewalks and widening	Pedestrian, Roadway Operations	2011	\$160,800	2011	\$425,000	2012	\$1,072,000	\$1,657,800	City	TE	SPLOST \$331,560
T-1c		Chestnut St from Luckie St to E. Crogan St: Improved lighting and new sidewalks	Pedestrian										
<i>Complete</i>													
T-1d		E. Crogan St from Chestnut St to Altha St: Improved lighting, shade trees, crossings and new sidewalks	Pedestrian	2012	\$158,400	n/a	\$0	2012	\$1,056,000	\$1,214,400	City	LCI, TE	SPLOST \$242,880
T-1e		E. Crogan Street from Altha St to Rhodes Jordan Park	Pedestrian										
<i>Complete</i>													
T-2	P-12	North Clayton Pedestrian Facilities: Improved lighting, shade trees, crossings and new sidewalks	Pedestrian	2013	\$156,000	n/a	\$0	2015	\$1,040,000	\$1,196,000	City	LCI, TE	SPLOST \$239,200
T-3	T-31	Courthouse Square Pedestrian Facilities	Pedestrian	2011	\$75,000	2012	TBD	2013	\$500,000	\$575,000	City	LCI, TE	SPLOST \$115,000
T-4	T-32	Buford Drive at Pike Intersection Upgrades	Intersection										
<i>See T-8 Two Way Street Conversion</i>													
T-5	-	S Perry Street Pedestrian Facilities: From W Crogan St to Nash St	Pedestrian	2014	\$252,000	n/a	\$0	2015	\$1,680,000	\$1,932,000	City	LCI, TE	SPLOST \$386,400
T-6	-	S Clayton Street Pedestrian Facilities: From W Crogan St to Nash St	Pedestrian	2014	\$264,000	n/a	\$0	2015	\$1,760,000	\$2,024,000	City	LCI, TE	SPLOST \$404,800
T-7	-	E Crogan Street Mid-Block Crossing	Pedestrian	2011	\$5,000	n/a	\$0	2012	\$50,000	\$55,000	City	General Fund, LCI	General Fund \$11,000
<i>Vehicle</i>													
T-8	T-33	Two-Way Street Conversion	Roadway Operations	2011	\$434,000	2012	\$0	2012	\$3,843,000	\$4,277,000	City	LCI	General Fund \$768,700

**Updated 5-Year Action Plan: Transportation**

Former ID	Description	Type of Improvement	Engin. Year	Engin. Cost	ROW Year	ROW Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source & Match Amount
T-9	T-34 Wayfinding Signage Program	Roadway Operations, Pedestrian	n/a	\$0	n/a	\$0	2011	\$25,000	\$25,000	City	City, DDA, LTTA	\$25,000
T-10	- Crogan and Pike Street Traffic Calming	Roadway Operations, Pedestrian	2015	\$22,500	n/a	\$0	2016	\$150,000	\$172,500	City	City, DDA, LTTA	\$172,500
<b>New Streets</b>												
T-11	T-3 Scenic Parkway (Scenic Hwy extension)	New Street	2016+	\$990,000	2016+	TBD	2016+	\$6,600,000	\$7,590,000	County, GDOT	SPLOST	\$1,518,000
T-12	T-4 McArthur St Extension North	New Street	2016+	\$99,000	2016+	TBD	2016+	\$660,000	\$759,000	City, Private	City, Private	TBD
T-13	T-6 Jarmon St Extension: Extend east to proposed Scenic Pkwy	New Street	2016+	\$123,750	2016+	TBD	2016+	\$825,000	\$948,750	City, Private	City, Private	TBD
T-14	T-7 McArthur St Extension South: South to Atha St	New Street	2016+	\$53,625	2016+	TBD	2016+	\$357,500	\$411,125	City, Private	City, Private	TBD
T-15	T-8 Born St Realignment: Realign to remove offset to Maltbie St	New Street, Intersection	2016+	\$66,000	2016+	TBD	2016+	\$440,000	\$506,000	City, Private	City, Private	TBD
T-16	T-9 Gordon St Extension South: Extend south to Constitution Blvd	New Street	2016+	\$103,125	2016+	TBD	2016+	\$687,500	\$790,625	City, Private	City, Private	TBD
T-17	T-10 Macedonia St Extension South: Extend south to Constitution Blvd	New Street	2016+	\$66,000	2016+	TBD	2016+	\$440,000	\$506,000	City, Private	City, Private	TBD
T-18	T-11 Macedonia St Widening: Widening between Oak St and W Pike St	New Street	2016+	\$37,500	2016+	TBD	2016+	\$250,000	\$287,500	City, Private	City, Private	TBD
T-19	T-12 Macedonia St Extension North: Extend north to Maltbie St	New Street	2016+	\$156,750	2016+	TBD	2016+	\$1,045,000	\$1,201,750	City, Private	City, Private	TBD
T-20	T-13 Oak St Extension: Extend west to Buchanan St	New Street	2016+	\$429,000	2016+	TBD	2016+	\$2,860,000	\$3,289,000	City, Private	City, Private	TBD
T-21	T-14 New Street A: New street from W Crogan St to Langley Dr east of GJAC	New Street	2016+	\$264,000	2016+	TBD	2016+	\$1,760,000	\$2,024,000	City, Private	City, Private	TBD

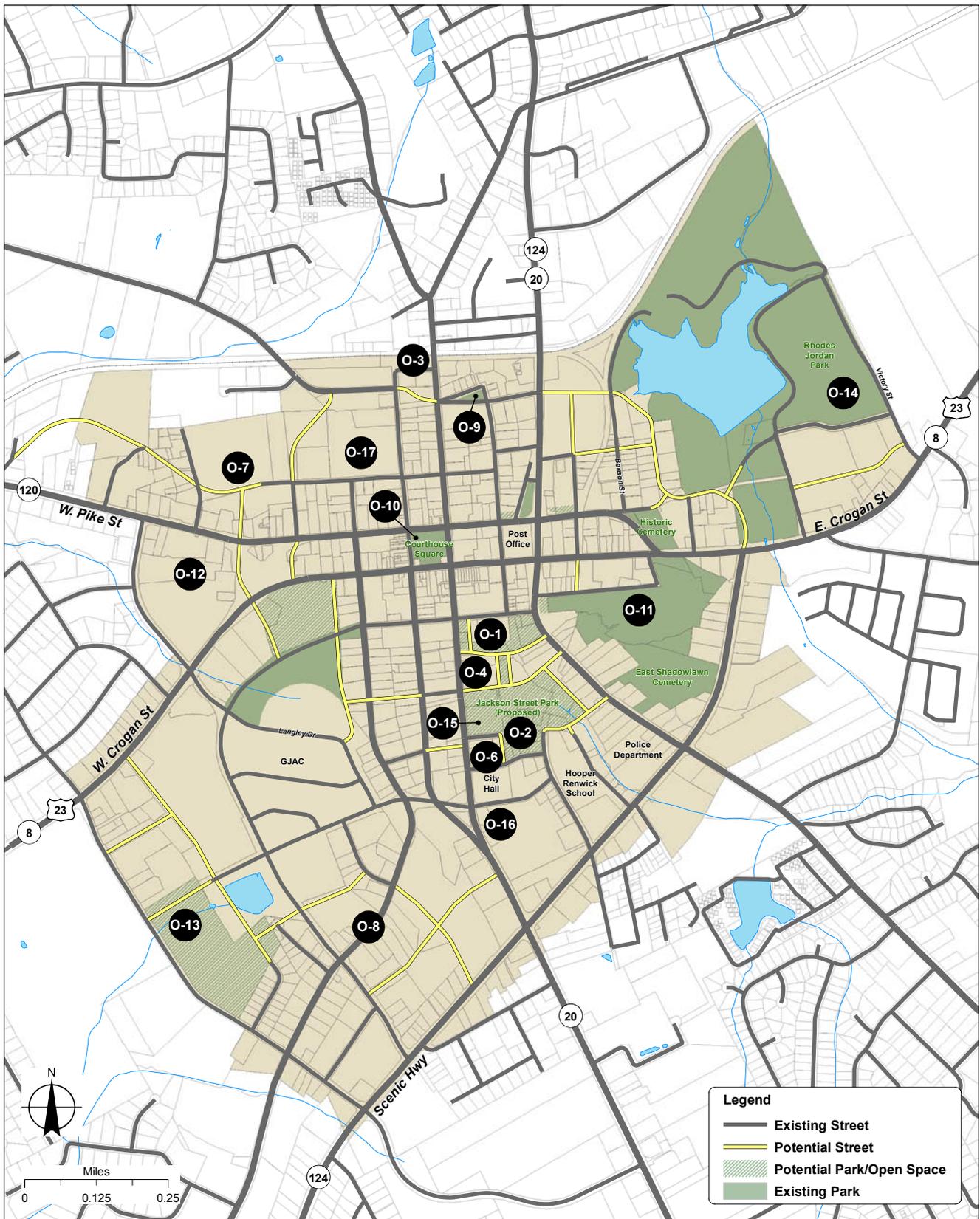
Updated 5-Year Action Plan: Transportation

ID	Former ID	Description	Type of Improvement	Engin. Year	Engin. Cost	ROW Year	ROW Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source & Match Amount
T-22	T-15b	Seminary St Extension: Extend west to New Street A (T-18)	New Street	2016+	\$115,500	2016+	TBD	2016+	\$770,000	\$885,500	City, Private	City, Private	TBD
T-23	T-17	Seminary St Extension East: Extend east to Jackson St (per Jackson St Park MP)	New Street	2015	\$173,250	n/a	\$0	2016	\$1,155,000	\$1,328,250	City	SPLOST	SPLOST, General Fund
T-24	-	New Street B: From New Street D (T-26) to Seminary St Extension (T-23) (per Jackson St Park MP)	New Street	2015	\$99,000	n/a	\$0	2016	\$660,000	\$759,000	City	SPLOST	SPLOST, General Fund
T-25	T-18	New Street C: From Branson St Extension (T-27) to Seminary St Extension (T-23) (per Jackson St Park MP)	New Street	2015	\$99,000	n/a	\$0	2016	\$660,000	\$759,000	City	SPLOST	SPLOST, General Fund
T-26	-	New Street D: From S Clayton St to Jackson St, including spur north to Luckie St (per Jackson St Park MP)	New Street	2015	\$198,000	n/a	\$0	2016	\$1,320,000	\$1,518,000	City	SPLOST	SPLOST, General Fund
T-27	T-20	Branson St Extension East: Extend east from Neal Blvd to Jackson St (per Jackson St Park MP)	New Street	2015	\$115,500	n/a	\$0	2016	\$770,000	\$885,500	City	SPLOST	SPLOST, General Fund
T-28	T-19	New Street E: From Branson St south to Church St (per Jackson St Park MP)	New Street	2015	\$49,500	n/a	\$0	2016	\$330,000	\$379,500	City	SPLOST	SPLOST, General Fund
T-29	T-16	Branson St Extension: Extend west to S Perry St	New Street	2016+	\$57,750	2016+	TBD	2016+	\$385,000	\$442,750	City, Private	City, Private	TBD
T-30	T-22	Lumpkin St Extension: Extend to Scenic Hwy	New Street	2016+	\$202,125	2016+	TBD	2016+	\$1,347,500	\$1,549,625	City, Private	City, Private	TBD
T-31	T-23	Plainview St Extension: Extend to S Clayton St	New Street	2016+	\$276,375	2016+	TBD	2016+	\$1,842,500	\$2,118,875	City, Private	City, Private	TBD
T-32	T-24	Harris Cir Extension: Extend to W Crogan St	New Street	2016+	\$383,625	2016+	TBD	2016+	\$2,557,500	\$2,941,125	City, Private	City, Private	TBD
T-33	T-24	New Street F: New street from Gwinnett Dr to Harris Cir Extension (T-29)	New Street	2016+	\$118,800	2016+	TBD	2016+	\$792,000	\$910,800	City, Private	City, Private	TBD
T-34	T-26	Nash St Extension: Extend to Gwinnett Dr	New Street	2016+	\$115,500	2016+	TBD	2016+	\$770,000	\$885,500	City, Private	City, Private	TBD
T-35	T-27	New Street G: New street from Harris Cir Extension (T-29) to Lumpkin St	New Street	2016+	\$198,000	2016+	TBD	2016+	\$1,320,000	\$1,518,000	City, Private	City, Private	TBD

**Updated 5-Year Action Plan: Transportation**

Former ID	Former ID	Description	Type of Improvement	Engin. Year	Engin. Cost	ROW Year	ROW Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source & Match Amount
T-36	T-29	Gordon St Extension: Extend north to Oak St	New Street	2016+	\$78,375	2016+	TBD	2016+	\$522,500	\$600,875	City, Private	City, Private	TBD
T-37	-	New Street H: From Waterworks Rd to Victor St	New Street	2016+	\$189,750	2016+	TBD	2016+	\$1,265,000	\$1,454,750	City, Private	City, Private	TBD
<b>Transit/Rail</b>													
T-38	T-2	Freight Rail Turnaround: Relocation out of the study area, potential to a point northeast	Freight Rail	2016+	TBD	n/a	\$0	2016+	TBD	TBD	DDA, County, Railroad	GDOI, Federal Railroad Administration	n/a
<b>Parking</b>													
T-39	PD-2	South Parking Deck: South of the Square	Public Parking	TBD	\$669,000	TBD	TBD	TBD	\$4,460,000	\$5,129,000	City, Private	TBD	\$5,129,000
T-40	PD-3	West Parking Deck: West of the Square	Public Parking	TBD	\$600,000	TBD	TBD	TBD	\$4,000,000	\$4,600,000	City, Private	TBD	\$4,600,000
T-41	PD-4	Southwest Park Deck: Southwest of the Square	Public Parking	TBD	\$600,000	TBD	TBD	TBD	\$4,000,000	\$4,600,000	City, Private	TBD	\$4,600,000
T-42	PD-5	Jackson Street Park Parking Lot	Public Parking	2011	\$42,000	2011	Included in Jackson Street Park	2013	\$280,000	\$322,000	City, DDA	TBD	\$322,000
T-43	PD-5	Jackson Street Park Parking Deck	Public Parking	2016+	\$600,000	2016+	Included in Jackson Street Park	2016+	\$4,000,000	\$4,600,000	City, DDA	TBD	\$4,600,000
T-44	PD-6	Parking Bank	Public Parking	n/a	n/a	n/a	n/a	n/a	Staff Time	Staff Time	City, Private	City	n/a

All cost estimates are in 2011 dollars  
 CDBG: Federal Community Development Block Grant  
 GDOT: Georgia Department of Transportation  
 LCE: Livable Centers Initiative  
 SFLOST: Special Purpose Local Option Sales Tax  
 CMAQ: Congestion Mitigation and Air Quality Improvement Program  
 TE: Federal Transportation Enhancement



*Updated Other Project Map*

**Updated 5-Year Action Plan: Other Projects**

ID	Former ID	Description	Cost	Starting Year	Responsible Party	Funding Source
O-1	C-1	Jackson Street Park: Phase I	\$3,950,000	2012	City, DDA	SPLOST, General Fund
O-2	C-1	Jackson Street Park: Phase II	\$9,500,000	2016+	City, DDA	SPLOST, General Fund
O-3	C-2	Train Depot	\$265,650	2014	City, DDA	General Fund, CDBG, TE
O-4	C-7	New Utility Building	\$1,265,000	2016+	City, DDA	General Fund
O-5	C-8	New City "gallery"	\$177,100	2015	City, DDA	SPLOST
O-6	P-3	Plaza	\$379,500	2016+	City	General Fund
O-7	P-4	Honeysuckle Hill park	\$253,000	2016+	City, Private	City, Private
O-8	P-5	Neighborhood Park South	\$253,000	2016+	City, Private	City, Private
O-9	P-6	Louise Cooper Park	\$187,000	2016+	City	General Fund
O-10	P-7	Courthouse Square Improvements	\$253,000	2016+	City, Private	City, Private
O-11	P-10a	Greenway Network Connections	\$37,950	2016+	City, County	SPLOST
O-12	P-10b	Greenway Network Connections	\$50,600	2016+	City, County	SPLOST
O-13	P-10c	Greenway Network Connections	\$50,600	2016+	City, County	SPLOST
O-14	-	Rhodes Jordan Park Renovation	\$7,300,000	2011	City, County	SPLOST
O-15	-	Conversion of former City Hall and Police Station to Other Use	TBD	2014	DDA	DDA
O-16	-	New Park: SE corner of S Clayton St at Nash St	TBD	2016+	DDA	DDA
O-17	-	Water tower branding sign	\$5,000 - \$10,000	2014	DDA	DDA
O-18	-	Downtown gateway Projects	\$10,000 per node	2013	DDA	DDA
O-19	-	TAD Study	\$20,000	2011	City	General Fund
O-20	-	TAD Adoption - Pending Study	Staff Time	2012	City	n/a

All cost estimates are in 2011 dollars

CDBG: Federal Community Development Block Grant

SPLOST: Special Purpose Local Option Sales Tax

Adoption Resolution

**RESOLUTION  
CITY OF LAWRENCEVILLE**

WHEREAS, the city of Lawrenceville supports regional efforts to develop a balanced transportation system to reduce dependence upon the automobile, enhance access, improve safety, encourage continued prosperity, and promote quality of life; and

WHEREAS, the city of Lawrenceville concurs that improvements in the quality of life from a well planned downtown area will enhance the economic position of Lawrenceville; and

WHEREAS, the city of Lawrenceville adopted the Lawrenceville Downtown Livable Centers Initiative Master Plan on July 25, 2005

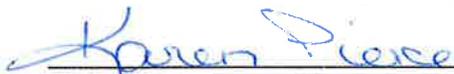
NOW THEREFORE BE IT RESOLVED, Lawrenceville hereby adopts the city of Lawrenceville Downtown LCI Master Plan 5-Year Plan Update and continues participation in the Livable Center Initiative (LCI) program for additional five years as a major step in preserving the health, well being and economic vitality of our community.

APPROVED AND ADOPTED BY THE LAWRENCEVILLE CITY COMMISSION  
ON THE 3<sup>RD</sup> DAY OF OCTOBER, 2011

CITY OF LAWRENCEVILLE, A  
GEORGIA MUNICIPAL CORPORATION

  
\_\_\_\_\_  
JUDY JORDAN JOHNSON, Mayor

  
\_\_\_\_\_  
ROBERT BARONI, City Manager

  
\_\_\_\_\_  
KAREN PIERCE, City Clerk