## City of Lawrenceville
## Comprehensive Plan Steering Committee

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## Prepared by

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# 1: Introduction

## 1.1 Purpose

*First Public Hearing, January 22, 2008 .*

The City of Lawrenceville Comprehensive Plan was prepared in accordance with the Georgia Department of Community Affairs' (DCA) "Standards and Procedures for Local Comprehensive Planning, "Local Planning Requirements," which were most recently updated in May 2005. The updated guidelines require the completion of three major elements, the Community Assessment, Community Participation Plan, and Community Agenda as part of the Comprehensive Plan. The Community Assessment summarizes the local government's evaluation of its development patterns, issues and opportunities, and level of compliance with the DCA's Quality Community Objectives. The Community Participation Plan is a proposal for a community involvement program that will offer a wide range of opportunities to local citizens interested in participation in Comprehensive Plan development. Lastly, the Community Agenda includes an update of the material in the Assessment based on public input, as well as a short and long term work program and list of policies for land use decision making.

*Steering Committee Meeting*

Preparation of the Lawrenceville Comprehensive plan 2030 update in accordance with these state standards is an essential requirement to maintaining the City of Lawrenceville's status as a Qualified Local Government as determined by DCA.

The City of Lawrenceville Community Assessment was submitted to the Atlanta Regional Commission (ARC) together with Gwinnett County and several other Gwinnett cities. The City of Lawrenceville Community Participation Plan was also submitted to ARC and DCA for compliance review. The purpose of this document is to present the Community Agenda portion of the Lawrenceville Comprehensive Plan 2030 update.

**The DCA defines the intent of the Community Agenda as follows:**
"The purpose of the Community Agenda is to lay out a road map for the community's future, developed through a very public process of involving community leaders and stakeholders in making key decisions about the future of the community. The Community Agenda is the most important part of the plan, for it includes the community's vision for the future, key issues and opportunities it chooses to address during the planning period, and its implementation program for achieving this vision and addressing the identified issues and opportunities. The Community Agenda is intended to generate local pride and enthusiasm about the future of the community thereby making citizens wish to ensure that the plan is implemented."

## 1.2 Scope

The Lawrenceville Comprehensive Plan Community Agenda unites the critical components of the City's plan for the future. While the Community Agenda should be considered in combination with the associated Community Assessment for comprehensive planning purposes, the Community Agenda can be reviewed by the public as a stand-alone document for the purpose of understanding the City's broad vision, policies, and plans for implementation. For this reason, the Community Agenda document will be widely available to the citizens of Lawrenceville and to those who hold an interest and need for understanding Lawrenceville's vision and plan for the future.

The Community Agenda has been developed in accordance with a public participation plan to elicit public and stakeholder involvement into the planning process. The input of Lawrenceville residents, business owners, stakeholders, steering committee, elected officials, City staff, and other community members has been obtained through public meetings and steering committee workshops, in discussions and via a citizen survey. Additionally, the past input of Lawrenceville citizens and stakeholders that contributed to previous comprehensive planning efforts as well as downtown master planning efforts and the master planning efforts of various stakeholders has been respected and, where appropriate, carried through to and referenced in this document.

The Lawrenceville Comprehensive Plan Community Agenda includes the City's vision for the future, plan for future development and character areas, key issues and opportunities to address during the planning period, and an implementation program for achieving the vision and addressing issues and opportunities.

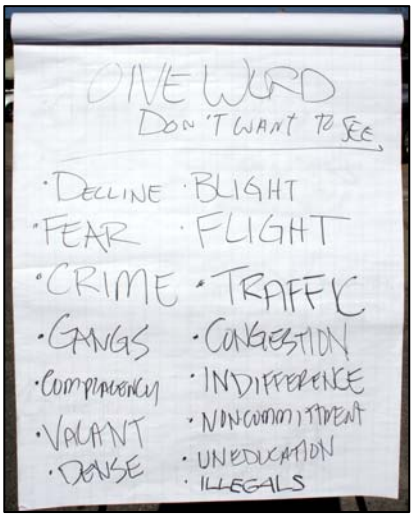
## 1.3 Public Inclusion and Outreach

*Consultant gets an earful from a citizen at May 13, 2008 hearing.*

### Introduction

This Comprehensive Plan Community Agenda is based upon a collaborative effort of the City's citizens, stakeholders, a dedicated steering committee, elected officials, staff, and the City's consultant. The City Council set an aggressive schedule to maximize momentum in the development of the Community Agenda document, and demanded a significant time commitment from a number of individuals. The end result of this aggressive schedule and the community participation efforts is a distinctive path and vision for the City of Lawrenceville's future.

### Public Outreach




*Notes from January 22, 2008 public hearing.*

The Community Participation Program set up a deliberative approach in which, public citizens, stakeholders, the steering committee, council, City agencies and department, and other interested parties were fully involved through a series of participation opportunities.

The public participation effort included the following:

- Conducted an introductory Citizens Steering Committee meeting which introduced members to the process and held follow up meetings every two weeks (with the exception of December, 2007).
- Held the first of two required Public Hearings on January 22, 2008
- Provided information and opportunities for public input.
- Held meetings with stakeholders and other interested parties.
- Gathered public input through a very popular online survey that garnered 233 responses.
- Steering committee members solicited input from their groups (i.e., Downtown Development Authority (LDDA), Lawrenceville Tourism and Trade Association (LTTA), Neighborhoods, etc.) and other interested parties.
- LTTA and LDDA entities sent out emails and discussed the efforts at regular meetings

From: Rebekah Cline [mailto:rebekah@visitlawrenceville.com]
Sent: Tuesday, May 13, 2008 12:37 PM
To: Carla Carraway
Subject: Lawrenceville Comprehensive Plan

**Get Involved in Lawrenceville's Comprehensive Plan 2030**

**Dear Carla,**

Precision Planning Inc. (PPI) is assisting the City of Lawrenceville with updating their Comprehensive Plan.

The final public hearing for the City's 2030 Comprehensive Plan will be held **tonight** (Tuesday, May 13) at 6:00 p.m. in the council chambers of City Hall. The public can review the draft of the 2030 Plan and offer comments.

*Please note the time change. The last public input meeting was at 7:00 p.m.

Forward email

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Lawrenceville Tourism & Trade Association | P.O. Box 642 | Lawrenceville | GA | 30046

*Email flyer from the Lawrenceville Trade and Tourism Association advertising the May 13, 2008 Public Hearing.*

*Citizens discuss their communities' future at May 13, 2008 hearing.*

- Conducted Public Hearing for the transmittal of the draft Community Agenda to the Atlanta Regional Commission and the Department of Community Affairs for review on May 13, 2008.

## Coordination and Oversight

Coordination and oversight for this outreach effort were very important parts of the overall work effort supporting the City's Comprehensive Plan Update. The Mayor and Council proposed a City-appointed Steering Committee, assisted by the City's Planning Director and the City's consultant, to push the Agenda document development along as well as to be the conduit for public opinion from the citizens, business community and civic groups. The City-appointed Steering Committee was composed of:

- Mike Crow – Lawrenceville City Council
- Brad Leonard – Lawrenceville Planning Director
- Marie Beiser – Lawrenceville DDA, Downtown Architectural Review Board
- Mary Thompson – Downtown Architectural Review Board
- Eron Moore – Lawrenceville Planning Commission
- Craig Willis – Local Businessman/Lawrenceville Trade and Tourism Association
- Gene McKay – Local resident
- Joe Walter/Steve Sappington (Precision Planning, Inc.) – technical guidance and facilitation

The Steering Committee met roughly every two weeks to chew on the issues and opportunities affecting their community. The Steering Committee also went back to their boards and agencies, neighborhoods and civic groups to "float" ideas and to bring back stakeholders input. Many of these same persons were involved in the collaborative effort undertaken during the Livable Centers Initiative (LCI) Downtown Master Planning experience, so they were already familiar with the vision process and by virtue of the residency and service to the community, had definite opinions about the future of Lawrenceville.

## Capturing the Pulse of the Community

One of the more interesting exercises in capturing the pulse of the community was through the written and online survey process conducted in February-April, 2008. Written surveys

were handed out and returned at the first public hearing on January 22, 2008 at Lawrenceville City Hall. The survey was then available on-line the City's website.

*Screenshot of online survey.*

A link to this survey was placed on the City of Lawrenceville's official City website. Although this survey instrument was not necessarily a totally random sample, it does provide a "snapshot" of community concerns and areas of improvement from the 233 respondents that participated. This survey contained approximately 24 questions in various formats from simple "yes or no" questions to multiple choice questions along with "fill-in the blank" responses.

This survey has assisted the Steering Committee and the Planning Team in identifying issues and addressing opportunities that are important to a good cross-section of the Lawrenceville community.

## General Statistics

Total number of survey respondents – **233 online/24 written**

**77%** of all respondents **live** in Lawrenceville

**48%** of all respondents **work** in Lawrenceville

**47%** of all respondents have **lived** in Lawrenceville for **over 20 years**

**25%** of all respondents have **worked** in Lawrenceville for **over 20 years**

**25%** of respondents recognize Lawrenceville as **hometown** while others recognize Lawrenceville as **historic**, **convenient**, **revitalizing** and **evolving**.

**25% do not** want Lawrenceville to become home for **illegal immigrants**. Others do not want **crime**, **decline**, **traffic congestion**, and/or **flight** to other communities.

## Quality of Life

Respondents found the following "**quality of life**" issues **extremely important**:

- Preservation of neighborhoods
- Preservation of greenspace
- Preservation of historic buildings
- Small town feel

- Access to healthcare
- Knowing neighbors
- Small parks near neighborhoods

Respondents found the following "**quality of life**" issues **somewhat important**:

- Walking trails
- Organized recreational opportunities

Respondents found the following "**quality of life**" issue **important**:

- Cultural facilities

Respondents found the following areas of town in most need of improvement:

- 37% - Pike Street
- 32% - Maltbie Street / Hurricane Shoals Road
- 31% - New Hope Road

Respondents stated that these areas of town could use the following improvements:

- Pike Street – rehabilitation of buildings and landscape
- Courthouse Area – cosmetic only
- Northdale / Collins Hill – new appearance standards
- Maltbie / Hurricane Shoals – new appearances standards and rehabilitation of area
- North Clayton / Buford Hwy. - new appearances standards
- Perry / Grayson Hwy. – better code enforcement and rehabilitation of area
- New Hope Road - better code enforcement
- Five Forks / Stone Mtn. Street - better code enforcement
- US 29 - better code enforcement
- Scenic Hwy. - new appearances standards
- Downtown (excluding square) - new appearances standards
- Other areas – 43% say knock it down and start over

Percentage of respondents that believe the following activities are needed to improve and/or add to create a better community:

- 53% - greenways and walking trails
- 44% - better police presence
- 40% - more entertainment
- 38% - reduce traffic congestion
- 35% - more neighborhood parks

**58%** of all respondents believe Lawrenceville has a **small town feel**.

## Growth and Economic Development

Respondents found the following "**growth and economic development**" areas of town **extremely important**:

- Downtown square
- Georgia Gwinnett College
- Hospital

Respondents found the following "**growth and economic development**" areas of town **somewhat important**:

- Pike Street Corridor
- US 29 Corridor
- Grayson Highway Corridor
- Depot Area

Respondents found the following "**growth and economic development**" area of town **important**:

- Airport Corridor

## Land Use Issues

Respondents find that it would be beneficial to include **more mixed use** development in the following areas of town:

- Georgia Gwinnett College
- Depot Area
- Grayson Highway Corridor
- Pike Street Corridor
- Downtown Square

Respondents find that it would be beneficial to include the following **appearance** improvements to areas of town:

- Improve both interior and exterior of existing buildings
- Improve the landscape and site features of existing parcels

Respondents find that it would be beneficial to include the following **accessibility** improvements to areas of town:

- Better roadway access
- Parking
- Sidewalks
- Transit access
- Handicap access

Respondents find that it would be beneficial to include **an "old downtown" architectural style** the following areas of town:

- Downtown Square
- Depot Area
- Georgia Gwinnett College

Respondents **do not** have a desire to increase the use of **multi-lingual signage** in the community.

## Community Facilities and Public Service

Respondents find the following **public services extremely important** (listed in order of importance):

- Reliable water service
- Graffiti removal
- Garbage collection
- Street maintenance
- Availability of natural gas
- Low cost water services
- More street lights
- More sidewalks

**56%** of respondents say **police** presence in neighborhoods is **adequate**.

**79%** of respondents say police need to **increase vehicle patrolling**.

**53%** of respondents say they would like to see **more neighborhood policing**.

## Transportation Improvements

Percentage of respondents that would like to see the following traffic improvements:

- 40% - re-route through traffic from downtown
- 30% - sidewalk connections between neighborhoods
- 29% - improved access between downtown and Georgia Gwinnett College

## Subjective Questions

The following is a response to the question, **"What is your impression of Lawrenceville?"**

- Great small town feel
- Fantastic downtown
- Too many used car lots and title pawns
- Congestive traffic
- *"Nice historic town, some nice older neighborhoods, lots of used car lots, dirty old shopping centers, and okay schools that used to be good."*
- *"It has a little center area that is focused and then degenerates from there."*
- Historic
- Lacking of character

The following is a response to the question, **"What is your favorite thing about the community?"**

- Downtown
- Close community and neighborhoods
- Feels like home
- Friendly people

The following is a response to the question, **"What is your least favorite thing about the community?"**

- Illegal immigrants
- Congestive traffic

- Crime and growing violence
- Bad reputation of schools
- Empty buildings and lack of planning
- Too many rental houses
- Increased Hispanic population

The following is a response to the question, **"What one thing about the community would you change?"**

- Reduce multi-family invasion of single-family dwellings
- Add private schools
- Reduce crime and remove illegal immigrants
- Improve cultural offerings
- Greater police presence
- Improve traffic flow
- Improve school reputation
- Better land use planning
- Enforce zoning ordinances
- Remove used car lots
- *"Look at how cities like Suwanee and Johns Creek have become destinations for affluent and model Lawrenceville after them."*

The following is a response to the question, **"What one thing about the community would you keep the same?"**

- Small town feel / old town charm
- *"I like the way the City celebrates the Christmas holidays and how this always brings the community together."*
- Neighborhood upkeep and pride
- Preserving the face of heritage

The following is a response to the question, **"What makes Lawrenceville unique?"**

- Downtown
- Aurora theatre

- *"Whatever your preference...small town, metro, country, suburban, it's all available in Lawrenceville."*
- Political center for a dynamic county
- Georgia Gwinnett College, but Lawrenceville needs to improve for the school to reach its potential

The following is a response to the question, **"What places in Lawrenceville need to be preserved at all costs?"**

- Courthouse / downtown / square
- Neighborhoods

The following is a response to the question, **"What makes Lawrenceville have a small town feeling?"**

- Small shops rather than a mall
- Revitalized square
- Community events and clustered activities
- People tend to remember each other

The following is a response to the question, **"What keeps Lawrenceville from having a small town feeling?"**

- Too much sprawl
- "low end" businesses
- Influx of illegal immigrants
- Too many houses
- Too much traffic
- Places to ride bikes and walk

The following is a response to the question, **"What types of businesses would you <u>not</u> like to see in Lawrenceville?"**

- Pawn shops
- Adult shops
- Package stores
- Gun shops
- Used car lots
- Bail bondsmen
- Check cashing shops

The following is a response to the question, **"How do we improve police presence in Lawrenceville?"**

- have officers walking the streets rather than just traffic police
- more immediate response to complaints
- more code enforcement and more officers

Several respondents listed various streets that need improvements, and the most popular improved includes widening, adding medians, and improving traffic signals.

# 2: Community Vision

*Steering Committee in action.*

*Citizens view maps at Public Hearing.*

A major part in planning for the future of a city requires a *vision*, or an understanding of what the city will be or become. Identifying the commonly held vision for the future of a community requires a significant amount of citizen input and dedication to the planning process. Lawrenceville's citizen steering committee, stakeholders, and citizen attendance at public hearings have gone through a *visioning process* to work towards an overall image, or vision, in both words and illustrations. This process reveals what the community wants to become and how it wants to look by 2030.

Lawrenceville has created a *vision statement* that describes the commonly held vision of its preferred future. This vision statement is a broad view of the community as a whole. Lawrenceville has also created a Future Development Map which more specifically illustrates and describes this commonly held vision throughout the different neighborhoods, or character areas that make up the community. This visioning process has not only provided a chance for the community to dream and imagine the future through a public forum, but it has also provided a great starting point for creating a comprehensive plan as well as providing actions for implementing the plan.

This Chapter reveals this vision statement, presents the Future Development Map, and describes the character areas that are illustrated on the Future Development Map. The description of each character area shows the community's desired development patterns for enhancing the character of each area and their recommended development strategies that will direct the future development in each area. As a transition from typical land use planning to character area planning, a summary table of permissible land uses is provided in this Chapter, and a summary table of quality community objectives for each character area aids as an evaluation of uses in each area.

## 2.1 General Vision Statement

Lawrenceville defines itself as the historic governmental, healthcare, educational and economic hub of Gwinnett County, with a long tradition of close-knit neighborhoods,

civic pride and a strong, vibrant central business district. 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.

Like the market town of the past, Lawrenceville wishes to return to a "full life-cycle community" - where children are raised, can go from day care through college, find employment, raise their families and enjoy their golden years, without having to leave. In order to accomplish this desire, Lawrenceville needs to continue the soul-searching that was started during the Downtown Master Planning process and apply this throughout the community, determining the strengths and weaknesses of the City, identifying the vision for the future, formulating objectives in order to achieve the vision, and prepare guidelines for implementing the vision.

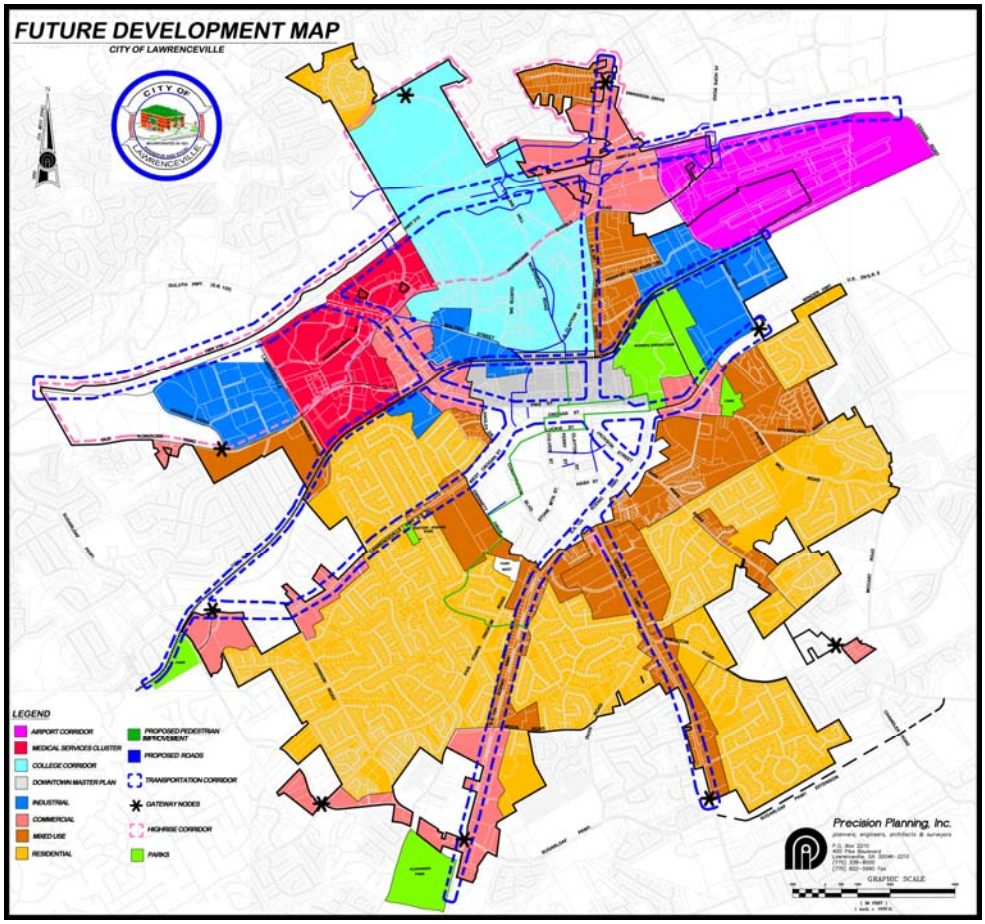
***Lawrenceville will be the center of the northeast region of Atlanta, as it becomes home to leading education, healthcare, commerce, industry, and government, while protecting its history and neighborhoods. Lawrenceville shall enact standards of high quality for planned growth and redevelopment, while 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.***

## 2.2 Future Development Map

As a new tool in the comprehensive planning process, the Georgia Department of Community Affairs introduced the Future Development Map in the "Standards and Procedures for Local Government Comprehensive Planning" in the May 1, 2005 update. Lawrenceville's Future Development Map is a result of refining preliminarily identified character areas and incorporating citizen steering committee and stakeholder perspectives about future development patterns, as well as incorporating existing master plans that have been adopted by the City and the various stakeholders.

This Future Development Map will be used in conjunction with the City's current Future Land Use Map and current Official Zoning Map to assist the City with day-to-day planning decisions. The City expects that the Future Development Map will eventually replace the Future Land Use Map as it moves away from parcel specific planning to neighborhood or character area planning. The Future Development Map introduces a degree of flexibility to planning that is expected to improve the City's land use decision making process. Since the Future Development Map is not parcel specific or land use driven by design, it will aid the City in determining whether a proposed development or redevelopment is appropriate in scale, size, function, form, intensity, and/or pattern with the surrounding neighborhood or character area.

Please see the attached Future Development Map.



## 2.3 Character Areas

### What is a Character Area?

*Example of a historical .planned town – Savannah Georgia*

Traditionally, a primary part of a community's comprehensive plan has focused on the land use of individual parcels. This allows a community to address issues such as compatibility of a particular land use with its surroundings and adequacy of the public infrastructure. However, this focus on the type and location of individual land uses has often resulted in the lack of attention to the overall development patterns of the community. It is the overall patterns of development throughout the community, rather than individual land uses that creates individual areas of identifiable character.

Most communities are made up of several distinct areas or neighborhoods that each has specific characteristics that identify that neighborhood or area as different and unique from other areas in the community. Many of these unique characteristics evolve regardless of the activity which occurs within the individual buildings in the neighborhood, such as offices, homes, and shops. Rather the individual uses creating the character, the form and pattern of the streets, site features, lots, and building arrangement lend to this description of a "character area". It seems more intuitive to define areas based on character, rather than individual uses. This is how most downtown and historic districts have evolved over time. These areas have a mixture of land use types and are often identified because of the physical form and pattern of development rather than the individual land uses. It is this form and pattern that is the basis of a "character area".

*Example of a typical suburban pattern of development.*

Character Areas, as defined in the "local planning requirements" from the Georgia Department of Community Affairs, are defined as specific geographic areas that meet the following criteria:

- Have unique or special characteristics;
- Have potential to evolve into a unique area when provided specific and intentional guidance; or
- Require special attention due to unique development issues.

## Introducing Character Areas in the Community Vision

A key component to updating Lawrenceville's comprehensive planning process is the creation of a Future Development Map. This map reflects the City's vision for growth, development and redevelopment over the next twenty years. The City's vision is graphically displayed on the Future Development Map through the focus on several "character areas" that make up the City Limits. The City's vision has identified several existing areas with distinctive character and has also identified areas where new character can be introduced. Existing "character areas" have common identifiers such as lot configuration; street design; building location, dimensions, and orientation; intensity of development; and interactions among uses within the area. New "character areas" can be created by identifying the existing patterns that are desirable and creating new criteria for developing or redeveloping the area that establishes the desired form and pattern of that area. This character area planning will allow Lawrenceville to tailor development strategies for each "character area", with the goal of enhancing the function or promoting the desired character for the future.

## Character Area Descriptions with Desired Development Patterns and Recommended Development Strategies

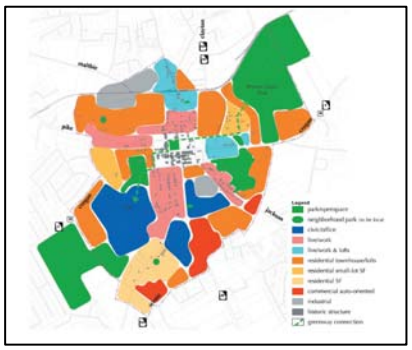
Lawrenceville's Future Development Map identifies the following "character areas" that make up the City Limits:

- Downtown Master Plan Area
- College Corridor
- Medical Services
- Airport
- High Rise Corridor
- Mixed Use Areas
- Residential Area
- Commercial (Regional)
- Industrial Area
- Parks and Greenspace
- Gateway Nodes

The following pages provide a description of these "character areas" along with desired development patterns and strategies for implementation. The desired development pattern describes the nature of preferred development in a "character area", including appropriate design, infrastructure, and intensity. This is achieved

through formulating objectives for the area in order to achieve a future vision. The strategies for implementing these objectives are by preparing and enforcing guidelines and/or regulations in each area.

## 2.3.1 Downtown Master Plan Area

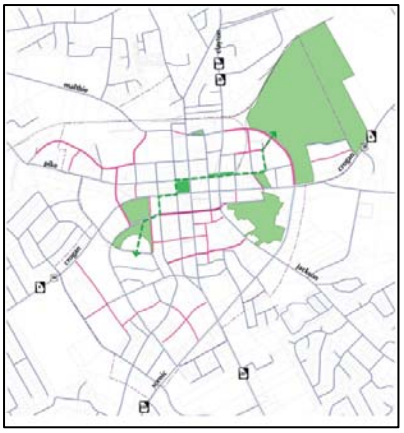


*Downtown Master Plan Future Land Use.*

### General Description and Boundary Area

The Downtown Master Plan area was defined in a study prepared by Tunnell-Spangler-Walsh and Associates for the City of Lawrenceville in 2005. The area contained within the downtown master plan district is shown on the attached map. The character area encompasses about 860 acres and was studied extensively during the plan development process. After significant amounts of public input were obtained, an implementation program was developed to focus on a number of issues, including a new zoning overlay district for the plan area and ten projects / project types for future development / construction:

1. Return to two way streets
2. Link Rhodes Jordan Park with GJAC
3. Parks
4. Community Facilities
5. Scenic Parkway (Improvements)
6. Transportation Study
7. Local Streets (Improvements)
8. Luckie Street
9. Parking Projects
10. Depot and Warehouse District Revitalization



*Proposed street extensions/new streets in the Downtown Master Plan area.*

### Desired Development Patterns

- The downtown Lawrenceville area should develop in accordance with the future development map of the area (i.e., "the Zoning Code District Map"), with a combination of greenspace, office, governmental, commercial, residential, residential-commercial uses.
- The implementation of the projects in the area should be encouraged to promote the continued development of the area in accordance with the Downtown Master Plan.

*Lawrenceville's historic depot should become the meeting point between the Downtown Master Plan area and the College Corridor.*

### Recommended Development Strategies

- Where possible, the extension of streets should be designed to promote more local traffic and re-route some traffic off of the major roadways.
- Local streets should be developed/redeveloped in accordance with the downtown master plan guidelines.
- The City should continue to require compliance with the Zoning Ordinance with regard to the appearance standards, development guidelines, etc.

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

## 2.3.2 College Corridor

### General Description and Boundary Area

*Georgia Gwinnett College's Administration Building.*

In 1994, Gwinnett County was recognized by the Georgia Board of Regents as the largest county east of the Mississippi River lacking a four-year college. In light of this revelation, the County purchased 160 acres of land located off SR316 and Collins Hill Road specifically for the development of a college campus. This property is currently within the City Limits of Lawrenceville.

The following excerpts are taken from the college website:

*"Georgia Gwinnett College opened its doors on August 18, 2006 as Governor Sonny Perdue, President Daniel Kaufman, Board of Regents Chairman Allan Vigil, U.S. Representative John Linder and GGC Foundation Chairman Glenn White cut the ceremonial ribbon for the nation's first four-year public college created in the 21st century, and the first four-year public college created in Georgia in more than 100 years."*

*"For more than 15 years prior to the formation of GGC, community leaders pressed for a four-year college in Gwinnett. As the county grew rapidly, it was evident that the expanding business community needed a source of qualified candidates for its workforce and it desired to enjoy the benefits involved with a community-based institution of higher education. A resolution was passed by the Board of Regents in October 2004, and the college was established by the Georgia General Assembly in March 2005. It will serve as the USG's model campus for innovative approaches to highly-efficient student, facility, and administrative services."*

*Examples of college campus and campus housing.*

*Examples of college –oriented commercial development, anticipated in the corridor*

*"With no legacy systems present, retrofitting outdated equipment to accommodate new technologies is not an issue. Without ties to any past practices, GGC is positioned to implement best practices and cutting-edge innovations.*

*Until the fall of 2008, GGC will share the campus with four other partner institutions of higher education. Collectively, there are more than 8,000 students on campus. The partner institutions will be phased out as their students graduate or transfer. GGC expects to enroll a freshman class of 3,000 in fall 2008."*

*"Overlapping* [GGC's environmentally friendly designed] *the master plan is a five-year plan already set in motion. It includes Phase II construction of an existing classroom building which is currently underway, followed by a 1,500-space parking deck. A $28.3 million library was recently approved by the Board of Regents, and a student housing project is under consideration.*

*Working in tandem with the college, the Georgia Gwinnett College Foundation has been established to develop private funding for projects such as student centers, bookstores and athletic facilities. The Foundation plans to develop partnerships with area businesses and a collaborative center where companies can share their projected workforce needs and see firsthand the advantages of the college's commitment to technology."*

Lawrenceville is proud and excited to be the home of "the campus of tomorrow", as Georgia Gwinnett College (GGC) likes to call itself. Lawrenceville is committed to extend their services to the campus and embrace the college into assist in the promotion and success of the college, and sees a sustainable future in Lawrenceville for college life. The best way to express this embracement is by the creation of a new character area that connects and blends the college campus with the downtown core and surrounding areas.

The College Corridor starts at the Georgia Gwinnett College campus located on Collins Hill Road along the north side of SR316 and extends southward to include a number of industrial and commercial uses along the western side of Collins Hill Road. At Hurricane Shoals Road, the corridor widens to include multi-family residential developments, single-family dwellings along Curtis and Downing Streets as well as commercial developments.

*Conceptual view of Georgia Gwinnett College at buildout.*

*Historic Building in the Depot area.*

The corridor extends to the existing commercial area around the Depot and terminates at Born Street. The college and the Depot area are logical termini for the corridor. This corridor will include some of the uses that Lawrenceville believes will be impacted by the future development along the corridor and will eventually transition from the existing land uses as the transportation systems are improved in the corridors and as property values rise. The upper end of the Downtown Overlay District area just touches the Depot area, so a linkage is formed that will allow both areas to improve and help establish the Depot area as an entertainment district and destination.

## Desired Development Patterns

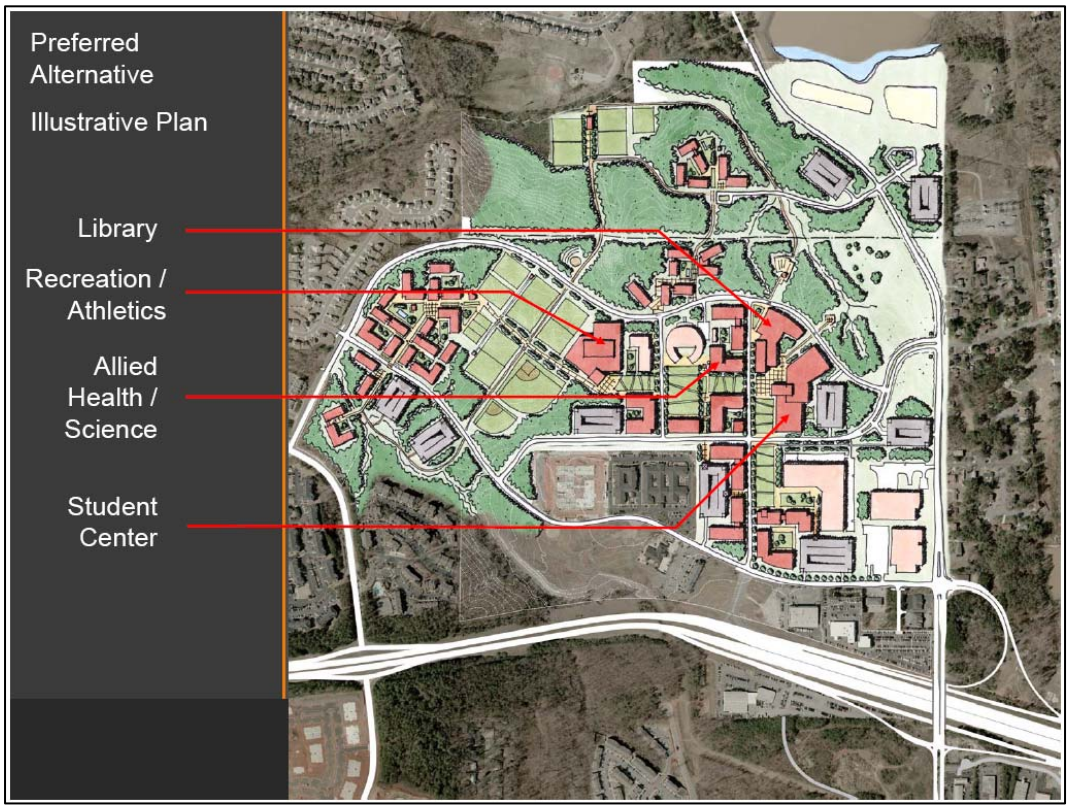
- Development projects that compliment college life.
- Create a strong physical connect between downtown and the college campus.
- Redevelopment of existing single-family and multi-family neighborhoods into high-quality off-campus housing for college students, faculty and staff.
- Expansion of college campus on the south side of SR316 for future athletic events.
- Encourage a variety of transit and transportation modes from campus to downtown and surrounding commercial districts.

- Provide entertainment areas along the Depot that will encourage interaction between the college and downtown.

### Recommended Development Strategies

- In 2008 Lawrenceville has initiated a study for road and land use improvement along the Collins Hill Road, Northdale Road, and North Clayton Street corridors. This study will seek Livable Communities Initiative (LCI) status, and will focus on widening and improving the transportation corridor to create "College Avenue".
- Support current GDOT plans for creating a grade separation at Collins Hill Road and SR316.
- Support the creation of a multi-purpose (bicycle and walking) trail under the current SR316 bridge along the college campus road frontage.
- Support and encourage continued efforts to establish a "brain train" multimodal station near the old depot location at North Clayton Street.
- Support and interact with the College Master Plan.
- 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.




## 2.3.3 Medical Services

*Gwinnett Medical Center*

### General Description and Boundary Area

The Medical Services Cluster encompasses the Gwinnett Medical Center complex and nearby and adjacent medical professional buildings. The character area extends across Phillip Boulevard and Walther Boulevard, as well as commercial properties along Duluth Hwy and industrial uses along Old Norcross and Hurricane Shoals Road west of Duluth Hwy.

The Gwinnett Medical Center complex currently encompasses 120 acres in a campus-like environment. The Hospital currently has 224 beds (including beds at Summit Ridge). The bed capacity will be increased by 129 beds, with the completion of the eight-story North Tower, to a total of 353. The Medical Center is awaiting a Certificate of Need from the Georgia Department of Community Health for a cardiac care unit. When this certificate is granted, the

*Medical Center campus*

Hospital will be able to offer complete cardiac services, and will allow residents to receive skilled cardiac care in Lawrenceville (while not having to travel into Atlanta, which makes many seniors anxious). It is anticipated that the addition of the cardiac services center, together with existing trauma services and stroke care capabilities, will bring approximately 400 new jobs to the medical services corridor. The promotion of the growth of the medical services profession in Gwinnett County is very important because Gwinnett County has few medical facilities for a community of its size. The attached map indicates future building location within the hospital complex. It is also anticipated that additional physicians, medical imaging, outpatient care and other medical uses will locate within the corridor over the next several years.

## Desired Development Patterns

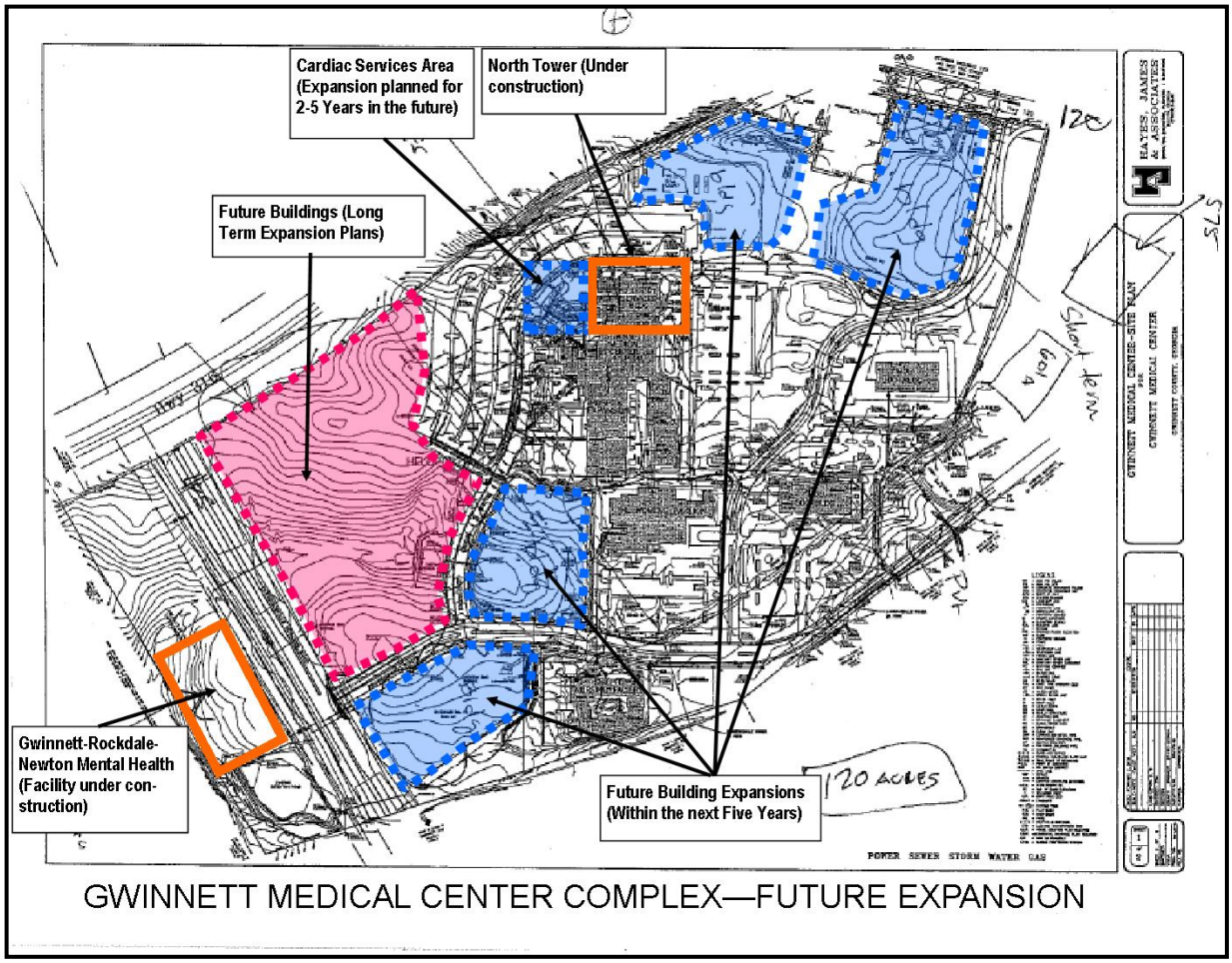
- Development as part of a planned medical complex and associated structures having adequate water, sewer, stormwater, and transportation infrastructure for all component uses at build-out.
- Increased connectivity (i.e., interparcel vehicular and pedestrian access) between developments and services (hospitals, restaurants, etc.).
- Increase accessibility for transit to the area for employees, patients and visitors.
- Encourage the construction of parking facilities adequate for the future needs of the cluster.
- Gwinnett Medical Center complex master plan design should be very pedestrian-oriented, with strong, walkable connections between different uses within the development (see attached plan).
- Provide various housing types such as senior-oriented, active adult, assisted living, elderly, and special needs.
- Uses should be compatible with one another.
- Provide convenience and walkable connections to a wide array of services (restaurants, lodging, medical buildings, etc.)

## Recommended Development Strategies

- Compatible design standards should be enforced for buildings and landscaping to protect the aesthetics of the area. These design standards should encourage

large open grass areas, wide sidewalks and showcase the buildings.

- Sidewalks and connecting walkways should be designed to be ADA-compliant to improve seniors and the mobility-impaired to move around the area. These walkways should also be wide enough to accommodate multiple users (i.e., 8'-10' wide multi –use paths).
- Improve sidewalks along Duluth Hwy. and across Dultuh Hwy. to provide safer pedestrian crossings.
- Encourage signage and lighting guidelines to enhance quality image of development.
- Encourage mix of uses (such as retail and services to serve medical employees) to reduce reliance on automobiles within the area.
- Promote more food services (restaurants) for people in the area and increase lodging opportunities for families and visitors.
- Require interparcel access for commercial uses along Duluth Hwy. to reduce traffic on Duluth Hwy.
- Encourage growth of companies that specialize in manufacturing medical products.
- Encourage college and schools to promote and provide medical services, courses and programs.
- Encourage shuttle services to and from the medical services cluster and other points of interest in the City.




## 2.3.4 Airport

### General Description and Boundary Area

The Gwinnett County Airport at Briscoe Field currently occupies approximately 500 acres and consists of a single runway that is 6,021 feet long by 100 feet wide. The airport has two fixed base operators (Fob's). Landmark Aviation is on the north apron of the runway and Aircraft Specialist is on the south apron of the runway. The airport currently supports light general aviation and most corporate jets, has three (3) flight schools, and is run by the Gwinnett County Airport Authority.

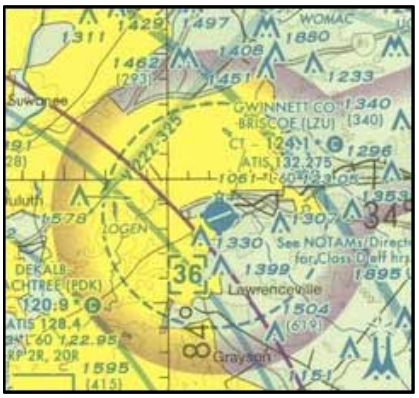
Gwinnett County Airport at Briscoe Field (LZU) is the fourth busiest airport in Georgia, and is located in one of the most economically active corners of the metropolitan Atlanta area. The airport is located just south of Highway 316, is bound to the northeast by Cedars Road, to the south by

Briscoe Boulevard, and to the southwest near Hosea Road. The airport property is mostly located in unincorporated Gwinnett County, and a portion of the property, the southwest half of the runway, is located within the Lawrenceville city limits.

In October, 2006 Gwinnett County Airport Authority, the *governing body of the airport, saw the completion of an* Airport Master Plan by the Pegasus Associates International, Inc. project team. This master plan reviews storm water conveyance throughout the property, environmental regulations, and long-term options for development of the property. This master plan projects growth and operations of the airport through 2025 and relies on a median forecast of growth that has Gwinnett County based models forecasting high-growth scenarios and FAA based models forecasting lower-growth scenarios. The median-growth forecast shows an increase in corporate jet operations (takeoffs and landings) from 21 percent of total operations to 35 percent of operations by 2025. The largest single category of operations will remain general aviation single engine aircraft well into the future. These forecasts are used as the basis of a needs assessment for determining the need for a future parallel runway.

The master plan reveals that the demand for hangar space is rapidly approaching the current capacity on the airport's property and the need for more basing area may be required. The master plan recommendations are to add an additional 5,000 foot parallel runway and supporting taxiways, strengthening the bearing capacity of the existing runway to support heavier general aviation aircraft, acquire more land between Highway 316 and Airport Road and between Airport Road and Hosea Road. The acquisition of adjacent land to the north and the west of the current airport property and the recommended configuration of the additional general aviation runway, hangars, and base facilities will require the relocation of portions of Airport Road and Hurricane Shoals Road. These relocations would bring both roads closer to and more parallel to Highway 316 and more closely coincide with Georgia Department of Transportation (GDOT) plans for the Highway 316 corridor.

GDOT is in the planning stages of improvements along Highway 316 to include the addition of High Occupancy Vehicle (HOV) lanes and intersection improvements from I-




*Aeronautical chart of Lawrenceville*

85 to Progress Center Avenue. The proposed changes could drastically alter the ground access to the airport. GDOT draft documents show the conversion of High Hope / Hurricane Shoals Road and Highway 316 intersection from an at-grade intersection with a traffic light to a grade separated (bridged) intersection with only HOV access to access to Highway 316 at Progress Center Avenue. These plans will affect the airport access by requiring Highway 316 access to either come from Cedars Road or SR20.

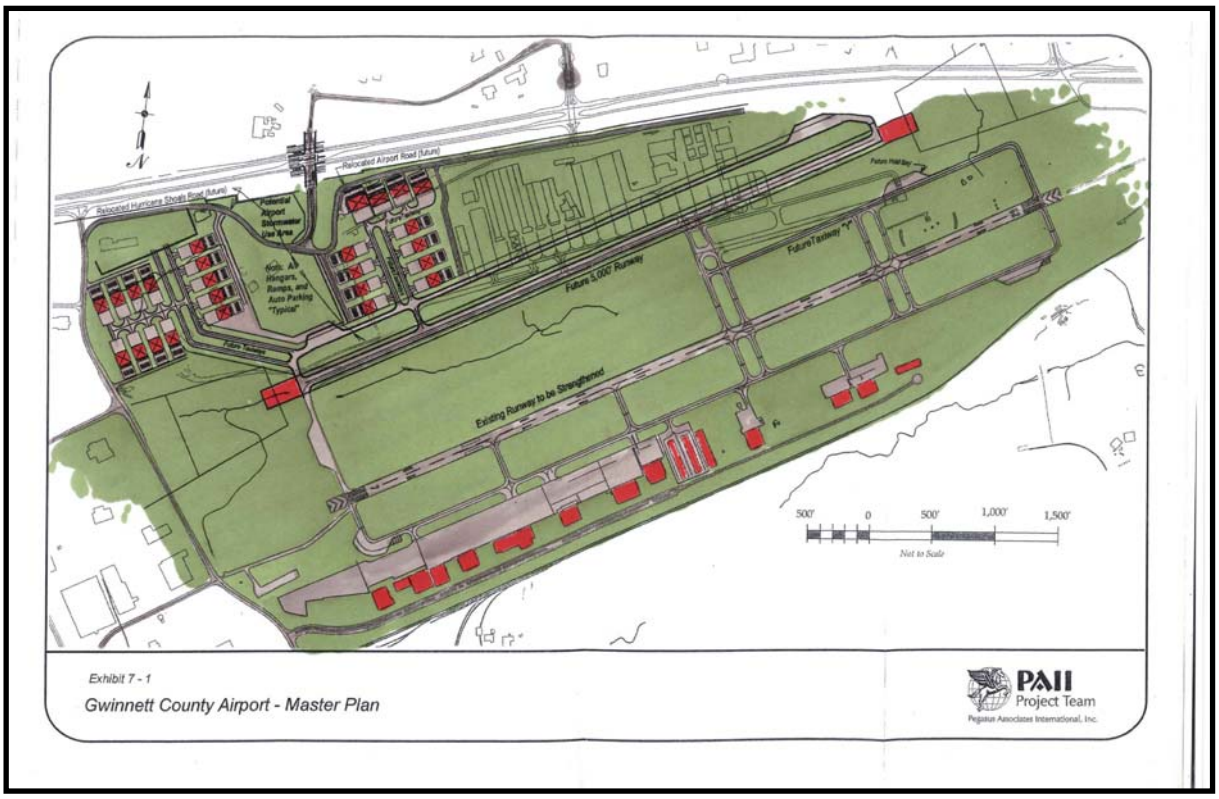
## Desired Development Patterns

- Encourage continued growth and expansion of Gwinnett County Airport land use.
- Limit residential development within the airport noise contour area.
- Promote transportation / communication / utilities as well as industrial and commercial land use growth that supports and is supplemental to airport services.
- Not only does the City support and agree with the Airport Master Plan, but also applauds the effort to expand the non-commercial, general aviation use of the airport.
- Increase communication between the City of Lawrenceville and the Airport Authority.

## Recommended Development Strategies

- Annex into the City of Lawrenceville the entire airport property including potential airport expansion properties.
- Where possible, the airport and surrounding properties should be developed as per the Gwinnett County Airport Master Plan dated October 2006.
- Where possible, encourage GDOT improvements of the SR316 corridor to coincide with the Gwinnett County Airport Master Plan.
- Incorporate landscaping and site design of the airport to allow for a more prominent exposure along SR316.
- Incorporate signage guidelines to enhance and assist the public approach to the airport from ground access.

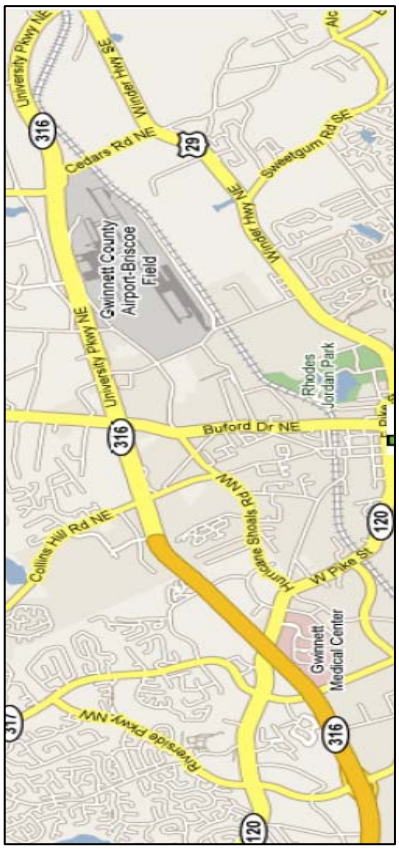
- Explore guidelines to encourage transit (brain train) connection to airport (shuttle bus from proposed multi-modal station to airport).
- Discourage residential development in the corridor.
- Encourage greater participation by the City in the Airport Authority through representation on the authority board.




## 2.3.5 High Rise Corridor

### General Description and Boundary Area

In 2008 Lawrenceville adopted a high rise ordinance that allows for and encourages corporate growth along both sides of the SR316 corridor. Height limitations allow for 35-story building complexes to line SR316 within the City Limits; however, buildings of these heights are not allowed in the restricted airspace around the airport. Lawrenceville believes that the lack of such an ordinance has discouraged corporate developers from seeking location in the City Limits. The incorporation of this new character area would change the landscape of Lawrenceville along SR316 from a



*Examples of high rise residential and multi-story office buildings with integrated parking.*

suburban commuter corridor to a statuesque destination spot.

The high rise corridor is to promote the development of properties in a manner that integrates commercial uses with office and residential uses and promote pedestrian accessibility among these uses. High rise uses within the corridor will be tied together with connective streetscapes to promote an environment conducive to human scale activity. This will be accomplished through the provision of landscaping, street furniture, sidewalks, plazas, and multi-use paths to unify and interconnect varying uses throughout the corridor. The high rise corridor is found along SR 316 along land adjacent to or having direct or immediate access to the roadway.

## Desired Development Patterns

- Residential development and commercial / office uses should be designed to complement each other and create a complementary live / work environment within each master planned project.
- Commercial uses should include a mix of retail, services, and offices to serve adjacent residents' day-to-day needs, and should match the character of the high rise-use.
- High rise project design should be very pedestrian-oriented, with easy connections between different uses within the project, as well as with adjacent uses.
- Recreational, cultural, plazas, and greenspace uses should be integrated into the project design.
- Provide connectivity to neighboring communities and major destinations, such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc.
- Intensive commercial uses should be reserved for the Commercial (Regional) area.
- Parking structures such as multi-level decks should be included in each high rise development.

## Recommended Development Strategies

- Design and architectural standards should be developed for multi-story commercial, office or residential buildings.

Adjoining parking or accessory structures should share the overall theme of the project.

- Special attention should be paid to architectural treatments of street-level facades of multi-story projects to promote the feeling of downtown commercial blocks (or similar styles).
- All projects shall have extensive pedestrian and multi-use path connections with adjacent properties within the corridor.
- Landscaping and trees should be planted / preserved to complement the project, while maintaining compliance with the City's tree protection requirements. (Lawrenceville's tree protection requirements and enforcement procedures may need to be updated to maintain a desired canopy density.)
- Encourage Gwinnett Chamber of Commerce and the Lawrenceville Development Authority to promote this high rise corridor to potential users.

## 2.3.6 Mixed Use Areas

### General Description and Boundary Area

*Examples of mixed use retail/residential- Smyrna.*

Mixed-Use Areas should provide a mix of appropriate residential, office, industrial and commercial uses to provide a live/work/shop environment on corridors that radiate from the downtown master plan area. Commercial uses should be designed to meet local residents' daily needs and match the character of the surrounding neighborhoods. Mixed use areas are located throughout Lawrenceville along major transportation corridors and adjacent to the downtown area. The following describes each mixed use character sub-area:

### Grayson Highway Corridor

### General Description and Boundary Area

The Grayson Highway Corridor extends along Grayson Highway (SR 20) from the edge of the Downtown Master Plan area to the City Limits at SR 20's intersection with Sugarloaf Parkway. This area is currently characterized by a mixture of retail commercial, office, institutional and residential uses. Many of the commercial uses were developed in the mid-eighties and are in their third of fourth cycle of tenancy, including two former Wal-Mart sites, and are showing significant signs of decline. With the growth and development of the Grayson area, including upper

income housing, the desire is to transform the corridor into a more upscale mixture of uses and to improve the appearance of the corridor.

### Desired Development Patterns

- Professional offices
- Upscale retail and restaurants
- Mix of Residential/Office/Commercial uses including stacked flats; live/work flex units and upper story residential with lower story commercial/office
- Government, institutional, religious, and educational uses
- Desired mixture of uses: 40% office, 30% retail and 30% residential

*Examples of high-end office/ retail/residential- Suwanee, GA*

### Recommended Development Strategies

- Require interparcel connectivity and/or service drives to reduce trips onto Grayson Highway.
- Design and architectural standards should be developed or revised to be compatible with the surrounding area. Overlay districts along SR 20 in Gwinnett County and Grayson should be reviewed for compatibility.
- All new development and redevelopment, whether part of a common master planned development or located on a single parcel, should be required to connect to existing or proposed sidewalks along SR 20 and/or adjacent roads.
- Adaptive reuse of existing commercial structures should be allowed and encouraged under the adherence of architectural review board standards that promote City appeal. This adaptive reuse also needs to be compatible with the surrounding residential character.
- Mixed-use developments should address connectivity within the development and between the development and other areas.
- Signage, lighting and operating business hours should be compatible with adjacent residential uses.
- Landscape and buffer screenings abutting neighborhoods and along adjacent roadways are to be maintained to protect and promote quality of life issues and City appeal.

## Scenic Highway Corridor

### General Description and Boundary Area

*View of existing mixed use development on Scenic Highway.*

The Scenic Highway Corridor extends along Scenic Highway (SR 124) from the edge of the Downtown Master Plan area (i.e., Gwinnett Drive) to the Moon Road. The corridor is very shallow, extending only generally one parcel out from the highway. This area is currently characterized by a mixture of retail commercial, office, institutional and residential uses. Residential uses that front Scenic Highway have undergone a slow conversion to office and professional uses over the last twenty years. The professional uses have generally maintained a residential character.

### Desired Development Patterns

- Office professional uses
- No retail uses in corridor
- New conversions or new development to have architectural style consistent with adjacent residential uses and maintain residential character.

### Recommended Development Strategies

- Maintain exterior residential character of uses in corridor through zoning ordinance and development regulations
- Signage, lighting and operating business hours should be compatible with adjacent residential 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

### General Description and Boundary Area

The Langley Drive/Gwinnett Drive/US 29 mixed use areas encompass the west side of Langley Drive from SR 120 to West Crogan Street (US 29).; the west side of Gwinnett Drive from West Crogan Street (US 29) to Scenic Highway (SR 124) and along US 29 from Gwinnett Drive to Bartow Jenkins Park. The areas are characterized predominantly by a mixture of older commercial, institutional and office structures, built after WWII as the City grew out from its historic core. Many of these structures are now suffering from disuse and under-utilization and are in need of

revitalization. Some multi-family residential is present on Langley Drive.

### Desired Development Patterns

*Mixed office and residential development – Athens, GA.*

- 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
- Older commercial and office structures, if redeveloped, should have architectural treatment in keeping with their historical period.

### Recommended Development Strategies

- Maintain exterior residential character of office and professional uses in corridor through zoning ordinance and development regulations
- Signage and lighting should be compatible with adjacent residential uses.
- New structures in areas should be of similar scale and size as existing buildings and should have landscaping and exterior treatments compatible with adjacent residential uses or with the historical period associated with the building style

## Hood Street/ Buford Highway

### General Description and Boundary Area

The Hood Street / Buford Highway mixed use areas encompass: (1) Buford Highway (SR 20) from the CSX tracks north to Hurricane Shoals Road along both sides of the road, extending eastward for several parcels in depth; and (2) an area off of SR 20 north of SR 316 near Swanson Drive. The areas are characterized predominantly by a mixture of older commercial, industrial and office structures, with limited residential uses, built after WWII as the City grew out from its historic core (closer to the railroad tracks) and newer industrial buildings north of SR 316. Many of these structures are now suffering from disuse and under-

utilization and are in need of revitalization. Some conversion and redevelopments have taken place in the last several years, resulting in the loss of residential units near Hood Street.

*Mixed office and retail development.*

### Desired Development Patterns

- Professional offices
- 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
- Government and institutional uses
- Desired mixture of uses: 40% industrial (or office/distribution/institutional), 40% office, 10% retail and 10% residential
- Older commercial and office structures, if redeveloped, should have architectural treatment in keeping with their historical period.

### Recommended Development Strategies

- An overlay district with lighting, signage, landscaping and other guidelines should be adopted to govern the uses in this area, developed in keeping with the varied exterior types within the area.
- Redevelopment proposals should be reviewed in light of the adjacent College Corridor proposed overlay district.
- New office or residential structures in areas should be of similar scale and size as existing buildings and should have landscaping and exterior treatments compatible with the historical period associated with the original building style. The establishment of design guidelines can help preserve the ambience of this older neighborhood.

## Paper Mill/New Hope Road

### General Description and Boundary Area

The Paper Mill Road/New Hope Road mixed use sub-areas encompass the area east and southeast of the Downtown Master Plan area along Paper Mill, New Hope and Springlake

Roads. The areas are characterized predominantly by a mixture of single and multi-family residential uses, built mostly in the 1980's and 1990's, with some scattered office and commercial uses. New residential townhome uses exist along Springlake Roads and one small neighborhood of 1940-50's era houses are located off of Carver Circle.

### Desired Development Patterns

- Office/professional uses with the outward appearance of residential dwellings
- Residential and office uses may be combined in live/work flex units or multi story buildings with upper story residential and lower story office uses.
- Limited retail uses in corridor that support adjacent residential neighborhoods
- New conversions or new development to have architectural style to be consistent with adjacent residential uses (maintain residential character).

### Recommended Development Strategies

- Maintain exterior residential character of uses in area through zoning ordinance and development regulations
- Signage and lighting should be compatible with adjacent residential uses.
- New structures in corridor should be of similar scale and size as existing residential dwellings and should have landscaping and exterior treatments compatible with adjacent residential uses.
- Multi-story office/residential uses are more compatible with development adjacent to Scenic Highway, but are not compatible with the residential neighborhoods further along New Hope Road and Paper Mill Road.

## West Lawrenceville

### General Description and Boundary Area

The West Lawrenceville mixed use sub-area encompasses a mixture of more recent institutional and industrial uses along Old Norcross, Riverside Drive and Lawrenceville-Suwanee Roads. Recently, the Gwinnett County Board of Education acquired property in the area and is building two new schools.

### Desired Development Patterns

- Encourage master planned development when possible, as opposed to single parcel development for new businesses.
- Industrial, office and institutional uses contained in master-planned development where possible.
- Limited retail is encouraged to support adjacent industrial and institutional offices
- New developments to have increased connectivity to major transportation corridors.
- Increase accessibility of transit to the area for employees.
- Sidewalks and multi-use paths are encourage to be developed to connect the sub-area to the commercial areas along Pike Street to the east.

### Recommended Development Strategies

- Encourage future development / redevelopment opportunities to be master planned to ensure adequate water, sewer, stormwater and transportation infrastructure.
- Incorporate landscaping and site design to block views of buildings and parking lots, loading docks, etc.
- Identify potential redevelopment opportunities/sites for underutilized industrial sites. Redevelopment for office or institutional uses should be in keeping with the surrounding properties
- Incorporate measures to mitigate impacts on the adjacent built or undeveloped environments.
- Encourage the development of a pocket park or other greenspace for the enjoyment of the employees of the businesses in the area.

## 2.3.7 Residential Areas

### General Description and Boundary Area

The residential areas of Lawrenceville should be safe, attractive, stable, pedestrian-friendly neighborhoods that provide a mix of housing styles and characteristics, have a unique and defining neighborhood focal point, and are

interconnected through a system of greenspace and multi-use trails. Existing neighborhoods should be preserved and maintained as safe stable places for the residents and newer developments should be encouraged to use traditional neighborhood design principles. Residential areas are located throughout Lawrenceville and developed as the City developed, from the historical core to the most recent subdivisions. These residential areas may be further defined into the following sub-areas:

## Post War Neighborhoods (circa 1946 to 1960)

### General Description and Boundary Area

*Example of post war-era residence.*

Post war neighborhoods are found throughout Lawrenceville in a ring roughly outside of the downtown area, where land was converted after the servicemen returned from the war and affordable housing was at a premium. These subdivisions may be found off of US 29, Scenic Highway, Five Forks Trickum Roads. The neighborhoods developed over a short span in some cases, and in others, have developed by phases over the last fifty years. These neighborhoods have been relatively stable. There are concerns that the ratio of owner and renter occupancy has shifted towards the renter, especially in the smaller homes (i.e., approx. 1,000 square feet) in this sub-area which tend to be more conducive to rentals. With the changing demographics of the community, there are concerns about continued neighborhood stability.

### Desired Development Patterns

- Existing neighborhoods should foster a pedestrian friendly environment.
- Where possible, greenspace and pocket parks should be located in or adjacent to these neighborhoods to increase connectivity with other areas of Lawrenceville.
- Redevelopment of older homes with compatible architectural styles that maintain the local character.
- Foster well landscaped neighborhood entrances and common areas.

### Recommended Development Strategies

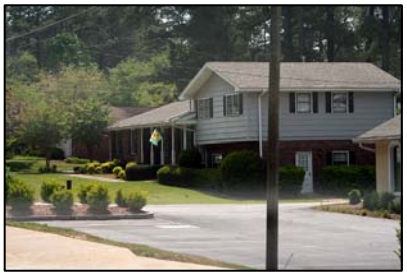
#### *Existing Development*

- New housing units in the sub-area should be designed to reflect the architectural characteristics of the adjacent homes.

- Adjacent non-residential development should be designed to be compatible with these neighborhoods.
- These older neighborhoods should be preserved and stabilized through careful monitoring of special use requests and quality of life issues (i.e., code enforcement).
- Investigate a method to balance owner occupied housing with rental properties that are more in line with other respective community-friendly cities. This should be done through a City selected taskforce.

### *Infill Development*

- Encourage traditional neighborhood and conservation subdivision developments that by their nature provide a variety of housing options. The variety of housing options should be complimentary of the surrounding housings so as not to devalue existing established properties.
- Develop design and higher architectural standards for residential areas that are coordinated with traditional masonry design.
- Provide good vehicular and pedestrian/bike connections to: adjacent retail / commercial services; adjacent properties / subdivisions, and regional network of greenspace and trails.
- Street design should include traffic-calming measures and should allow for bicycle and pedestrian facilities.



*Examples of first boom neighborhood houses.*

## First Boom Neighborhoods (circa 1961-1979)

### General Description and Boundary Area

First Boom neighborhoods are found throughout Lawrenceville adjacent to the post war neighborhoods and are characterized by slightly larger houses and larger lots, such as Regal Drive. Housing styles are a mixture of wood, stone and brick siding, many with carports. These neighborhoods are facing many of the same challenges that the Post war neighborhoods face, with concerns of neighborhood turnover, quality of life issues and continued neighborhood stability.

### Desired Development Patterns

- Existing neighborhoods should foster a pedestrian friendly environment.

- Where possible, greenspace and pocket parks should be located in or adjacent to these neighborhoods to increase connectivity with other areas of Lawrenceville.

### Recommended Development Strategies

#### *Existing Development*

- New housing units in the sub-area should be designed to reflect the architectural characteristics of the adjacent homes.
- Adjacent non-residential development should be designed to be compatible with these neighborhoods.
- These neighborhoods should be preserved and stabilized through careful monitoring of special use requests and quality of life issues (i.e., code enforcement).

#### *Infill Development*

- Encourage traditional neighborhood and conservation subdivision developments that by their nature provide a variety of housing options. The variety of housing options should be complimentary of the surrounding housings so as not to devalue existing established properties.
- Develop design and higher architectural standards for residential areas that are coordinated with traditional masonry design.
- Provide good vehicular and pedestrian/bike connections to: adjacent retail / commercial services; adjacent properties / subdivisions, and regional network of greenspace and trails.
- Street design should include traffic-calming measures and should allow for bicycle and pedestrian facilities.

*Example of second boom neighborhood.*

## Second Boom Neighborhoods (circa 1980-1991)

### General Description and Boundary Area

Second Boom neighborhoods are found throughout Lawrenceville adjacent to the Post War and First Boom neighborhoods and are characterized by slightly larger houses and larger lots, such as Leigh Kay Drive. Housing styles are a mixture of wood, brick and vinyl siding, many with attached garages. These neighborhoods are facing many of the same challenges that the older neighborhoods face, with concerns of neighborhood turnover, quality of life issues and continued neighborhood stability.

### Desired Development Patterns

- Existing neighborhoods should foster a pedestrian friendly environment.
- Where possible, greenspace and pocket parks should be located in or adjacent to these neighborhoods to increase connectivity with other areas of Lawrenceville.

### Recommended Development Strategies

#### *Existing Development*

- New housing units in the sub-area should be designed to reflect the architectural characteristics of the adjacent homes.
- Adjacent non-residential development should be designed to be compatible with these neighborhoods.
- These older neighborhoods should be preserved and stabilized through careful monitoring of special use requests and quality of life issues (i.e., code enforcement).

#### *Infill Development*

- Encourage traditional neighborhood and conservation subdivision developments that by their nature provide a variety of housing options. The variety of housing options should be complimentary of the surrounding housings so as not to devalue existing established properties.
- Develop design and higher architectural standards for residential areas that are coordinated with traditional masonry design.
- Provide good vehicular and pedestrian/bike connections to: adjacent retail / commercial services; adjacent properties / subdivisions, and regional network of greenspace and trails.
- Street design should include traffic-calming measures and should allow for bicycle and pedestrian facilities.

*Example of third boom neighborhood.*

## Third Boom Neighborhoods (circa 1992 -present)

### General Description and Boundary Area

Third boom neighborhoods are found in a mixture of infill development adjacent to older neighborhoods and on the outer edges of Lawrenceville. These neighborhoods are a mixture of vinyl, brick and stucco houses with a larger footprint, usually on a smaller lot due to the presence of

sewer. These subdivision neighborhoods often contain a private recreational amenity feature and are characterized by extensive cul-de-sac streets with little connectivity to adjacent, older neighborhoods. Many of these subdivisions were developed under the City's RS-60 Zoning ordinance, which provides for smaller lots, narrower streets, mandatory greenspace and exclusive use of brick siding.

### Desired Development Patterns

- Neighborhoods should foster a pedestrian friendly environment.
- Where possible, greenspace and pocket parks should be located in or adjacent to these neighborhoods to increase connectivity with other areas of Lawrenceville.
- Where possible, foster increased interconnectivity with adjacent neighborhoods through street connections or through sidewalks and/or multi-use trails.

### Recommended Development Strategies

#### *Existing Development*

- New housing units in the sub-area should be designed to reflect the architectural characteristics of the adjacent homes.
- The stability of these neighborhoods should be maintained through careful monitoring of special use requests and quality of life issues (i.e., code enforcement).

#### *Infill Development*

- Encourage traditional neighborhood and conservation subdivision developments that by their nature provide a variety of housing options.
- Develop design and higher architectural standards for residential areas that are coordinated with traditional masonry design.
- Provide good vehicular and pedestrian/bike connections to: adjacent retail / commercial services; adjacent properties / subdivisions, and regional network of greenspace and trails.
- Street design should include traffic-calming measures and should allow for bicycle and pedestrian facilities.

- Where possible, foster increased interconnectivity with adjacent neighborhoods through street connections or through sidewalks and/or multi-use trails.

## 2.3.8 Commercial (Regional)

*Existing commercial development – Pike Street.*

### General Description and Boundary Area

The Commercial (Regional) Character Area is reserved for attractive, well planned shopping centers designed to provide ample shopping and employment opportunities for residents of Lawrenceville and surrounding areas and to provide a decent tax base and revenue source for the City. Regional commercial uses are currently found on major thoroughfares in the City, outside of the Downtown Master Plan area and extend towards the City limits. Many of these commercial areas have seen several cycles of development and need to be revitalized.

### Desired Development Patterns

*Examples of preferred development pattern for commercial areas..*

- Regional Commercial areas should include mix of retail, office, services, and employment to serve a regional market area.
- "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.
- New developments should incorporate architectural guidelines compatible with regional commercial styles or common themes that reflect adjacent developments.
- Landscaping and buffer/screenings should be encouraged against non-commercial uses and along adjacent roadways.
- Adjacent commercial uses should be compatible with one another.

### Recommended Development Strategies

- Encourage redevelopment of older shopping centers.
- Promote designs that encourage walkable connections between different uses.

- Promote inter-parcel access, shared driveways and connectivity between commercial developments.
- Promote multiuse paths in the design of new commercial developments and to connect adjacent commercial developments.
- Encourage compatible architecture styles that maintain the local character.
- Encourage the establishment of major employers to support the regional commercial area.
- Encourage well landscaped regional developments.

## 2.3.9 Industrial Area

### General Description and Boundary Area

*Examples of preferred development pattern for industrial areas.*

*Atlanta Attachment Company - Lawrenceville.*

Lawrenceville has a strong industrial base due to its close proximity to SR316, Briscoe field, and the railroad. Lawrenceville and all of Gwinnett County has been a hotbed for development activity that relies on this industry base. Industrial areas along Maltbie Street and Hosea Road will continue to develop and redevelop while industry along Old Norcross Road will likely redevelop into medical industry uses.

The Industrial character area identifies areas to remain industrial or to be master planned for future industrial or regional activities, including manufacturing, wholesale and office / warehouse / distribution activities. These areas are intended to provide jobs and increase the tax base for the City.

- Increase connectivity of industrial / manufacturing sites to major transportation corridors.
- Encourage master planned development when possible, as opposed to single parcel development for new businesses.
- Increase accessibility of transit to the area for employees.
- Encourage separation, where possible, of industrial-based traffic, such as dump trucks, tractor trailers, and concrete trucks from daily commuter and local passenger traffic.

### Recommended Development Strategies

- Encourage future development / redevelopment opportunities to be master planned to ensure adequate water, sewer, stormwater and transportation infrastructure.
- Investigate areas where streets may be relocated/ improved to promote safer truck traffic from local industries (i.e., study relocation/realignment of the western end of Maltbie Street to decrease congestion at the current intersection and to provide a safer intersection for truck movement onto Hurricane Shoals Road). Proposed improvements to be coordinated with Gwinnett County DOT and Georgia DOT.
- Incorporate landscaping and site design to block views of buildings and parking lots, loading docks, etc.
- Identify potential redevelopment opportunities/sites.
- Incorporate measures to mitigate impacts on the adjacent built or undeveloped environments.
- Increase separation between recycling and transfer stations and residential structures to reduce noise, odor, smoke and vibrations onto neighboring residential areas.
- Restrict heavy industrial uses to those areas indicated for industrial use on the Future Development Map.
- Seek funding for clean-up of known waste burial sites, and encourage redevelopment of these areas to match the characteristic of the neighborhood that they are in.
- Enforce monitoring programs and code enforcement programs to ensure that existing and future industrial sites are not harming the environment.
- Assist owners of car salvage yards in finding an area to relocate outside of potentially new character areas.

## 2.3.10 Parks and Greenspace

### General Description and Boundary Area

Parks and greenspace are areas of protected open space established for recreation, alternative transportation, environmental education, or conservation purposes. These areas include ecological, cultural and recreational amenities. The City of Lawrenceville has a number of parks and greenspace areas within its borders, the largest of which is Rhodes Jordan Park on Crogan Street (US 29), which is

Gwinnett County. This facility is 162 acres in size, with a 22-acre lake, surrounded by open space, five picnic pavilions, a 0.8-mile paved multipurpose trail, two playgrounds as well as seven baseball/softball fields, and a football field overlay. The park also features a community center with two classrooms, a dance/aerobics room, a large community room and a double gymnasium. The tennis center has eight lighted courts. An outdoor leisure pool features three lap lanes, a large slide and other water play features. The City also has Park West on Five Forks-Trickum Roads, which is operated by the Boys and Girls Club of Gwinnett County; Bartow Jenkins Park, a passive park located on Lawrenceville Highway (US 29); and Baggett Park, an undeveloped +/-18-acre park located at the intersection of US 29 and Sugarloaf Parkway.

*Examples of multi-use path – PATH DeKalb County.*

The City is crisscrossed with easements, streams and other green spaces that could be preserved as passive spaces or developed into multi-use trails or "pocket parks" to bring recreational opportunities closer to the neighborhoods and to reduce the number of vehicle trips, which should aid in reducing congestion.

## Desired Development Patterns

- Preservation of parks and greenspace for alternative transportation, environmental education, and conservation is a priority for the City of Lawrenceville.
- The creation of new parks and greenspaces to accommodate the growing population of Lawrenceville, with an emphasis on pocket parks and passive recreational opportunities.
- To encourage the development of a series of pocket parks adjacent to, or nearby existing residential development, especially the "Post War", "First Boom" and "Second Boom" neighborhoods, where recreational amenities were not installed when the subdivision was developed.
- To encourage private investment and further public investment to develop a series of multi-use trails to tie into existing streetscapes to connect neighborhoods with downtown.

## Recommended Development Strategies

- Perform a study to identify potential sites for pocket parks and connecting multi-use trails and to determine

Promote a variety of recreation opportunities for Lawrenceville residents, while working with Gwinnett County to offer compatible activities.

- Work with Gwinnett County to link greenspaces into a network of greenways, set aside for pedestrian and bicycle connections between schools, churches, recreation areas, residential neighborhoods and commercial areas.

## 2.3.11 Gateway Nodes

### General Description and Boundary Area

Gateway Nodes should include attractively landscaped areas with signage, streetlights, monuments, site furnishings, and other features at appropriate City access points that communicate a message of welcome and convey information about the City's resources to residents and visitors alike.

As indicated on the Future Development Map, there are nine (9) identifiable gateway nodes around Lawrenceville. These gateway nodes are mostly located at crossroad intersections along the City Limits. These gateway nodes are identified as follows:

- Old Norcross Road at Riverside Parkway
- Collins Hill Road at the GGC entrance
- SR20 at Swanson Drive
- Winder Hwy. (US29) at Hosea Road
- New Hope Road at Simonton road
- Grayson Hwy. (SR20) at Sugarloaf Parkway
- Scenic Hwy. (SR124) at Sugarloaf Parkway
- Five Forks Trickum Road at Sugarloaf Parkway
- Lawrenceville Hwy. (SR29) at Lawrenceville-Suwanee Road

### Desired Development Patterns

- Community access points should be utilized to introduce Lawrenceville and communicate a message to residents and visitors to Lawrenceville.
- Gateway Nodes should include appropriate signage, landscaping and other beautification measures.

- Gateway Nodes should help create a sense of place (i.e., that "you are home" to Lawrenceville residents and "Welcome to our Town" to workers and visitors) and separate Lawrenceville for unincorporated Gwinnett County.

### Recommended Development Strategies

- Install and/or maintain appropriate directory signage to community amenities and developments.
- Establish design standards for access point signage, landscaping and lighting to standardize and protect the appearance of community access points.
- Use access points to promote historic and cultural resources of Lawrenceville.
- Contact civic groups that might share an interest in implementing and maintaining these individual nodes.
- Research programs such as "Adopt a Road" that might provide guidance for gaining support and installation of a "Gateway Node" program.

## 2.4 Table of Permissible Land Uses in Character Areas

| Character Area | Residential | Commercial | Light Industrial | Heavy Industrial | Public / Institutional | TCU | Agriculture / Forestry | Undeveloped / Vacant | Mixed Use |
|---|---|---|---|---|---|---|---|---|---|
| Airport | | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ |
| Medical Services | ✓ | ✓ | ✓ | | ✓ | ✓ | | | ✓ |
| College Corridor | ✓ | ✓ | | | ✓ | ✓ | | ✓ | ✓ |
| Mixed Use Areas | ✓ | ✓ | ✓ | | ✓ | ✓ | | ✓ | ✓ |
| Industrial Areas | | ✓ | ✓ | ✓ | ✓ | ✓ | | | ✓ |
| Downtown Master Plan Area | ✓ | ✓ | | | ✓ | ✓ | | | ✓ |
| Residential Area | ✓ | | | | | | | ✓ | ✓ |
| High Rise Corridor | ✓ | ✓ | | | ✓ | ✓ | | | ✓ |
| Commercial (Regional) | | ✓ | | | | | | | ✓ |
| Parks & Greenspace | | | | | | ✓ | ✓ | ✓ | |
| Gateway Nodes | | | | | | | | ✓ | |

**Residential** – Single Family, Multi-family

**Commercial** – Retail sales, office, service, and/or entertainment facilities.

**Light Industrial** – (As determined by intensity of land use) – Manufacturing facilities, warehousing and distribution, wholesale trade.

**Heavy Industrial** – (As determined by intensity of land use) – Manufacturing facilities, processing plants, factories, warehousing and distribution, wholesale trade.

**Public / Institutional** – Federal, State, or Local government uses such as City halls, government building complexes, police and fire stations, libraries, prisons, post offices, military installations, colleges, schools, churches, hospitals, cemeteries.

**Transportation / Communication / Utilities** – Major transportation routes, public transit stations, power generation or transmission plants, railroad facilities, radio / cell towers, telephone switching stations, airports, port facilities.

**Park / Recreation / Conservation** – Active or Passive recreational land uses, publicly or privately owned. Examples include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers or similar uses.

**Agriculture / Forestry** – Farming, agriculture, commercial timber or pulpwood harvesting.

**Undeveloped / Vacant** – Tracts of land served by typical urban public services such as water, sewer, oil or gas lines but have not been developed for a specific use that has such been abandoned.

**Mixed Use** – Mixed Land Use categories may be created and applied at the discretion of the community. If applied, mixed Land Use categories must be clearly defined to include types of land uses allowed, percentage distribution of the mix, and allowable density of each use.

## 2.5 Table of Quality Community Objectives in Character Areas

| Quality Community Objectives | Airport | Medical Services | College Corridor | Mixed Use Areas | Industrial Area | Downtown Master Plan Area | Residential Area | High Rise Corridor | Commercial (Regional) | Parks and Greenspace | Gateway Nodes |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Traditional Neighborhood | | | ✓ | ✓ | | | ✓ | | | | |
| Infill Development | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | | |
| Sense of Place | | | ✓ | | | ✓ | | | | | ✓ |
| Transportation Alternatives | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | | ✓ | ✓ | |
| Regional Identity | ✓ | ✓ | ✓ | | ✓ | ✓ | | ✓ | | | ✓ |
| Heritage Preservation | | | | | | ✓ | | | | | |
| Open Space Preservation | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Environmental Protection | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Growth Preparedness | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| Appropriate Business | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | | |
| Employment Options | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | | |
| Housing Choices | | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | | | |
| Educational Opportunities | ✓ | ✓ | ✓ | | | | | | | | |
| Regional Solutions | ✓ | ✓ | ✓ | | ✓ | ✓ | | ✓ | ✓ | | |
| Regional Cooperation | ✓ | ✓ | ✓ | | ✓ | ✓ | | ✓ | ✓ | | |

**Traditional Neighborhood** – Traditional neighborhood development patterns should be encouraged, including use of more human scale development, compact development, mixing of uses within easy walking distance to one another, and facilitating pedestrian activity.

**Infill Development** – Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

**Sense of Place** – Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These

community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

**Transportation Alternatives** – Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities, should be made available in each community. Greater use of alternative transportation should be encouraged.

**Regional Identity** – Each region should promote and preserve a regional "identity," or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or other shared characteristics.

**Heritage Preservation** – The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.

**Open Space Preservation** – New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts / wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.

**Environmental Protection** – Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

**Growth Preparedness** – Each community should identify and put in place the pre-requisites for the type of growth it seeks to achieve. This might include infrastructure (roads, water, sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs.

**Appropriate Business** – The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.

**Employment Options** – A range of job types should be provided in each community to meet the diverse needs of the local workforce.

**Housing Choices** – A range of housing size, cost, and density should be provided in each community to make it possible for all work in the community to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and to provide a range of housing choice to meet market needs.

**Educational Opportunities** – Educational and training opportunities should be available in each community – to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.

**Regional Solutions** – Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.

**Regional Cooperation** – Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources or development of a transportation network.

# 3: Issues and Opportunities

## 3.1 Introduction

This section provides an updated list of Community Issues and Opportunities identified from a review of the analysis of County/Cities Joint Community Assessment, the Steering Committee meetings, online surveys and through discussions with elected officials, City staff, and residents as part of public meetings described in the Community Participation Program.

The report organizes the issues and opportunities by the major topics defined in the State of Georgia Department of Community Affairs' (DCA) Local Planning Requirements. The assessment topics are:

- Population
- Housing
- Economic Development
- Natural and Cultural Resources
- Community Facilities and Services
- Transportation
- Intergovernmental Coordination
- Land Use

## 3.2 Population

### 3.2.1 Population Issues and Opportunities

#### Continuing Population Growth

The U.S. census estimated the 2005 population to be 25,764. This figure is projected to increase to 42,301 by 2030. This figure equates to a 66% growth rate during the period or an average of 2.64% annually. Given that there is a scarcity of vacant land within the City of Lawrenceville, densities will have to increase to accommodate these new residents.

### Changing growth rates among age groups

In 2000, children age 0-17 totaled 5,908 and comprised 21.0% of the population. In 2030, this age group is expected exceed 10,685, increasing its share to 27%. Working adults age 18-64 totaled 14,440 and comprised 60.1% of the population in 2000. This age group is expected to drop in proportion o by 2030 with a projection of 28,063. There must be continued efforts to plan for growth in the Gwinnett County school system as well as the housing and job markets. Lawrenceville's senior population (65 and over) is expected to increase slightly from 8% to 9% of the total population. The percentages equate to a total of 3,855 seniors in 2030 up from an estimated 2,049 in 2000. Given the presence of the Gwinnett Medical Center and the expanding services over the next twenty-plus years, it is expected that the percentage of senior citizens in Lawrenceville may actually be greater than Census estimates in 2030.

### Changing Face of Lawrenceville's Residents

In 2000, Hispanics comprised 12.0% of the population or an estimated 2,720 residents. In 2030, this segment is projected to grow to 16% of the total population - an increase of 3,960 residents. The percentage of Lawrenceville residents who are considered neither white nor black will grow from 2,319 (10.4%) to 5,710 (13.4%). City (and County) services will need to be reviewed and adjusted over time to assimilate these residents for whom English is not their primary language. Lawrenceville expects that funding sources to accommodate multi-lingual support will originate from services that cater to this changing population.

## 3.3 Housing

### 3.3.1 Housing Issues

#### Demographic Changes Affect Housing Demand

As the population of Lawrenceville continues to increase, more housing units will need to be made available, at increasing densities. Additionally, the increase in the immigrant community has added to the demand for affordable housing in Lawrenceville. At the same time the City has placed severe limitations on multi-family dwelling constructions due to crime, upkeep and quality of life concerns. Lawrenceville wishes to attract higher-end

housing to capture the college professors, medical professionals and other executives who have bypassed the city in the past for Sugarloaf, Chateau Elan or North Fulton County communities.

### Changing Nature of Housing Options

*Lofts and stacked flats – Athens, GA.*

The traditional housing unit has been single family, middle class white owners; however, the City has allowed a number of multi-family dwellings to be built over the last twenty years and has developed a less than desirable owner/renter ratio. Coincidentally, the student population of Georgia Gwinnett College is expected to grow to 15,000 over the next ten to fifteen years. The college intends on housing approximately 25%, or 3,750 students on campus. It is estimated that another 25% or 3,750 students will want to live close to the campus. Housing opportunities will need to be made available to them in styles and accommodations that are typically found adjacent to universities (i.e.; townhouses, stacked flats suite-style apartments, etc.)

### Aging Neighborhoods

A symbol of pride in Lawrenceville has been the neighborhoods outside of the downtown area that were developed after WWII. These neighborhoods have been a source of stability and have provided a sense of community for three generations of residents. However, with many of these housing over 50 years old and with the pressures for more rental housing in the area to accommodate demand, especially within the immigrant community, many of these neighborhoods face the possibility of significant turnover in the future, which was a significant concern raised through the participation process. The City should foster redevelopment and revitalization of aging neighborhoods to attract and encourage owner occupied housing.

*Infill development – Duluth, GA.*

## 3.3.2 Housing Opportunities

### Encourage Mixed Use/Infill Developments

Where redevelopment or infill housing development opportunities exist, the City should encourage Mixed Use developments similar to those already occurring in the downtown area. These developments consolidate housing, employment and activity centers which help to reduce traffic congestion and create an identity unique to Lawrenceville. These developments also allow densities of development to

be achieved to help meet the demand for new units in the planning horizon.

### Encourage "academic-friendly" housing alternatives in the College Corridor Area

*Example of stacked flats.*

The City should review the Zoning Ordinance and Development Standards to find alternative housing opportunities that will meet the anticipated demand for off-campus housing for students and for college professors and staff. These opportunities should have accessibility to several modes of transportation and should be mixed use in nature to promote walkability and to help create the "sense of place" that defines so many college communities.

### Promote the High Rise Corridor

The City has developed a high rise corridor along SR 316 that will accommodate developments up to 35 stories in some locations. The development of properties within this corridor at the densities afforded by multi-story buildings will help provide the additional housing units, together with infill development, needed to satisfy the housing unit demand over the next twenty-plus years.

### Monitor Market for Opportunity to Encourage High-End and Senior Housing

*Example of senior housing – attached villas.*

As the Georgia Gwinnett College continues to grow and with the growth of the Gwinnett Medical Center areas, as well as other higher-end professional jobs in the area, there will be a resulting need for higher-end housing in Lawrenceville. The City should monitor trends and work with developers and these employment generators to find out what types of housing opportunities are appealing to these professionals and how can they be developed within the City Limits.

Also as the baby boomer population ages, opportunities for senior-oriented and senior-friendly housing should be considered. Lawrenceville should effectively plan infill developments that provide convenient, centrally located services for seniors, especially with access or in closer proximity to the Gwinnett Medical Center.

# 3.4 Economic Development

## 3.4.1 Economic Development Issues

### Underutilization of downtown

For many years, the downtown area of Lawrenceville acted as the cultural, economic and social hub of the community. With the explosive growth of the City and the County in the 1980's forward, most of the new retail growth occurred outside of the downtown area. This left government, service and office functions as the main economic activities downtown. Many of the buildings were allowed to decay due to absentee landlords or disinterest from the community. Although the last several years have seen an increase in activities in the Courthouse square area, many adjacent blocks of the downtown area are still underutilized for entertainment, cultural and small retail activities.

### No cohesive economic development policy

The City lacks a comprehensive economic development plan. The Downtown Development Authority (DDA) and the Lawrenceville Tourism and Trade Association (LTTA) contribute to planning, downtown development and business leadership, but there remains a need for a formal economic development plan that is regularly updated.

### "No one to sell Lawrenceville"

Together with the lack of a cohesive economic development policy, there is no one employed by the City or by the DDA or LTTA to expressly "sell" Lawrenceville as a place to do business. The Chamber of Commerce looks over the interests of the entire County, and, (as admitted by the City leaders and several business owners themselves), Lawrenceville cut themselves off from the County in many ways over the last twenty years, leading many economic development efforts to focus elsewhere, such as Sugarloaf, Duluth, Suwanee and the Hamilton Mill areas.

The City has determined that now is the time to hire a full-time Economic Development Officer that will be responsible for developing policy and for "selling" or marketing Lawrenceville to the general public. This Economic Development Officer will not only be responsible for the expansion of business and job opportunities in Lawrenceville, but will also liaison or partner with City Officials, the DDA, LTTA, education leaders, healthcare

leaders, and the Gwinnett County Chamber of Commerce in marketing Lawrenceville as an inclusive "full-life cycle" community where businesses thrive and residents maximize their life's potential. The Economic Development Officer would need to identify and target opportunities that would dovetail with Lawrenceville's main stakeholders and industry, such as medical services, airport services, education services (both primary and secondary), and technology-based services.

### Lack of quality accommodations and conference event facilities.

In an effort to promote Lawrenceville as a "full-life cycle" community and to increase awareness of the amenities that the City has to offer to the wider world (after years of isolation), it has been determined that there are no facilities available in the community to handle conferences, small conventions or meetings, comparable to a similarly-sized City in a less urbanized area. With the increasing amount of professional jobs locating in and around Lawrenceville and the continued development of the College and Medical Center area, these types of facilities will be needed to continue to support the well balanced growth of the City. Such conference event facilities may be provided through the promotion of quality hotels in Lawrenceville and/or through standalone facilities that are either privately funded or partially-funded through the City.

## 3.4.2 Economic Development Opportunities

### Gwinnett Hospital System

The Gwinnett Medical Center, located off of SR 120 (Pike St.) is a tremendous economic development opportunity. Compared to adjacent DeKalb and Fulton Counties, Gwinnett County has a much lower ratio of hospital beds/ residents. The Medical Center is in the process of completing a multi-million dollar expansion and is awaiting a Certificate of Need for a Cardiac Care Unit. With the development of the necessary buildings for this facility, compared with other planned expansions of facilities, support units and medical offices, the Medical Center expects to add an additional 400 plus jobs on the 120 acre complex. This does not count the continued growth of medical practitioners and related health care jobs in the areas around the Medical Center in the proposed Medical Services Cluster character area.

Additionally, there are a number of specialty medical manufacturing industries in the Lawrenceville area. Lawrenceville should actively pursue manufacturers that are large skilled-labor employers that have their own research and development, sales, and marketing departments. These types of industries should be recruited to bring them closer to the active medical community in the City. The City should continue to support the expansion of the Medical Center complex while incorporating changes to the zoning ordinances to encourage better connectivity in the Medical Services Cluster.

### Airport

Gwinnett County Airport (Briscoe Field) is continuing to grow and expand their operations. With the ability to accommodate jets, this airport is a tremendous economic development opportunity, given its proximity to downtown Lawrenceville. In addition, a proposed commuter rail station is proposed just east of the airport property at the intersection of Cedars Road and the CSX tracks, which has the opportunity to allow passengers to transfer to rail and vice versa. The City should support and encourage the Airport Authoirty's master plan for development of the areas surrounding the current airport property.

### GGC/College Corridor

As Georgia's newest charted college, Georgia Gwinnett College has an aggressive master plan for growth and an expected enrollment of 15,000 in the next ten to fifteen years. As the college grows, more staff and professors will be added, who will eat, shop and hopefully live in Lawrenceville, like many of the students.

The City should encourage the College to implement their master plan while also working with the College staff on jointly examining the areas along Collins Hill/Northdale Roads south of SR 316 that have been topic areas for long-range expansion of college facilities. The City is undertaking a detailed master plan of the "college corridor" in an effort to coordinate transportation, development and land use changes in the corridor that will accommodate and direct the growth of the College towards the downtown area of Lawrenceville.

### Downtown

The City's downtown area, which was ignored for many years as businesses moved out to more "suburban" locations, is still an undiscovered jewel. New restaurants and cultural activities, like the recently-renovated Aurora Theater, are drawing lunchtime and evening crowds downtown in ever-increasing numbers.

With a reinvigorated sense of community, the City with the assistance of several authorities, has encouraged and accommodated a number of unique design concepts and uses for the downtown area encompassed by the "Downtown Master Plan Overlay District," including Cornerstone, a mixed use development currently under construction.

City officials are hopeful that this development will be successful and will encourage other mixed use projects to come to the downtown area to continue its resurgence as Lawrenceville. City officials are also targeting the area north of the courthouse square along Clayton and Perry Streets near the historic depot as a new "entertainment district," in conjunction with the development of the College Corridor Master Plan area. The City should continue to work with the development community and property owners in the downtown area to implement the Downtown Master Plan.

## 3.5 Natural and Cultural Resources

### 3.5.1 Natural and Cultural Resources Issues

#### Green Space and Park Development

Although known as the "Crape Myrtle City," and containing (or adjacent to) numerous parks, there is a lack of connectivity and greenspace for open space preservation and recreation/conservation. Residents must get in their cars to travel to nearby County facilities for many active recreational activities.

#### Preserving Historic Areas

There are many historical and older buildings in the Downtown Overlay District that can be revitalized and reused as cultural assets to the City, such as perhaps converting the old Tabernacle Church into an independent film theater and/or concert hall. Although many of the

historical treasures of Lawrenceville are within the Downtown Overlay District, there are historical areas and properties outside of the downtown area that should be preserved and protected from incompatible development as well as be converted for cultural reuse, such as museums and art galleries.

Additional design and modification guidelines are needed for areas located near properties that qualify as candidates for redevelopment and infill development. These guidelines should address lot size, appropriate modifications, or the encroachment of incompatible development. Many of the historic sites and features may be at risk if inappropriate development occurs or if the historical structures are left unused and unappreciated by the community.

### Groundwater Resources

The City has in past comprehensive plans placed a great deal of emphasis on the protection of the groundwater resources underneath Lawrenceville (Lawrenceville aquifer). The City is currently using these resources to supplement the water that is bought from Gwinnett County and is in the in the process of developing numerous additional wells to increase the City's water production. The City must continue to protect the quality of the groundwater.

## 3.5.2 Natural and Cultural Resources Opportunities

### Green Space and Park Preservation

Efforts should be made to create and implement a comprehensive green space/walking trail master plan and keep it up-to-date. By developing a protective ordinance/overlay district, the City could demonstrate its commitment to protecting these resources from inappropriate development. The City should also undertake the development of a series of neighborhood "pocket parks", similar to Bartow Jenkins Park on US 29. These "pocket parks", and accompanying trails, would provide pedestrian/bicycle connection between neighborhoods and allow residents to exercise, visit and will also keep cars off of the streets.

## Protect Water Quality

Lawrenceville should continue to provide local management and oversight of the Lawrenceville Aquifer, as well as to work with Gwinnett County and the Metropolitan North Georgia Watershed Management District (MNGWMD) to make sure that adequate groundwater and surface water protection policies and regulations are in effect. Lawrenceville should continue to comply with and adapt MNGWMD model ordinances that regulate underground water supply and stormwater management and controls nonpoint source pollution that address a variety of water quality issues including post-development runoff, floodplain management, stream buffer protection, illicit discharge and illegal connections, and litter control. These model ordinances should be adapted to address the clean up of abandoned gas stations, industrial sites, and auto salvage lots.

Concurrently with this effort, the City also owns property that contains an old community landfill from last century. This land has the potential to be redeveloped into more valuable uses for the City and/or for private redevelopment, because it lies in the Downtown Master plan area. Further investigations will need to be done to "fix" the boundaries of the landfill and to investigate the costs and the available funds to remove the waste/remediate the site, and to explore what uses could be placed on the site upon its final clean up.

## State and Federal Historic Preservation Programs

The continued preservation of historic and cultural sites within the City and surrounding areas should be supported, appeal that attracts residents, business, and tourism to Lawrenceville, especially for properties just outside of the Downtown Master Plan areas, built immediately after WWII, which are now considered potentially eligible for National Register of Historic Places status.

## 3.6 Community Facilities and Services

### 3.6.1 Community Facilities and Services Issues

#### Ability of infrastructure to meet growth needs

Although Gwinnett County provides fire protection and other services for Lawrenceville, most other public services, such as police, public works, solid waste management and water, gas and electric utilities, are owned and managed by the City. The City's gas utility includes a much larger service area than the City Limits. Much of Lawrenceville's water is purchased from Gwinnett County. The wholesale contract has recently expired and the County is charging retail rates to the City, which will cause rate increases and other challenges in the future unless it is addressed.

Given the anticipated growth over the next twenty-two years, it is important that these facilities and services are maintained and expanded as necessary to meet the demands of the customers, residents and businesses in Lawrenceville. Also, as Lawrenceville's population continues to diversify, the City should be sure to have (or expand) multi-lingual services for police and other departments that interact with the public.

#### Office and storage space requirements

Together with the need to expand the services offered by the City, the City's facilities and storage should continue to be monitored. Although the new City Hall was constructed several years ago, several departments are lacking (or will lack) space in the next several years.

*Lawrenceville's finest!*

### 3.6.2 Community Facilities and Services Opportunities

#### Expand/upgrade City services

The City is currently preparing plans and obtaining financing to develop eight additional groundwater wells (i.e., bring existing wells into active production) and to build an additional treatment facility in the City to increase the amount of water the City produces. The increased local production will reduce the daily amount purchased from

Gwinnett County and will provide significant long-term savings for the City.

The City will also upgrade and expand the gas and electric services as the market develops and regulations change.

## Expand/upgrade City facilities

*Rendering of proposed Police Headquarters!*

The City is currently in the process of having a new police headquarters designed to meet the future needs of this public service. However, the public works and public that cannot be further expanded, partly due to its sitting on top of an old landfill. Sufficient land should be acquired that is large enough to accommodate the immediate shop and equipment/vehicle storage needs of the Public Works/Public Utilities and to allow for future growth.

The City should also develop a strategy to remediate the old landfill site to assist in groundwater protection and to provide additional developable land downtown, which will become scarcer as the City continues to redevelop.

## Infill development

Continued infill development in the downtown area, along SR 316, the Medical Services area and other areas should present the ability to provide utilities without having to extend new lines into previously un-served areas. Additionally, new mixed use development the downtown area may provide opportunities for future City departments to stay downtown near the social, cultural and economic hub of Lawrenceville. Also, as City properties are vacated to larger facilities (such as the current police headquarters, which used to be an automotive dealership) may be redeveloped into commercial or mixed use projects in the downtown area.

*Lawrenceville street scenes – these could be anywhere in America*

# 3.7 Land Use

## 3.7.1 Land Use Issues

### Unique Sense of Place

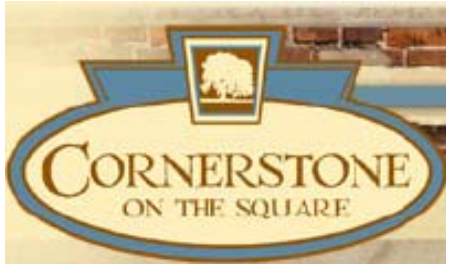
One of the most-voiced complaints from the online surveys and from the steering committee meetings is the perception that there is no "sense of place" that makes Lawrenceville special or unique. Due to years of indifference by residents and officials alike regarding the growth patterns and uses allowed to develop in Lawrenceville, it has been difficult to determine where the City starts and unincorporated Gwinnett County stops.

The government hub of one of the fastest growing counties in the United States is difficult to distinguish from the surrounding shopping centers and subdivisions. Gwinnett County has, over recent years, established overlay districts in various "character areas" around the unincorporated county that require design elements that distinguish these areas from the remainder of the surrounding county. Many in Gwinnett County point to Decatur, in DeKalb County, as a model of a county seat with an abundance of "uniqueness" and urban development. Unless the City leaders make a determined commitment to continue the recent efforts to promote Lawrenceville as a special place and incorporate specific design elements of distinction, the City may continue to blend in with the surrounding county or be foreshadowed by higher county standards.

### Unattractive development of Corridors

Most of the significant commercial development in the City has occurred at the SR 316 interchanges and along the state highway corridors. Much of the commercial growth sprawls outward from large retail developments and touches boundaries with residential, office, and greenspace areas. This can potentially limit the ability to improve connectivity, improve land use transition or create pedestrian friendly environments.

Many of these developments lack any redeeming architectural appeal and have their third or fourth generation of tenants, as development continued outward from Lawrenceville. The Pike Street and Grayson Highway



corridors are good examples of this strip corridor development.

### Redevelopment of downtown

Although there are many signs that the revitalization efforts are working in the downtown area, such as new restaurants around the square and the Cornerstone project under construction, there are many very viable properties that are suffering from neglect. The continued revitalization of the downtown area is crucial to the maturation of Lawrenceville into an established county seat (i.e., Marietta, Decatur, etc.) which have a significant cultural, social, entertainment and specialty commercial presences.

### Preservation of older neighborhoods

One of the strengths of the City over the last twenty years is the older post-war residential neighborhoods along Scenic Highway and US 29. These neighborhoods are in danger of conversion into non-residential uses or to tip over into a majority renter-occupied community, which is a concern to the continued long-term stability of the community as a whole. Many of the more recently developed neighborhoods (i.e., since the boom of the 1980's) along Paper Mill Road, Five Forks Trickum Road, and Johnson Road also face these same concerns. Mixed use develop is desirable in many of these areas, but there needs to be sufficient quantities of affordable housing for the future residents of Lawrenceville.

### Decreasing amounts of vacant land

Consideration is being given as to the best way to expand the City Limits and prepare for additional growth. Additional land for commercial, industrial, and mixed use land use development is desired.

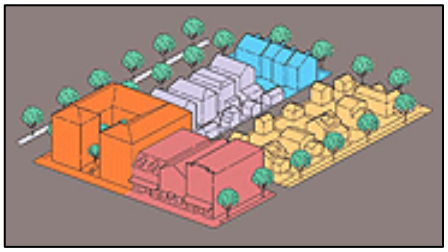
City growth is limited due to the developed portions of unincorporated Gwinnett County, which adjoin the City Limits. Some undeveloped parcels still remain along SR 316 and in pockets near Sugarloaf Parkway and along US 29 East (Winder Highway).

## 3.7.2 Land Use Opportunities

### Increase opportunities for higher density

The City should encourage development in the High Rise Corridor Overlay District (and Character Area) where increased densities are permitted. The City should also examine other character areas and zoning districts to determine where higher densities may be appropriate, especially in mixed use arrangements. Not every area of Lawrenceville would be appropriate for higher densities, but there are many areas where multi-story office/retail and residential buildings would be appropriate for a maturing county seat of an urbanizing county.

### Install overlay districts/form-based zoning to guide redevelopment



The City should review the zoning ordinance, in light of the recommended Character Areas, to establish development overlay districts or other techniques to guide the development of vacant parcels and the redevelopment of parcels. Although it will require a paradigm shift, the City may want to consider alternative approaches to traditional zoning approaches to achieve the appearance, density and use mixtures that have been discussed in this Agenda document. Alternative approaches need also to enlist more restrictive requirements that aid in protecting property values.

A good example of this practice in place in the City is the redevelopment of Scenic Highway from Moon Road to Gwinnett Drive. As is the case with many older residential units that front a major roadway in the County, the houses along Scenic Highway have slowly been converted to office uses. However, due to good planning by the City with their work to include a grassed median in the widening of Scenic Highway, and by the proper application of zoning principles (Office Neighborhood zoning district) along this section of roadway, the office uses do not seem in conflict with residential uses in the adjacent neighborhoods. These principles can be extended to other areas of the City.

### Provide gateways into Lawrenceville to improve sense of place

The City has made strides to start developing a clearer boundary between unincorporated Gwinnett County and the City Limits, especially along Scenic Highway, where new signage has been installed and the City worked hard to include a landscaped median in the widening of the roadway several years ago. The City should develop a set of guidelines for strategic gateway nodes into Lawrenceville that would provide landscaping, signage, and other features to provide a clear delineation between the county and the City, as one measure of increasing (or reclaiming) the sense of place.

## 3.8 Transportation

### 3.8.1 Transportation Issues

#### Street connectivity

One of the biggest issues in Lawrenceville is the lack of connectivity of many local streets. This was most recently brought to light in the Downtown Master Plan, completed in 2005, which showed a number of streets from the original "grid" of Lawrenceville that were never completed or have been abandoned in the past. Additionally, the presence of

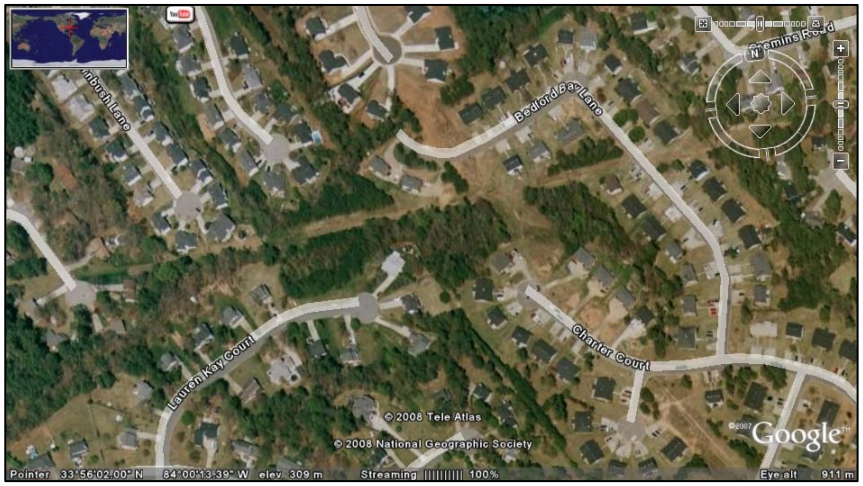
*Aerial view of the western edge of Lawrenceville – note the lack of connections across the railroad tracks and the end of the traditional grid pattern.*

the CSX tracks and a ridgeline cuts the downtown area off from the business and neighborhoods north of the tracks. There are only four north/south connections in the area near the downtown, so connectivity between the traditional

downtown and the surrounding neighborhoods is minimized, together with the tremendous traffic congestion on the major roadways, making the lack of local street connectivity more dramatic.

Furthermore, in keeping with the "cul-de sac community" trends, neighborhoods of Lawrenceville that were developed in the late 1960's to early 2000's, were built without vehiclular or pedestrian interconnectivity. Although stub streets were required in many of these projects, adjacent vacant tracts were developed without connecting the two neighborhoods together in most all cases, unless the new tract was an extension of the subdivision. Therefore the lifestyle of the newer communities was oriented around the individual "subdivision" and not around the neighborhood (i.e., pre WWII and immediately post WWII neighborhoods), with its different architectural style and its different lifestyles.

*Aerial view of subdivisions in Lawrenceville – note the lack of connections between developments*




## Increasing traffic congestion

Lawrenceville is crisscrossed with several state highways (SRs 120, 20, 124) and US 29 which have developed from stagecoach routes, trails and local streets to multi-lane through routes. The traffic congestion in Lawrenceville during the weekday, like most other cities in the metropolitan Atlanta area, becomes nearly unbearable, and was one of the most frequently-cited complaints of the online survey participants. Improvements made to the roadways in the past have been designed to quickly speed traffic through the community, which has made much of Lawrenceville, less of a destination and more of a "place to

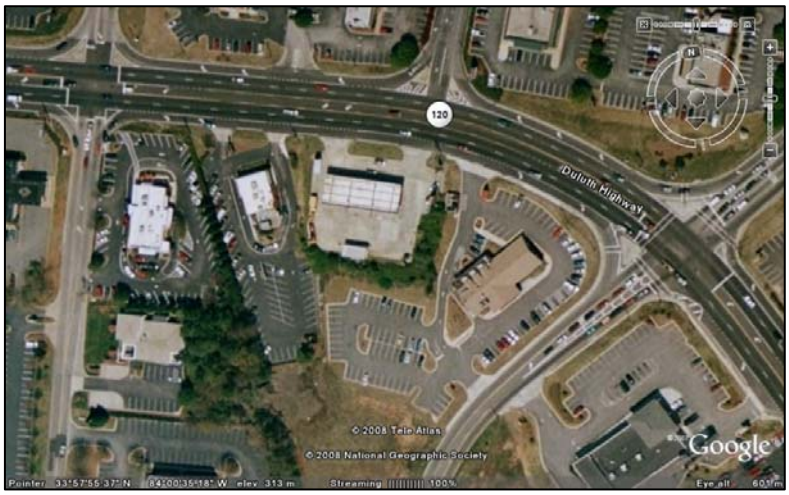
get through." With Lawrenceville's continued growth, combined with the continued growth of the region, the traffic congestion in and around Lawrenceville is only going to get worse.

### Sidewalks/greenways

Many newer subdivisions and local streets in the downtown area contain sidewalks, but there is not a comprehensive grid of sidewalks or greenways that connect destinations throughout the City. The lack of connections limit sidewalks as a viable transportation option for many residents, except within their immediate vicinity. With the increase of residents in Lawrenceville who are not as automobile-dependant, sidewalks become an important means of safely navigating the crowded streets of the City.

### Lack of interparcel connectivity

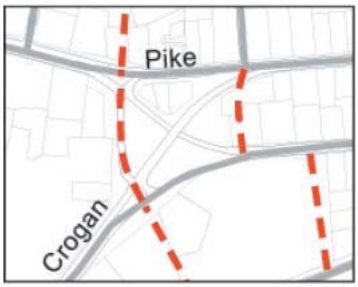
Many of the older commercial and office developments in Lawrenceville have no interparcel access between them, forcing patrons to enter onto the major roadways to move from building to building. These movements increase the traffic on these roadways and can cause other problems for the City. West Pike Street (SR 120) from the railroad bridge to SR 316 is a prime example of this type of development.




*Aerial view of Pike Street near the hospital – note the lack of interparcel connections and/or service alleys.*

To illustrate this point, the adjacent figure shows the commercial area adjacent to the Gwinnett Medical Center lacks sufficient interparcel access with the hospital property, which causes traffic tie ups on the main roadway into the hospital, causing the need for an off-duty policeman to regulate turns into the Chick-Fil-A. However, getting out of this parking lot back to the hospital is nearly impossible

most of the day, which causes much frustration for visitors to the hospital and patrons of this and other nearby restaurants. This problem is compounded by inadequate pedestrian connections from the Medical Center to these businesses, which makes it challenging for employees and visitors to safely walk from the Medical Center and adjacent office buildings to the eating and shopping opportunities along Pike Street.




The red dashed lines indicate where new streets should be constructed to extend the historic grid west where Pike and Crogan become two-way streets. The overpasses (to be removed) are indicated in light gray.

### Downtown Traffic circulation

The Downtown Master Plan addressed this issue in great detail with the one-way street pairings in the central part of Lawrenceville (Clayton and Crogan Streets and Perry and Pike Streets), which move traffic through the downtown area, but make it difficult for locals and visitors to travel to the area to visit, shop or enjoy the cultural and entertainment activities. Combined with the lack of local street interconnectivity, many local vehicular trips are forced onto the major roadways, which add to the traffic congestion and frustration of all parties involved

## 3.8.2 Transportation Opportunities

### Improve street connectivity

The City should closely examine opportunities to improve local street connections throughout the community, in a similar fashion as was done in the downtown area. Traffic congestion can be lessened through taking trips off of the main roadways if the vehicles can get to their destinations without having to go on these crowded streets.

### Improve interparcel connectivity for uses along major roadways

As an additional step, the City should require all new non-residential developments, and where possible, existing developments to provide interparcel access (both vehicular and non-vehicular) through shared driveways, side or rear alley access, or other means to allow vehicles to travel from business to business without having to enter onto the main roadways.

### Encourage Alternate Transportation Modes

The City should encourage the expansion or addition of alternative transportation modes to reduce vehicular trips on the major roadways and local streets and to promote

*Example of a multi-modal station, similar to what could be built to serve the" Brain Train" – Athens, GA*

exercise and community spirit. Besides the expansion of the sidewalks and greenways in the City, the City should encourage:

- the expansion of the Lawrenceville Shuttle van system that are currently running between the GJAC facility and the downtown area;
- the continued expansion of the Gwinnett Transit Bus System; and
- proposed "Brain Train" commuter train that would pass through Lawrenceville with two stops – downtown and near the Airport at Cedars (in the County).

### More mixed use developments

Mixed use developments allow residents and visitors to accomplish several tasks without having to move their car between uses. More opportunities for locals to live, work and play in Lawrenceville will have numerous positive effects on traffic congestion, economic development and land use patterns.

### Increase sidewalks and greenways

Lawrenceville should continue ongoing projects to improve and upgrade sidewalks in the community, though CDBG and Transportation Enhancement funds. The City should also require improved sidewalk connectivity on new developments (particularly with connections between businesses and the adjoining roads). The City should study the possibility of a greenway trail system using utility easements, stream corridors and other means to connect neighborhoods, parks and recreational opportunities with schools, commercial areas and employment centers.

## 3.9 Intergovernmental Coordination

### 3.9.1 Intergovernmental Coordination Issues

#### Municipal-County Coordination

The City of Lawrenceville in conjunction with Gwinnett County, cooperate to provide or share services such as Parks and Recreation, E911, Emergency Services, Sheriff's Office, schools and sewer. The City should meet regularly with Gwinnett County and its' neighboring municipalities to discuss these issues and others pertinent to the area such as water resources and transportation management. Many

of these discussions may currently be facilitated through regularly scheduled meetings with ARC and various local and regional governing bodies.

### Regional Transportation Planning

City officials need to continue to be actively involved in the transportation planning activities with ARC, GRTA, and the Gwinnett County DOT. Transportation issues affect everyone and are the foundation for many home purchases, employment selections and economic development decisions.

## 3.9.2 Intergovernmental Coordination Opportunities

### Continue Multi-Jurisdictional Coordination

Continue to discuss issues and solutions regarding Service Delivery Agreements in order to provide the best possible services to residents. Maintain proactive involvement in transportation and water resources planning, problem identification, and problem resolution.

# 4: Implementation Program

The three subsections included in this section outline the overall strategy for achieving the Community Vision and for addressing the Community Issues and Opportunities for the City of Lawrenceville. It identifies specific measures to be undertaken by the City to implement the plan. The three subsections include the following:

- Policies
- Report of Accomplishments
- Short-Term Work Program

## 4.1 Policies

### 4.1.1 Housing

**Provide quality alternative housing choices for a "full life-cycle community" so that Lawrenceville residents have the opportunity to enjoy the community throughout their lives.**

❖ **Support and promote the Atlanta Regional Commission's Regional Development Plan Best Housing Policies.**

- Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities.
- 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.
- Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options and provide an appropriate mix of uses and housing types.
- Promote sustainable and energy efficient development.
- Promote and facilitate the redevelopment of neighborhoods that have fallen into disrepair.
- Establish, with changes to the zoning ordinance, City-wide design and development standards to improve the quality of new housing construction.

- Encourage a mixture of housing values throughout the City that allow for economic and social diversity while promoting quality of life issues.
- Establish a balance of housing types, costs and densities that result in a positive fiscal impact for the City.
- Ensure that housing developments with common areas are well constructed and include high-quality, sustainable landscaping and amenities.
- Continue Quality of Life improvement efforts throughout the City.

❖ **Continue to support the efforts of the Lawrenceville Housing Authority to provide safe, affordable housing for those unable to otherwise live in the City.**

❖ **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.

❖ **Encourage and promote the development of the High Rise Corridor along SR 316 for higher density residential uses.**

- Encourage a wide variety of mixed-use developments with multi-story residential components within the corridor.
- Continue to review the high rise overlay district in the zoning ordinance for compatibility with housing trends and with development patterns in adjacent character areas.
- Review utility expansion plans to determine if adequate City utilities are (or will be) available for the anticipated demand in the corridor.

❖ **Encourage and promote the development of senior-friendly and high-end housing in Lawrenceville.**

- Encourage senior-oriented residential developments, where possible, near the Gwinnett Medical Center for easier access to medical resources.

- Review zoning ordinance and development regulations to determine if changes need to be made to accommodate the special requirements of senior-oriented housing.
- Promote the development of higher-end housing to provide opportunities to upper-income individuals and families to move (or stay) in Lawrenceville.

❖ **Promote and investigate methods of balancing owner occupied housing with rental properties that are more in line with other respective community-friendly cities.**

- Research funding sources to undertake a comprehensive housing study to inventory housing needs and available opportunities to affordable and safe, quality housing.

### 4.1.2 Economic Development

❖ **Maintain a comprehensive economic development plan.**

❖ **Hire a qualified individual to manage the economic development efforts of the City of Lawrenceville (i.e., someone to "sell" Lawrenceville).**

❖ **Manage Economic Development through regular reviews and updates to the Economic Development Plan.**

- Expand architectural and site design standards, sign ordinances, tree and lighting standards, and landscaping and fencing requirements to commercial and industrial zoning districts outside of the downtown master plan area, including the possible establishment of overlay districts with highly developed design standards.
- Work with Gwinnett County to encourage alternative means of transportation, such as expansion of the Gwinnett Transit System in Lawrenceville; the Lawrenceville Trolley shuttle service; private van pools; bicycle programs which utilizes bike trails, pathways and bicycle-sharing; pedestrian pathways and sidewalks; and commuter rail service.

- Continue to promote reinvestment in established commercial areas such as the downtown commercial district (Downtown Master Plan area).
- Promote reinvestment in commercial areas outside of the downtown commercial district, such as the depot area; Scenic Highway and Gwinnett Drive; Grayson Highway and Pike Street/Winder Highway.
- Encourage commercial development opportunities within the City that will allow for residents to walk or travel short distances to work and shopping destinations. Promote Live -Work-Play opportunities.
- Continue to support the efforts of the Lawrenceville Tourism and Trade Association (LTTA).

### ❖ Continue to promote the expansion and development of the Gwinnett Medical Center complex off of Pike Street.

- Review utility expansion plans to determine if adequate City utilities are (or will be) available for the anticipated demand in and around the Medical Center property.
- Encourage new projects on the Medical Center complex to incorporate improved pedestrian connectivity.

### ❖ Continue to promote the expansion and development of the general aviation use of the Gwinnett County Airport (Briscoe Field).

- Encourage the Airport Authority to continue the implementation of the Airport Master Plan dated October 2006 including the expansion of the non-commercial, general aviation use of the airport.
- Continue efforts to increase City of Lawrenceville's representation on the Airport Authority board.
- Undertake discussions to annex remaining airport property, and adjacent industrial properties if possible, into the City to provide more consistent service delivery to the area.

### ❖ Promote environmentally clean industry and business.

- Ensure new development pays its fair share of infrastructure improvements.

- Target business recruitment efforts to types of firms most suitable for Lawrenceville and most likely to establish or expand activity in the City, such as specialty medical manufacturing.
- Encourage growth of small businesses with technical support, particularly in association with local colleges (e.g., Georgia Gwinnett College and N. Gwinnett Technical College).
- Promote diversity in the City's commercial and industrial base.

❖ **Increase the viability of businesses in downtown Lawrenceville.**

- Continue strategic public investments to attract more private business in the area and expand the pedestrian scale commercial district (such as walking trails and sidewalks).
- Support the activity of the Downtown Development Authority and LTTA.
- Continue to implement the provisions of the Downtown Master Plan provisions.

❖ **Promote balanced growth and diversity in residential development, business and industry.**

- Support strategic public investments to attract more private business.
- Encourage appropriate mixed use and infill development on available land within the City Limits.
- Seek opportunities to broaden the City's revenue base.
- Establish a marketing strategy for the City that emphasizes growth with positive quality of life issues.

### 4.1.3 Natural and Cultural Resources

**Preserve, protect and increase the awareness of Lawrenceville's valuable natural resources.**

❖ **Support and promote the Atlanta Regional Commission's Regional Development Plan Open Space and Preservation Policies.**

- Protect environmentally sensitive areas including wetlands, floodplains, small water supply

watersheds, groundwater recharge area, rivers and stream corridors.

- Increase the amount, quality, connectivity and accessibility of greenspace. The City should coordinate greenspace locations and connections with surrounding jurisdictions where possible.
- Provide strategies to preserve and enhance historic resources.

❖ **Increase the overall acreage of protected green space.**

❖ **Preserve the City's tree canopy through increased protection measures.**

❖ **Coordinate underground water supply protection measures with Gwinnett County and the Metropolitan North Georgia Watershed Management District (MNGWMD).**

❖ **Continue to educate citizens, local officials, and developers about the value of natural resources and the importance of protective measures.**

❖ **Improve pedestrian access to promote a walkable community.**

## Promote the arts, cultural affairs and broad-range community programs.

❖ **Promote the development of the area around the Depot on Clayton Street as an arts and entertainment destination, tied in with the development of the College Corridor.**

❖ **Continue to support the Aurora Theater, local artists and local performances.**

## Improve existing park and recreational facilities and plan for future expansions.

❖ **Continue the development of multi-use paths, trails, parks and open spaces to provide passive and active recreation opportunities.**

- Prepare a Master Plan for walking trail/multi-use paths locations to provide cost estimates for development.

- **Continue to acquire land for, and develop, pocket parks, similar to Bartow Jenkins Park, for passive recreational opportunities for residents.**
  - Prepare a Master Plan for pocket park development to identify locations suitable for park development and to provide cost estimates for development.

**Integrate historic preservation into the planning process.**

- **Ensure that existing zoning ordinances have a positive impact on cultural, historic and natural resources.**
- **Continue to protect the integrity of existing neighborhoods by requiring that all new development matches the scale and style of existing structures.**
- **Educate homeowners, business owners and developers on historic preservation issues and implementation.**
- **Promote heritage education and tourism.**

## 4.1.4 Community Transportation, Facilities and Services

### 4.1.4.1 Transportation

**Promote and maintain an efficient transportation network to support regional circulation while minimizing traffic congestion in the downtown Lawrenceville area and providing and encouraging alternative transportation options for the City's residents and businesses.**

- **Work to incorporate Best Transportation Practices from the Atlanta Regional Commission's Regional Development Plan (RDP).**
- **Support, promote, participate in the scheduled updates to the Gwinnett County Comprehensive Transportation Plan, the Atlanta Regional Commission's Regional Strategic Transportation**

**System, Regional Freight Mobility Plan, and the Regional Bicycle and Pedestrian Plan.**

- **Work with county and state resources to discover ways to reduce traffic congestion on Lawrenceville's major thoroughfares.**
  - Encourage increased interconnectivity of non-residential uses to reduce traffic congestion.
  - Employ Access Management techniques along Grayson Highway and other mixed-use and gateway corridors.
  - Review zoning ordinances and Development regulations to determine if interparcel connectivity is required.
  - Encourage more mixed use projects to help reduce vehicle trips.
  - Examine funding sources and feasibility of retrofitting commercial uses along major thoroughfares with alleys, service drives or other means of increasing connectivity.
  - Research funding mechanisms to improve local street connectivity, widening, and additional sidewalk connections where possible.
  - Continue discussions with County and State officials on re-routing through traffic on US 29 and SR 120 from downtown Lawrenceville.
  - Continue Downtown Master Plan implementation strategy to expand "grid" pattern for downtown streets; to eliminate one-way pairs on non-DOT streets downtown; to extend some dead end streets in order to alleviate some of the local traffic off of the major thoroughfares.
  - Continue to support the Lawrenceville Trolley bus service to connect GJAC, the Hospital and other destinations with the downtown area.
  - Research and pursue Livable Centers Initiative (LCI) possibilities for the College Corridor area between downtown and SR 316/Georgia Gwinnett College to provide increased connectivity of streets that intersect Northdale/Collins Hill Roads, such as realignment of Maltbie Street and North Clayton Streets.

- **Continue to support Georgia DOTs efforts to widen SR 316 and coordinate local transportation improvements with the new SR 316 roadway/ ramp alignments.**

- **Continue coordination with Gwinnett County Department of Transportation and Georgia DOT regarding programmed transportation infrastructure improvements.**

- **Coordinate with Gwinnett County Transit, GRTA and ARC to consider commuter or local bus routes and that stops are appropriately planned for and incorporated in the transportation network, land use plan and RTP.**

- **Continue to pursue funding to expand the sidewalk construction/expansion program in the City.**
  - Include increased pedestrian connections from the Georgia Gwinnett College in any LCI applications/studies, including a multi-use path underneath SR 316 to the Wal-Mart shopping center area.
  - Continue to pursue Transportation Enhancement and SPLOST funds to extend the streetscape improvements in the downtown area, and pursue additional grant programs for streetscape improvements along all City corridors.

- **Continue to use SPLOST funds to make improvements to local streets as determined by the Public Works Department.**

- **Continue locally funded street maintenance and/or resurfacing program.**

- **Continue to support the development of the "Brain Train" commuter rail effort between Atlanta and Athens.**
  - Seek out partners to fund a feasibility study for a multi-modal station in the downtown area adjacent to the CSX tracks to integrate bus, train and non-vehicular traffic.

- Integrate the possibility of a multi-modal station into future transportation and land use plans for the College Corridor LCI study.

❖ **Strive to develop a connected city-wide pedestrian network that incorporated and connects to alternative modes of transportation.**

- Pursue assistance from PATH, ABC, PEDS and other pedestrian advocacy groups to obtain their expertise on the design and implementation of safe and convenient bicycle and pedestrian facilities throughout the City.

#### 4.1.4.2 Water Supply and Wastewater

**Encourage water conservation and appropriate expansion of water/wastewater facilities.**

❖ **Use water conservation measures within City operations, including low water landscaping practices (xeriscaping), high efficiency interior and exterior water fixtures in all City buildings, less frequent washing of City vehicles, and stormwater collection and redistribution.**

❖ **Examine water conservation measures for Lawrenceville water customers, include rebate programs for low-flow fixtures and other measures to reduce water use.**

❖ **Educate the public about the importance of well water conservation, so as not to deplete the resource. Establish watering regulations and restrictions that reflect these conservation matters.**

❖ **Continue groundwater well development to take advantage of the presence of the Lawrenceville Aquifer and to reduce reliance on Gwinnett County for potable water.**

❖ **Continue program to build a new water treatment facility to treat groundwater from the eight wells to be brought into the system.**

❖ **Continue water meter replacement and other maintenance tasks to increase system**

performance and to reduce unaccounted for water loss.

#### 4.1.4.3 Storm Water

**Encourage innovative practices in storm water management and maintenance.**

- Continue watershed/stormwater management program (NPDES and MS4) to strengthen policies for stormwater, erosion and sedimentation control within the City.
- Continue to make stormwater infrastructure improvements with funds from the Stormwater Utility, based upon the recommendations of the Stormwater Board.
- Plan for future maintenance of stormwater infrastructure.

#### 4.1.4.4 Solid Waste

**Improve community consciousness regarding recycling and waste disposal issues.**

- Expand current recycling program.
- Establish a recycling program for City Hall and all other City departments.
- Continue Quality of Life program for reducing illegal dumping through the placement of dumpsters in neighborhoods on a rotating basis.
- Continue to collect solid waste through the City's Sanitation Department and upgrade equipment and vehicles as needed.
- Continue efforts to define extent of buried garbage at the old landfill on City property near the City public works and utility departments.

- **Pursue funding sources to reclaim old landfill property for redevelopment through removal of waste on the site.**

#### 4.1.4.5 Public Safety

**Continue to develop and refine the functioning of public safety services.**

- **Encourage fair and humane application of existing laws and regulations by local law enforcement officials.**
- **Continue to be cognizant of the City's changing demographics and employ or retain translators and/or multi-lingual personnel and resources to make sure that residents can be heard and that police officers are clearly understood.**
- **Provide informational packages to all new residents, at time of utility account initiation, that explains quality of life issues in Lawrenceville and also explains the penalties for not following incorporated rules. These packages may need to be written in several languages.**
- **Continue program of relocating the police headquarters facility to provide the most modern facilities available.**
- **Continue to upgrade equipment and vehicles as needed.**
- **Promote more interaction between citizens and police.**

#### 4.1.4.6 Public Utilities

**Continue to provide high levels of customer service in the provision of natural gas and electric utilities.**

- **Continue to upgrade equipment and vehicles as needed.**

- **Continue to expand the gas system as service demands it.**
- **Continue to upgrade electric and gas systems as service demands or as regulations require.**
- **Acquire additional land and secure funding to relocate public utilities and public works shops, equipment storage and other facilities from the current site on Branson Street.**
- **Consider establishment of a program to place overhead utilities underground in conjunction with streetscape improvements along major City highway corridors.**

#### 4.1.4.7 Hospital and Health Center

**Continue monitoring and assessing patient needs within the City.**

- **Continue supporting the efforts of the Gwinnett Hospital System to expand the Gwinnett Medical Center, including the efforts to build a cardiac care center and expand stroke/trauma center operations.**
- **Continue to support further development of the medical community in Lawrenceville.**
- **Support the further development of specialty medical manufacturing and similar industries in Lawrenceville.**
- **Continue to support increased accessibility and interconnectivity of uses within the Medical Services Cluster area to improve pedestrian facilities, reduce congestion along Professional Boulevard, and to improve pedestrian access to the commercial and office uses on the east side of Pike Street (SR 120).**

#### 4.1.4.8 Government Facilities and Services

**Continue efforts to provide the highest level of customer service and accountability in light of the changing nature of the population in Lawrenceville.**

- **Continue to provide translation services and/or multi-lingual employees for general government and court services.**

#### 4.1.4.9 Education

**Strengthen relations with the Gwinnett County Board of Education.**

- **Continue to monitor new school locations within the City limits and their future demands on City services.**
- **Continue to support with School Board officials on efforts to improve education and quality of the facilities in Lawrenceville so that Lawrenceville is a destination for families who want a good education for their children, and not a reason to relocate.**
- **Recognize that private educational opportunities are possible for the residents of Lawrenceville and that private/parochial schools may be looking at the City as a site for future facilities.**

### 4.1.5 Intergovernmental Coordination

**Support and promote the Atlanta Regional Commission's Regional Development Plan Coordination Policies.**

- **Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.**
- **Inform and involve the public in planning at regional, local and neighborhood levels.**
- **Coordinate local policies and regulations to support Regional Policies.**
- **Encourage the development of state and regional growth management policies.**
- **Continue increased communication and cooperation between all municipalities in Gwinnett County.**

- **Coordinate transportation improvements around the Gwinnett Justice and Administrative Center with Gwinnett County's facility expansion plans.**
- **Consider economic and land use impacts to surrounding jurisdictions during planning efforts.**
- **Participate in regional water resource management planning with state, regional and local authorities.**
- **Participate in regional transportation management planning with state, regional and local authorities.**
- **Continue to facilitate meetings with local and regional government bodies to ensure that the needs and services of the City's residents are properly planned for.**

### 4.1.6 Land Use

**Establish appropriate planning procedures and innovative planning tools to guide growth and development.**

- **Support and promote the Atlanta Regional Commission's Regional Development Plan Developed Area Policies.**
  - Promote sustainable economic growth in all areas of the region.
  - Encourage development within principal transportation corridors, the Central Business District, activity centers, and town centers.
  - Increase opportunities for mixed-use development, transit-oriented development, infill and redevelopment.
  - At strategic regional locations, plan and retain industrial and freight land uses.
  - Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
  - Promote the reclamation of brownfield development sites.

- **Continue to monitor innovative zoning and development regulation practices to determine if form-based zoning or similar practices might help the City better achieve its vision of a "full life-cycle" community.**
- **Integrate character area overlay districts into the City's Zoning Ordinance to help areas in need of improvement.**
- **Foster public/private partnerships that will improve planning procedures and tools.**
- **Continue to provide clarity, efficiency, equity, and consistency in City department policies and procedures relating to land development review.**
- **Coordinate with Gwinnett County and adjacent municipalities on decisions relating to land use and land development.**

**Promote orderly growth and development based on physical, social, and economic needs, environmental considerations, and public facilities and services.**

- **Provide sufficient opportunities for each land use type to serve the needs of the community.**
- **Ensure compatibility between land uses when making land development decisions.**
- **Mitigate possible adverse impacts of new land development.**
- **Maximize the use of existing and programmed public facilities. Minimize public service costs and reduce environmental impacts of development.**
- **Ensure that work and service areas are convenient to living areas to promote energy conservation.**
- **Establish criteria for implementing a redevelopment policy within the City.**

- **Evaluate development proposals based on the impacts to adjacent land uses and service delivery.**
- **Promote an attractive environment through design guidelines specific to each character area.**
- **Coordinate the installation of sidewalks with the Georgia DOT and the Gwinnett DOT on all non-City owned thoroughfares within the City Limits.**
- **Avoid land use patterns that result in the costly, over-extension of community facilities or services.**
- **Protect and preserve established neighborhoods including those of historical significance to the City.**

**Improve and rehabilitate existing neighborhoods by:**

- **Eliminating or minimizing the impact of blighting factors such as incompatible land uses and high volume traffic routes.**
- **Upgrading public facilities and services.**
- **Providing basic amenities such as parks and open space.**
- **Encouraging the rehabilitation and/or replacement of substandard residential structures.**
- **Promote the preservation of older or historic homes through adaptive reuse, and review existing policies to determine if appropriate design guidelines are needed.**
- **Provide transition in scale and/or land use between high and low intensity land uses.**
- **Provide opportunities for higher density residential development to serve as a buffer between non-residential nodes and surrounding single-family detached neighborhoods.**

- **Permit residential/mixed uses while maintaining the retail character of local streets.**
- **Retain single-family housing as the predominant housing type in Lawrenceville.**
- **Ensure that higher density housing is located in close proximity to major thoroughfares, employment centers, shopping facilities, and other activity centers.**

**Provide for the development of appropriate commercial facilities on both Citywide and neighborhood levels while revitalizing undesirable existing facilities.**

- **Encourage reuse and revitalization of obsolete commercial facilities.**
- **Encourage and promote technological industries that rely on highly-skilled labor forces and develop in technology park-type settings rather than heavy industry.**
- **Promote walkable (pedestrian-oriented and nicely-landscaped) and planned (rather than strip) commercial development.**
- **Restrict further commercial strip development on major streets beyond existing developed and zoned areas. Within existing strip commercial areas, allow for the in-filling of compatible mixed uses.**
- **Promote commercial development that contains compatible and complementary uses.**
- **Promote safe and adequate ingress to and egress from commercial development.**
- **Promote interparcel connectivity and service alleys to reduce congestion on collector roads and major thoroughfares.**

- **Provide safe and adequate pedestrian and bicycle access to and within commercial and activity centers.**
- **Encourage the location of neighborhood-scale commercial uses in areas convenient to existing and future residential development.**

**Retain existing business and professional offices, and provide for the development of suitable areas for business and professional offices.**

- **Encourage retail and office uses to locate in designated areas that are well served by public infrastructure.**
- **Encourage retail and office uses to be designed so that they are compatible with surrounding land uses.**
- **Ensure that office/professional developments address adequate buffering, appropriate parking, and open space.**
- **Locate office development near commercial activities and higher density residential areas.**
- **Continue to promote conversion of residential uses in transitional areas to office professional uses to minimize impact on existing residences and to provide buffers between incompatible uses.**
- **Continue to require safe and adequate ingress to and egress from office development and adequate land for off-street parking and internal vehicular circulation.**

**Retain existing compatible industry and preserve adequate land, services, and facilities for expansion and growth of light, clean industrial activities.**

- **Encourage reuse and revitalization of industrial facilities.**
- **Encourage the development of clean, environmentally safe industry within industrial land use zones.**

- **Engage the industrial community within Lawrenceville to discuss transportation / circulation concerns and to develop solutions to transportation and land use problems.**
- **Ensure that industrial sites are designed for adequate buffering, parking and open space.**
- **Encourage environmentally friendly parking lot site plans.**
- **Restrict industrial uses that have nuisance characteristics and detract from the character of Lawrenceville.**
- **Locate new industrial uses to ensure access to major thoroughfares.**
- **Ensure that industrial development has adequate public facilities and utilities.**
- **Discourage industrial uses that are incompatible with surrounding uses.**

**Provide adequate public and semi-public facilities and services to meet the needs of Lawrenceville's population.**

- **Seek centralized locations for municipal buildings and facilities.**
  - Monitor vacant land in areas that are conducive to the future development of government facilities.
  - Investigate possible funding sources for the acquisition of said property
  - Coordinate efforts with Gwinnett County, where possible, to identify potential government operations sites/buildings.
- **Encourage land developers to provide sites for schools and other government facilities in proper relationship to existing and future residential development.**
- **Encourage environmentally friendly parking lot site plans.**

**Continue to promote the revitalization of the downtown master plan area.**

- **Continue to monitor implementation of the Downtown Master Plan.**
- **Encourage continued revitalization of the downtown district through public/private improvements.**
- **Discourage large surface parking lots by encouraging parking decks or shared parking areas.**
- **Provide adequate signage for existing municipal parking lots.**
- **Provide safe and adequate pedestrian and bicycle access from nearby areas to commercial and office uses in the downtown area.**
- **On a limited basis, encourage residential uses within the downtown area.**
- **Promote high-quality landscape design along the corridors leading into the downtown area.**
- **Promote the development of the commercial and residential areas adjacent to the CSX tracks around Clayton Street as an entertainment and cultural arts destination.**

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

- **Utilize open space, pocket parks, and other buffers to minimize adverse impact of noise and vibration generated by vehicular traffic.**
- **Improve the aesthetic quality of land uses along gateways and corridors into the City with lighting, landscaping and signage improvements.**
- **Regularly evaluate City ordinances that enforce zoning and building standards, especially ordinances that promote the health, safety and**

**welfare along the corridors and gateways into the City.**

- Establish design guidelines for gateway nodes/corridors.

### 4.1.7 Land Redevelopment & 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.**
- **Promote increased buffers and greenspace in the transitional areas between residential and industrial land uses.**
- **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.**
- **Identify and promote infill development opportunities of vacant or under-utilized land within developed areas of the city.**
- **Provide economic incentives to identify and redevelop vacant or underutilized land within developed areas of the city in which infill development is appropriate.**

## 4.2 2005-2008 Report of Accomplishments

| Projects | Start Year | Year Completed | Cost Estimate | Funding Source | Responsible Party |
|---|---|---|---|---|---|
| **Roads** | | | | | |
| Jackson Street Improvement | 2006 | 2007 | $2,800,000 | City, County, State | City, County, State |
| Luckie Street Improvement | 2008 design | ongoing | $435,792 | ARC, DOT, TEA | City, private |
| Transportation & Transit Study | 2005 | 2006 | $57,500 | SPLOST | City |
| Two-way Streets Downtown | 2007 design | ongoing | $575,000 | LCI, DOT, City | City |
| Parking Deck EAST of Square | 2005 | 2007 | $2,875,000 | City, SPLOST, private | City, private |
| Traffic calming effects downtown | 2006 | ongoing | ? | ARC, DOT, TEA | City |
| Scenic Hwy. & New Hope Road intersection upgrade | 2005 | 2006 | $500,000 | City, DOT, SPLOST | City, DOT |
| Widening of SR 20 | 2006 | ongoing | ? | DOT | DOT |
| Widening of US 29 from downtown to Paper Mill Rd. | 2008 | ongoing | ? | DOT | DOT |
| Paper Mill Rd. & Springlake Rd. intersection improvements | 2007 | 2008 | ? | GCDOT | GCDOT |
| Sugarloaf Parkway Extension from SR 20 to New Hope Rd. | 2005 design | Construction ongoing | | SPLOST | GCDOT |
| Pike Street & Langley Drive intersection improvements | 2007 | 2007 | $70,000 | County | GCDOT |
| **Parks** | | | | | |
| Rhodes Jordan Park Extension | 2006 design | ongoing | $200,000 | City, County, ARC | City, County |
| Rhodes Jordan Edge Trail & Landscaping | 2006 design | ongoing | $230,000 | City, County | County |
| Bike & Walking Trail Master Plan | 2006 | 2007 | $30,000 | City, County, SPLOST | City |
| Bike & Walking Trail Design & Build | 2007 design | ongoing | $300,000 | City, County, SPLOST | City |
| **Community Facilities** | | | | | |
| New Aurora Theatre | 2005 | 2006 | $1,000,000 | City, SPLOST | City |
| New LTTA Office | 2006 design | 2007 | $32,200 | SPLOST, LTTA | LTTA |

## 4.2 2005-2008 Report of Accomplishments continued

| Projects | Start Year | Year Completed | Cost Estimate | Funding Source | Responsible Party |
|---|---|---|---|---|---|
| New Visitor & Welcome Center | 2007 design | ongoing | $115,000 | SPLOST, DDA, LTTA, grants | LTTA |
| New Police Building | 2007 design | ongoing | $3,000,000 | SPLOST | City, DDA |
| Move Historic Isaac-Adair House & Log Cabin from Sugarloaf Parkway Extension path to Clayton Street | 2008 | 2008 | ? | SPLOST | County |
| GC Health Department move to old Walmart | 2007 | 2008 | ? | County | County |
| Gwinnett Medical Center 9-story Hospital Wing Addition | 2007 | ongoing | ? | County, private | County, private |
| 1020-bed Dormitory at GG College | 2008 design | ongoing | ? | State | State |
| **Water System** | | | | | |
| Ezzard Well Radiation Treatment | 2008 | ongoing projected 2008 | $80,000 | City | City |
| Winer Well #7 Intern Treatment Plant | 2008 | ongoing projected 2008 | $60,000 | City | City |
| Winer Water Treatment Plant & 10 wells | 2007 study | ongoing projected 2009 | $6,700,000 | GEFA | City |
| **Gas System** | | | | | |
| Gas Line Relocation – SR 81 & Hwy. 78 Intersection | 2007 | 2007 | $80,000 | private | City |
| Gas Line Relocation – on Hwy. 20 from Plantation Rd. to Ozora Rd. | 2007 | 2007 phase 1 | $3,000,000 | City | City |
| Automatic Meter Reading Changeout | 2006 | ongoing | ? | City | City |
| Downtown Isolation Valve | 2008 | ongoing | $320,000 | City | City |
| Tankless Water Heater Program | 2008 | ongoing | ? | City, customers | City, customers |
| **Policies and Procedures** | | | | | |
| Update of Zoning Ordinance | 2005 | ongoing | $0 | City | City |
| High-rise Ordinance | 2008 | 2008 | $0 | City | City |
| Downtown Master Plan | 2005 | 2005 | $150,000 | City | City |

## 4.3 Short-Term Work Program

| Economic Development Projects | Start Year | Year Completed | Cost Estimate | Funding Source | Responsible Party |
|---|---|---|---|---|---|
| Initiate a Conceptual Planning and Feasibility Study for a City Convention Center. | 2009 | 2010 | $20,000 | City | City of Lawrenceville |
| Initiate Detailed Design and Construction of a City Conference Center. | 2010 | 2013 | $15-20 million | City SPLOST other | City of Lawrenceville |
| Hire an Economic Development Officer to market and "sell" Lawrenceville. | 2009 | ongoing | $150,000/year | City | City of Lawrenceville |
| Continue to support efforts of the Lawrenceville Downtown Development Authority (LDDA) and the Lawrenceville Trade and Tourism Association (LTTA) in their efforts to promote downtown events and the continued development of the downtown area. | 2009 | ongoing | $275,000/year | City Hotel- Motel tax | City of Lawrenceville/ LDDA/LTTA |
| Continue to support the Aurora Theater and other cultural activities downtown. | 2009 | ongoing | N/A | N/A | City of Lawrenceville |
| Encourage and support the expansion of Gwinnett Medical Center and its efforts to become a regional leader in trauma care and cardiac care. | 2009 | ongoing | N/A | N/A | City of Lawrenceville |
| Encourage the continued development of specialty manufacturing of medical equipment and devices in Lawrenceville. | 2009 | ongoing | N/A | N/A | City of Lawrenceville |
| Encourage development of quality hotel properties within Lawrenceville. | 2009 | ongoing | N/A | N/A | City of Lawrenceville/ LDDA/LTTA |

| Transportation Projects | Start Year | Year Completed | Cost Estimate | Funding Source | Responsible Party |
|---|---|---|---|---|---|
| ADA Sidewalk Improvements | 2009 | 2013 | $100,000/year | Gwinnett CDBG Program | City of Lawrenceville |
| Sidewalk Improvements (GJAC to Rhodes Jordan Park) | In progress | 2009 | $650,000 | Transportation Enhancement Funds/SPLOST | City of Lawrenceville |
| Complete Luckie Street Improvements. | In progress | 2009 | $1 million | SPLOST | City of Lawrenceville |
| Complete Carver Circle Improvements. | In progress | 2009 | $250,000 | SPLOST | City of Lawrenceville |
| Complete Chestnut Street Improvements. | In progress | 2009 | $250,000 | SPLOST | City of Lawrenceville |
| Construct improvements to Northdale ("College Avenue") Drive, as a part of the College Overlay LCI project. | 2013 | 2016 | $7-10 million | TE/SPLOST/LCI | City Gwinnett Co. State |
| Street Resurfacing | 2009 | 2013 | $15 million total | SPLOST/LARP | City of Lawrenceville |
| Design and Construction of One-Way Pair Removal (Clayton and Perry Streets) | 2010 | 2013 | $4.3 million | LCI Implementation Funds | City of Lawrenceville |
| Participate in Conceptual Plan and Feasibility Study for Multi-modal Station and parking improvements adjacent to railroad tracks. | 2009 | | TBD | SPLOST/State | City of Lawrenceville |
| Prepare Master Plan and Feasibility Study for City Greenway/Walking Trail System to include connections with Gwinnett County and neighboring communities. | 2009 | 2010 | Approx. $50,000 | City/SPLOST | City of Lawrenceville |
| Review and update Zoning Ordinance to require interparcel access along state and county roadways. | 2010 | 2010 | $3,000 | City | City of Lawrenceville |
| Improve downtown municipal parking area signage and improve community wayfinding and directional signage. | In progress | 2009 | $25,000 | City Funds | City of Lawrenceville, DDA, LTTA |
| Coordinate proposed transportation improvements in the downtown area with the expansion of facilities at Gwinnett Justice and Administration Center. | 2010 | 2015-2018 | N/A | N/A | City Gwinnett Co. |

| Transportation Projects | Start Year | Year Completed | Cost Estimate | Funding Source | Responsible Party |
|---|---|---|---|---|---|
| Continue to support Town Trolley downtown shuttle. | In progress | 2013 | $3500/month | DDA | City/DDA/LTTA |
| Initiate gateway node signage, lighting and beautification program. | 2009 | 2013 | $10,000 per node | City | City of Lawrenceville |

| Land Use Projects | Start Year | Year Completed | Cost Estimate | Funding Source | Responsible Party |
|---|---|---|---|---|---|
| Undertake College Corridor Master Plan to target properties for development to encourage the growth of entertainment and cultural activities in the depot area north of the courthouse square. | 2009 | 2009 | $75,000-$100,000 | ARC LCI funds/City | ARC/City of Lawrenceville |
| Undertake College Corridor Master Plan Detailed Design for transportation and land use improvements. | 2011 | 2012 | $125,000 | LCI Supplemental Study Funds | City/ARC |
| Create Overlay Districts to implement character areas and update Zoning Ordinance to refine and integrate character areas into the document. | 2011 | 2016 | $35,000/year | City of Lawrenceville | City of Lawrenceville |
| Encourage developers to identify properties in the downtown area (and other areas) that have the potential to be revitalized. | 2009 | ongoing | | | |
| Continue to review architectural plans and site plans for consistency with the established architectural guidelines to promote the character area development. | 2009 | ongoing | N/A | N/A | City of Lawrenceville |

| Community Facilities and Services Projects | Start Year | Year Completed | Cost Estimate | Funding Source | Responsible Party |
|---|---|---|---|---|---|
| Prepare Master Plan for Pocket Park system development. | 2011 | 2012 | Approx. $35,000 | General Fund | City of Lawrenceville |
| Continue feasibility study to clean up former dump on city property. | 2009 | 2010 | $2 million (shared cost with cleanup) | City of Lawrenceville Grants | City of Lawrenceville |
| Undertake cleanup of former dump on Clayton Street (after relocation of City Utility Department structures). | 2010 | 2012 | $2 million | City of Lawrenceville/EPA | City of Lawrenceville |
| Construct new police headquarters facility. | 2009 | 2010 | $8.5 million | SPLOTS/General Funds 2004-2009 | City of Lawrenceville |
| Continue placement of Quality of Life dumpsters in subdivisions to promote clean ups and to discourage illegal dumping. | In progress | 2013 | $50/000/year | City Funds | City of Lawrenceville |
| Expand Recycling program. | 2009 | 2013 | | City of Lawrenceville | City of Lawrenceville |
| Continue to extend gas system as driven by service demand. | 2009 | 2013 | Cost varies | City of Lawrenceville | City of Lawrenceville |
| Complete design plans and construct improvements for eight additional wells into the City's system. | 2009 | 2010 | $6 million | GEFA/City Funds | City of Lawrenceville |
| Design and construct 1.3 MGD water treatment facility. | 2009 | 2010 | Approx $3.7 million | GEFA/City Funds | City of Lawrenceville |
| Acquire location for relocation of Utility Department buildings and facilities. | 2009 | ongoing | $4 million | City of Lawrenceville | City of Lawrenceville |
| Construct Utility Department complex | 2013 | 2015 | $12 million | City Funds | City of Lawrenceville |
| Finalize Water Service Delivery Contract with Gwinnett County | 2009 | ongoing | Cost varies | City of Lawrenceville/ Gwinnett County | City of Lawrenceville/ Gwinnett County |

## 4.3 Short-Term Work Program continued

| Natural and Cultural Resources Projects | Start Year | Year Completed | Cost Estimate | Funding Source | Responsible Party |
|---|---|---|---|---|---|
| Develop and encourage water conservation program through rebates for low-flow plumbing fixtures, etc. | 2009 | ongoing | | | City of Lawrenceville |
| Continue to implement stormwater management plan, include MS4 requirements through the Stomwater Utility board. | 2009 | ongoing | $50/000/year | Stormwater Utility | City of Lawrenceville/ Stormwater Management Board |
| Continue to improve stormwater quality through structural improvements. | 2009 | ongoing | $50/000/year | Stormwater Utility | City of Lawrenceville/ Stormwater Management Board |
| Remodel existing historic structure on Crogan Street to house Welcome Center. | In progress | 2010 | $100,000 | Grants/private funds/LTTA/DDA | City/LTTA/DDA |
| Encourage a centrally-located fine arts center with gallery space | 2010 | ongoing | N/A | N/A | Community |
| Adopt a Tree Protection Ordinance | 2009 | 2010 | $15,000 | City of Lawrenceville | City of Lawrenceville |

| Intergovernmental Coordination Projects | Start Year | Year Completed | Cost Estimate | Funding Source | Responsible Party |
|---|---|---|---|---|---|
| Work with Gwinnett County and other local governments to coordinate adjacent land uses and ensure efficient provision of services. | 2009 | ongoing | N/A | N/A | City of Lawrenceville |

## 4.3 Short-Term Work Program continued

| Housing Projects | Start Year | Year Completed | Cost Estimate | Funding Source | Responsible Party |
|---|---|---|---|---|---|
| Review Zoning Ordinance and design standards to ensure that they allow for and encourage a variety of housing options | 2009 | ongoing | | | City of Lawrenceville |
| Review Zoning Ordinance to ensure that they allow for flexibility for mixed-use residential developments in the downtown and mixed use character areas. | 2009 | ongoing | | | City of Lawrenceville |
| Encourage senior-oriented housing to be developed in Lawrenceville | 2009 | ongoing | | | City/ development community |
| Review Zoning Ordinance and development regulations to determine sufficient flexibility exists for senior-friendly housing. | 2009 | 2010 | | | City of Lawrenceville |
| Encourage redevelopment of aging housing stock to higher quality standards compatible with character areas | 2010 | ongoing | N/A | N/A | City/ development community |
| Encourage developers to increase quality of new housing through density bonuses and other techniques | 2010 | ongoing | N/A | N/A | City/ development community |
| Encourage mixed use development to occur in areas where these types of activities are in keeping with the character areas | 2010 | ongoing | N/A | N/A | City/ development community |
| Encourage new construction to be more "green" in its materials and practices | 2010 | ongoing | N/A | N/A | City/ development community |
| Investigate a Revitalization Improvement Program for aging neighborhoods | 2009 | 2011 | N/A | N/A | Task force by City |
| Investigate a method to balance owner occupied housing with rental properties | 2009 | 2011 | N/A | N/A | Task force by City |

| Downtown Master Plan Area/LCI Area Projects | Start Year | Year Completed | Cost Estimate | Funding Source | Responsible Party |
|---|---|---|---|---|---|
| Please see the following for a detailed list of projects to be implemented in the Downtown Master Plan/LCI project area. Any redevelopment efforts in the City's Downtown Master Plan Area should refer directly to the recommendations from the recently completed LCI study. | | | | | |

## Downtown Revitalization District Programs and Projects (see map on page V-4 for project location)

| Map Key | Description | Type of Improvement | size *(square feet, linear foot, or spaces)* | Planning, Programming, or Funding year | Design/ Engineering Year | Engineering Costs 15% | ROW Year | *ROW Costs | Latest Construction Year | Construction Costs | Total Project Costs | Responsible Party | Funding Source | Match Source | 20 % match |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Link Rhodes Jordan to GJAC** | | | | | | | | | | | | | | |
| P2 | Streetscaping (culver, luckie, parry, & pike) | streetscaping | 38300 | 2005 | | $430,875 | | | other | $2,872,500 | $3,303,375 | city/private | ARC/TEA | City | $660,675 |
| T32 | Pedestrian Improvements to GA 20 @ Pike | traffic improvement | | | 2010+ | $15,000 | | | other | $100,000 | $115,000 | city | ARC/DOT/TEA | City | $23,000 |
| P9 | Linear Park | new park | 3000 | | 2010+ | $9,000 | | | other | $60,000 | $69,000 | city/private | city/private/ARC | City | $13,800 |
| | | | | | | | | | | | *$3,487,375* | | | | *$697,475* |
| | **Parks** | | | | | | | | | | | | | | |
| P3 | Plaza north of City Hall | new park | 15000 | | 2010 | $45,000 | | | other | $300,000 | $345,000 | city | city | City | $69,000 |
| P4 | Honeysuckle Hill park | new park | 10000 | | 2010+ | $30,000 | | | other | $200,000 | $230,000 | city/private | city/private | City | $46,000 |
| P5 | Neighborhood Park South | new park | 10000 | | 2010+ | $30,000 | | | other | $200,000 | $230,000 | city/private | city/private | City | $46,000 |
| P7 | Courthouse Square Plaza | improvements | 10000 | 2005 | | $30,000 | | | other | $200,000 | $230,000 | city/county | city/county/ARC | City | $46,000 |
| P10a | Greenway Network Connections | linear parks | 1500 | | 2010 | $4,500 | | | other | $30,000 | $34,500 | city/county | SPLOST | City | $6,900 |
| P10b | Greenway Network Connections | linear parks | 2000 | | 2010 | $6,000 | | | other | $40,000 | $46,000 | city/county | SPLOST | City | $9,200 |
| P10c | Greenway Network Connections | linear parks | 2000 | | 2010 | $6,000 | | | other | $40,000 | $46,000 | city/county | SPLOST | City | $9,200 |
| | | | | | | | | | | | *$1,161,500* | | | | *$232,300* |
| | **Community Facilities** | | | | | | | | | | | | | | |
| C1 | Amphitheater | new park | 120000 | | 2010 | $450,000 | | | other | $3,000,000 | $3,450,000 | city/DDA | SPLOST | City | $690,000 |
| C2 | Train Depot | refurbish building | 3000 | 2005 | | $31,500 | | | other | $210,000 | $241,500 | city/DDA | city | City | $48,300 |
| C3 | New Theater | refurbish building | 2000 | 2005 | | $21,000 | | | other | $140,000 | $161,000 | city/DDA | SPLOST | City | $32,200 |
| C4 | New LTTA office | refurbish building | 400 | 2005 | | $4,200 | | | other | $28,000 | $32,200 | LTTA | SPLOST/LTTA | City | $6,440 |
| C5 | New Visitor & Welcome Center | refurbish building | 1000 | 2005 | | $15,000 | | | other | $100,000 | $115,000 | LTTA | SPLOST/DDA/LTTA/grants | City | $23,000 |
| C6 | New Police Building | new building | 10000 | 2005 | | $150,000 | | | other | $1,000,000 | $1,150,000 | city/DDA | SPLOST | City | $230,000 |
| C7 | New Utility Building | new building | 10000 | | 2010 | $150,000 | | | other | $1,000,000 | $1,150,000 | city/DDA | city | City | $230,000 |
| C8 | New City "gallery" | refurbish building | 2000 | 2005 | | $21,000 | | | other | $140,000 | $161,000 | city/DDA | SPLOST/city/county | City | $32,200 |
| C9 | Old High School turns to residential | refurbish building | | 2005 | | | | | | | | city/DDA | private | | |
| C10 | New History Center | refurbish building | 1000 | 2005 | | $10,500 | | | other | $70,000 | $80,500 | city/DDA | SPLOST | | |
| | | | | | | | | | | | *$6,541,200* | | | | *$1,308,240* |
| | **Scenic Highway Extension** | | | | | | | | | | | | | | |
| T2 | Relocate Norfolk Southern train turnaround | infrastructure | | 2005 | 2010+ | $0 | | | other | $0 | $0 | DDA/county/RR | DOT | City | $0 |
| T3 | Park Boulevard (Scenic extension) | extension | 2,549 | | 2010+ | $76,468 | 2010+ | $234,000 | other | $509,787 | $586,255 | County/DOT | County/DOT | City | $117,251 |
| T4 | McArthur extension North | extension | 508 | | 2010+ | $15,229 | 2010+ | $30,000 | other | $101,527 | $116,756 | city/private | city/private/county/DOT | City | $23,351 |
| T5 | Benson extension | extension | 702 | | 2010+ | $21,074 | 2010+ | $40,400 | other | $140,494 | $161,568 | city/private | city/private/county/DOT | City | $32,314 |
| T6 | Jarmon extension | extension | 938 | | 2010+ | $28,139 | 2010+ | $53,900 | other | $187,596 | $215,736 | city/private | city/private/county/DOT | City | $43,147 |
| T7 | McArthur extension South | extension | 306 | | 2010+ | $9,186 | 2010+ | $17,600 | other | $61,240 | $70,426 | city/private | city/private/county/DOT | City | $14,085 |
| T8 | Born realignment | realignment | 367 | 2005 | | $11,007 | | | other | $73,383 | $84,390 | city/private | city/private/county/DOT | City | $16,878 |
| P8 | Rhodes Jordan edge trail and landscaping | improvements | 10000 | 2005 | | $30,000 | | | other | $200,000 | $230,000 | County | City/County | City | $46,000 |
| | | | | | | | | | | | *$1,465,132* | | | | *$293,026* |
| | **Improve Local Streets** | | | | | | | | | | | | | | |
| T11 | Macedonia Street widening | widening | 460 | | 2010+ | $13,797 | 2010+ | $26,400 | other | $91,980 | $105,777 | city/private | city/private/county/DOT | City | $21,155 |
| T12 | Macedonia Street Extension North | extension | 922 | | 2010+ | $27,647 | 2010+ | $53,000 | other | $184,312 | $211,958 | city/private | city/private/county/DOT | City | $42,392 |
| T13 | Oak Street Extension | extension | 1,218 | | 2010+ | $36,537 | 2010+ | $70,000 | other | $243,579 | $280,116 | city/private | city/private/county/DOT | City | $56,023 |
| T14 | New Street between Crogan & Langley | new street | 1,469 | | 2010+ | $44,074 | 2010+ | $84,400 | other | $293,828 | $337,902 | city/private | city/private/county/DOT | City | $67,580 |
| T15 | Seminary realignment and Extension West | realignment | 1,053 | | 2010+ | $31,577 | | | other | $210,513 | $242,090 | City | County | County | $48,418 |
| T16 | Branson extension West | extension | 719 | | 2010+ | $21,582 | 2010+ | $206,500 | other | $143,877 | $165,458 | city/private | city/private/county/DOT | City | $33,092 |
| T17 | Seminary extension East | extension | 966 | | 2010+ | $28,966 | 2010+ | $277,100 | other | $193,104 | $222,070 | city/private | city/private/county/DOT | City | $44,414 |
| T18 | Chestnut extension South to Neal Boulevard | extension | 1,062 | | 2010+ | $31,855 | 2010+ | $304,800 | other | $212,369 | $244,224 | city/private | city/private/county/DOT | City | $48,845 |
| T19 | Existing Street extension | extension | 1,053 | | 2010+ | $31,597 | 2010+ | $302,300 | other | $210,650 | $242,247 | city/private | city/private/county/DOT | City | $48,449 |
| T21 | Branson extension East | extension | 606 | | 2010+ | $18,192 | 2010+ | $34,900 | other | $121,279 | $139,471 | city/private | city/private/county/DOT | City | $27,894 |
| T22 | Lumpkin Street extension | extension | 1,907 | 2005 | | $57,224 | | | other | $381,493 | $438,717 | city/private | city/private/county/DOT | City | $87,743 |
| T23 | Plainview Street extension | extension | 1,644 | | 2010+ | $49,333 | 2010+ | $94,400 | other | $328,885 | $378,217 | city/private | city/private/county/DOT | City | $75,643 |
| T24 | Harris Street extension | extension | 2,314 | | 2010+ | $69,421 | 2010+ | $132,900 | other | $462,806 | $532,227 | city/private | city/private/county/DOT | City | $106,445 |
| T25 | New Street between Harris & Gwinnett Drive | new street | 579 | | 2010+ | $17,358 | 2010+ | $166,100 | other | $115,721 | $133,079 | city/private | city/private/county/DOT | City | $26,616 |
| T26 | Nash Street extension | new street | 684 | | 2010+ | $20,532 | 2010+ | $196,400 | other | $136,880 | $157,412 | city/private | city/private/county/DOT | City | $31,482 |
| T27 | New Street between Harris & Lumpkin | new street | 1,386 | | 2010+ | $41,582 | 2010+ | $397,800 | other | $277,213 | $318,795 | city/private | city/private/county/DOT | City | $63,759 |

## Downtown Revitalization District Programs and Projects (see map on page V-4 for project location)

| Map Key | Description | Type of Improvement | size *(square feet, linear feet, or spaces)* | Planning, Programming, or Funding year | Design/ Engineering Year | Engineering Costs 15% | ROW Year | *ROW Costs | Latest Construction Year | Construction Costs | Total Project Costs | Responsible Party | Funding Source | Match Source | 20 % match |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T29 | Gordon Street Extension North | extension | 391 | | 2010+ | $11,728 | 2010+ | $112,200 | other | $78,186 | $89,914 | city/private | city/private/county/DOT | City | $17,983 |
| | | | | | | | | | | | *$4,239,674* | | | | *$847,935* |
| | **Luckie Street Boulevard Improvements** | | | | | | | | | | | | | | |
| T28 | Luckie Street Boulevard Improvements | widening | 1,895 | | 2010 | $56,842 | 2009 | | other | $378,949 | $435,792 | city/private | ARC/DOT/TEA | City | $87,158 |
| P11 | Streetscaping along Luckie and Alta | streetscaping | 40000 | 2005 | | $450,000 | | | other | $3,000,000 | $3,450,000 | city/private | ARC/DOT/TEA | City | $690,000 |
| | | | | | | | | | | | *$3,885,792* | | | | *$777,158* |
| | **Return Streets to two-way traffic** | | | | | | | | | | | | | | |
| T30 | Transportation & Transit Study | study | | 2005 | | $7,500 | | | other | $50,000 | $57,500 | city | SPLOST | City | $11,500 |
| T33 | Make two-way streets | traffic improvement | | 2005 | | $75,000 | | | other | $500,000 | $575,000 | city | city/ARC/county/DOT | City | $115,000 |
| T31 | Realign courthouse area streetscapes | traffic improvement | | 2005 | | $75,000 | | | other | $500,000 | $575,000 | city | city/ARC/county/DOT | City | $115,000 |
| T9 | Gordon Street Extension South | extension | 1,110 | | 2010 | $33,288 | 2009 | $318,500 | other | $221,918 | $255,205 | city/private | city/ARC/county/DOT | City | $51,041 |
| T10 | Macedonia Street Extension South (rework X) | extension | 342 | | 2010 | $300,000 | 2009 | $98,200 | other | $2,000,000 | $2,300,000 | city/private | city/ARC/county/DOT | City | $460,000 |
| | | | | | | | | | | | *$3,762,705* | | | | *$752,541* |
| | **Parking Projects** | | | | | | | | | | | | | | |
| Pd1 | Deck in block EAST of square | new parking deck | 250 | 2005 | | $375,000 | | | other | $2,500,000 | $2,875,000 | city/private | SPLOST/private | City | $575,000 |
| Pd2 | Deck in block SOUTH of square | new parking deck | 250 | | 2010 | $375,000 | | | other | $2,500,000 | $2,875,000 | city/private | SPLOST/private | City | $575,000 |
| Pd3 | Deck in block WEST of square (on public parking lot) | new parking deck | 250 | | 2010 | $375,000 | | | other | $2,500,000 | $2,875,000 | city/private | SPLOST/private | City | $575,000 |
| Pd4 | Deck in block SOUTHWEST of square | new parking deck | 250 | | 2010+ | $375,000 | | | other | $2,500,000 | $2,875,000 | city/private | SPLOST/private | City | $575,000 |
| Pd5 | Deck for amphitheater | new parking deck | 250 | | 2010+ | $375,000 | | | other | $2,500,000 | $2,875,000 | city/private | SPLOST/private | City | $575,000 |
| T33 | Wayfinding Signage Program | traffic improvement | 0 | 2005 | | $0 | | | other | $0 | $0 | DDA | LTTA | City | $0 |
| | | | | | | | | | | | *$14,375,000* | | | | *$2,875,000* |
| | **Revitalize Depot & Warehouse District** | | | | | | | | | | | | | | |
| P6 | Louise Cooper Park | improvements | 7275 | | 2010 | $21,825 | | | other | $145,500 | $167,325 | city | city | City | $33,465 |
| P12 | Streetscaping along N. Clayton St | streetscaping | 1300 | | 2010 | $14,625 | | | other | $97,500 | $112,125 | city/private | ARC/DOT/TEA | City | $22,425 |
| P13 | Commuter Rail Station Planning | planning | | | 2010 | | | | other | TBD | TBD | city/state | Federal/State | | |
| | | | | | | | | | | | *$279,450* | | | | *$55,890* |

**Completed**
Downtown Zoning Code--Adopted
Establish Lawrenceville Trade and Tourism Association
Hire a LTTA Manager
Request for Proposal for 1st Parking Deck
Annual New Years Celebration

| item | unit measurement | cost | |
|---|---|---|---|
| streetscaping | linear foot | $75 | excludes acquisition |
| streets (extension/widening/new) | linear foot | $200 | excludes acquisition |
| street right of way - commercial | acre | $250,000 | |
| street right of way - residential | acre | $50,000 | |
| park space active | square foot | $20 | excludes acquisition |
| park space passive | square foot | $5 | excludes acquisition |
| new parking deck | per space | $10,000 | excludes acquisition |
| refurbish building | square foot | $70 | excludes acquisition |
| new building | square foot | $100 | excludes land |

***Note: All ROW costs are in 2005 U.S. dollars.***