

for:

Lawrenceville Downtown
Development Authority,
Lawrenceville, Georgia

by:

Tunnell-Spangler-Walsh &
Associates

with

Morris & Fellows, Inc.

City of Lawrenceville
**Downtown
Master Plan**

25 July 2005



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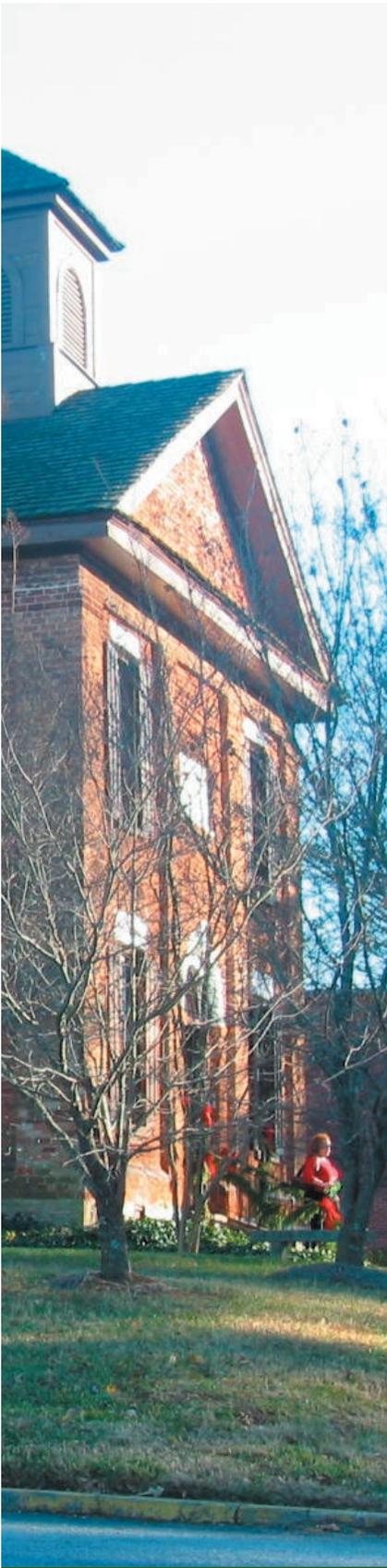
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I. Executive Summary

Downtown Lawrenceville is blessed with many historic and valuable resources. The Courthouse within the central Courthouse Square is one of the finest in Georgia, historic homes and structures provide a character impossible to replicate, local businesses and merchants have displayed a recent energy and commitment, and civic leadership continues to support and encourage quality growth. The Lawrenceville Downtown Development Authority (DDA) has many recent success stories including the Lawrenceville Trade and Tourism Association's (LTTA) creation and staffing, new annual events and celebrations in Downtown, a new Downtown Zoning District, and the release of a Request for Proposal for a municipal parking deck. However, there is much potential yet to be tapped: streets need improvement, pedestrians need to be made more comfortable, traffic and parking issues need to be solved, linkages between the Square, parks and employment centers need to be strengthened, and businesses and retailers need to be organized. This report outlines 1) existing conditions, 2) community vision, and 3) a plan to implement that vision.

This report outlines existing conditions, community vision, and a plan to achieve that vision.

Existing conditions are generally adequate, but offer opportunity for improvement. The historic, grid based street pattern is a strong asset that could be made more effective with the addition of simple linkages. The overall high quality architecture and historic character is interrupted in places, creating inconsistent visual integrity. Parks are generally well maintained but lack meaningful connections to nearby destinations. Demand for parking exceeds supply for some uses around the Courthouse Square.

The community vision, articulated via meetings, an image preference survey, and workshops, is a lively, vibrant Downtown of safe streets and quality retail enterprises. Stakeholders want to recapture the prominence and character of this former center of Gwinnett through the introduction of new quality residential developments; entertainment amenities such as a theater and amphitheater; clustering of desirable retailers, particularly restaurants; strong linkages to Rhodes Jordan Park and Gwinnett Justice Administration Center (GJAC); and revitalized streetscapes.



Lawrenceville's historic homes and structures provide the area with a character that is impossible to replicate

The Downtown Lawrenceville Implementation Plan builds upon the community vision and recommends the short-term implementation of several projects, including a parking deck, amphitheater, transportation study (to plan the return of several streets to two-way traffic), and streetscape improvements. Many projects proposed over the next 10 years are relatively low cost yet effective, such as building conversions or locating permanent office space for the LTTA. Other projects will require private funding and/or significant time and energy to form partnerships between all levels of government.

Downtown Lawrenceville has the critical components in place, including civic and stakeholder commitment and now a revitalization plan, to achieve its vision as the vibrant, livable and walkable center of Gwinnett County.

The outlook for Downtown Lawrenceville is very good - the historic fabric is poised from a market as well as a physical standpoint to accept much growth and improvement in the next decades. The recently adopted Downtown District Code, produced by DDA in 2005, supports the vision by incentivizing the desired growth and investment. It is now incumbent upon Lawrenceville leadership to seize this opportunity to make a lasting mark on this special place.

II: Existing Conditions Analysis

II.a Overview

Purpose

The purpose of the Lawrenceville Downtown Master Plan is to undertake a comprehensive and inclusive examination of the Downtown Lawrenceville area as it currently exists and to then develop a plan that ensures its continued growth as a vibrant, mixed-use community core. Changes in the Study Area over the years have highlighted the need to establish a new vision for this important center of Gwinnett County. By recognizing existing challenges and building upon opportunities, the Plan is intended to serve as a guide for positive change that benefits the immediate area, Lawrenceville residents and the citizenry of Gwinnett County.

This section provides a summary of existing conditions within the Study Area. Study Area components are divided into functional categories for the purpose of organization. Within each category an Overview is provided with background information and theories, Existing Conditions are described, and Strengths, Weaknesses, Opportunities and Challenges are summarized.

Achieving this result involves three essential elements: an Inventory and Analysis of the existing conditions; a community and stakeholder participative process that incorporates residents' and stakeholder ideas and goals; and a synthesis of these two activities with community planning concepts to arrive at a comprehensive vision, Master Plan and proactive strategy for implementation.

The goals of the Atlanta Regional Commission's Livable Centers Initiative (LCI) Program establish a prominent basis for forming and directing the recommendations of the Lawrenceville Downtown Master Plan. These goals, further expanded by the community are addressed in the study recommendations. Funding through the LCI program is an important potential funding source:

1. Encourage a diversity of medium to high-density, mixed income neighborhoods, employment, shopping and recreation choices at the activity and town center level.
2. Provide access to a range of travel modes including transit, roadways, walking and biking to enable access to all uses within the Study Area.



The Old County Courthouse is one of the most recognizable features in Gwinnett



There are numerous opportunities for people to come together in Downtown



Potential and need are both still present in Downtown



The Study Area shown in pink in its regional context



The Study Area below is dashed in purple. The City boundary is shown shaded in pale yellow.

3. Encourage integration of uses and land use policy/regulation with transportation investments to maximize the use of alternate modes.
4. Through transportation investments increase the desirability of redevelopment of land served by existing infrastructure at activity and town centers.
5. Preserve the historical characteristics of activity and town centers and create a community identity.
6. Develop a community-based transportation investment program at the activity and town center level that will identify capital projects, which can be funded in the annual Transportation Improvement Plan (TIP).
7. Provide transportation infrastructure incentives for jurisdictions to take local actions to implement the resulting activity or town center study goals.
8. Provide for the implementation of the Regional Development Plan (RDP) policies, quality growth initiatives and Best Development Practices in the Study Area, local governments and at the regional level.
9. Develop a local planning outreach process that promotes the involvement of all stakeholders particularly low income, minority and traditionally underserved populations
10. Provide planning funds for development of activity and town centers that showcase the integration of land use policy and regulation and transportation investments with urban design tools.

Location and Context

Lawrenceville is the county seat of Gwinnett County, Georgia, with Downtown being the area around the intersections of Perry, Crogan, Clayton and Pike Streets. It lies approximately 30 miles northeast of Atlanta. The downtown area is afforded great access to Atlanta via Georgia 120 and 316 and the rest of Gwinnett County via GA 20, GA 129 and US 29.

The Downtown Lawrenceville Study Area is approximately 860 acres gross area with 170 acres of that being right of way. It is roughly bounded by the rail tracks to the north, the County Park to the east, Scenic Drive to the southeast, Gwinnett Drive to the southwest, and Lawrenceville Highway to the west. Please see the Study Area map for a more exact description.

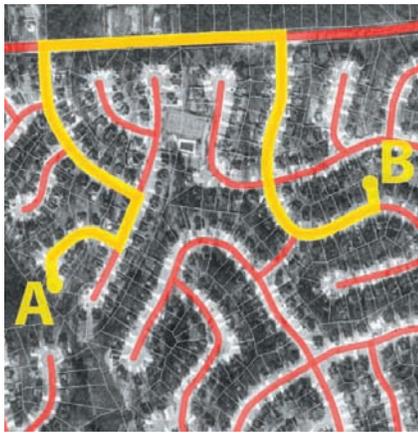
II.b Street Patterns

Overview

Streets and blocks are the most important defining physical characteristics of a community's urban form. While buildings and land uses often change, the platting pattern of a community often remains unchanged over the centuries. Blocks and streets can be thought of as the "bones" of a community. As bones determine our height, stature and looks, the arrangement of block and street patterns directly affect the type of community that they can support and the importance of key building sites.

The Study Area is dashed in purple shown against a year 2000 aerial photo.





In a dendritic system, the distance from A to B is one mile and achievable along one route.



In an interconnected system the distance from A to B is one half mile, with multiple route options.

There are two principal types of blocks and street patterns:

The *dendritic* pattern tends to discourage walking, encourage traffic congestion on collectors and arterials, and create a transportation system that is prone to shutdown when accidents or other incidents disrupt traffic collectors or arterials (the main roads). Its creation of longer trips also supports conventional suburban-style land uses marked by their automobile orientation, separation of use, and disregard for the quality of the streetscape.

The *interconnected* street pattern encourages walking, bicycling and other forms of non-motorized transportation because it increases the likelihood of being able to make a trip without being forced onto a high-speed, high-volume arterial or collector. It also tends to support pedestrian-oriented land uses by allowing land uses to be closer together, thus increasing the opportunities for shared parking and pedestrian-oriented streetscapes.

“Smart growth” principles generally support an *interconnected* system over a *dendritic* one because it balances pedestrian and vehicular needs better. Both cars and pedestrians operate more efficiently when many routes of travel are available, yielding shorter distances, and more direct trips. Generally, this means block sizes of not more than 800 feet in length, but preferably between 200 and 600 feet.

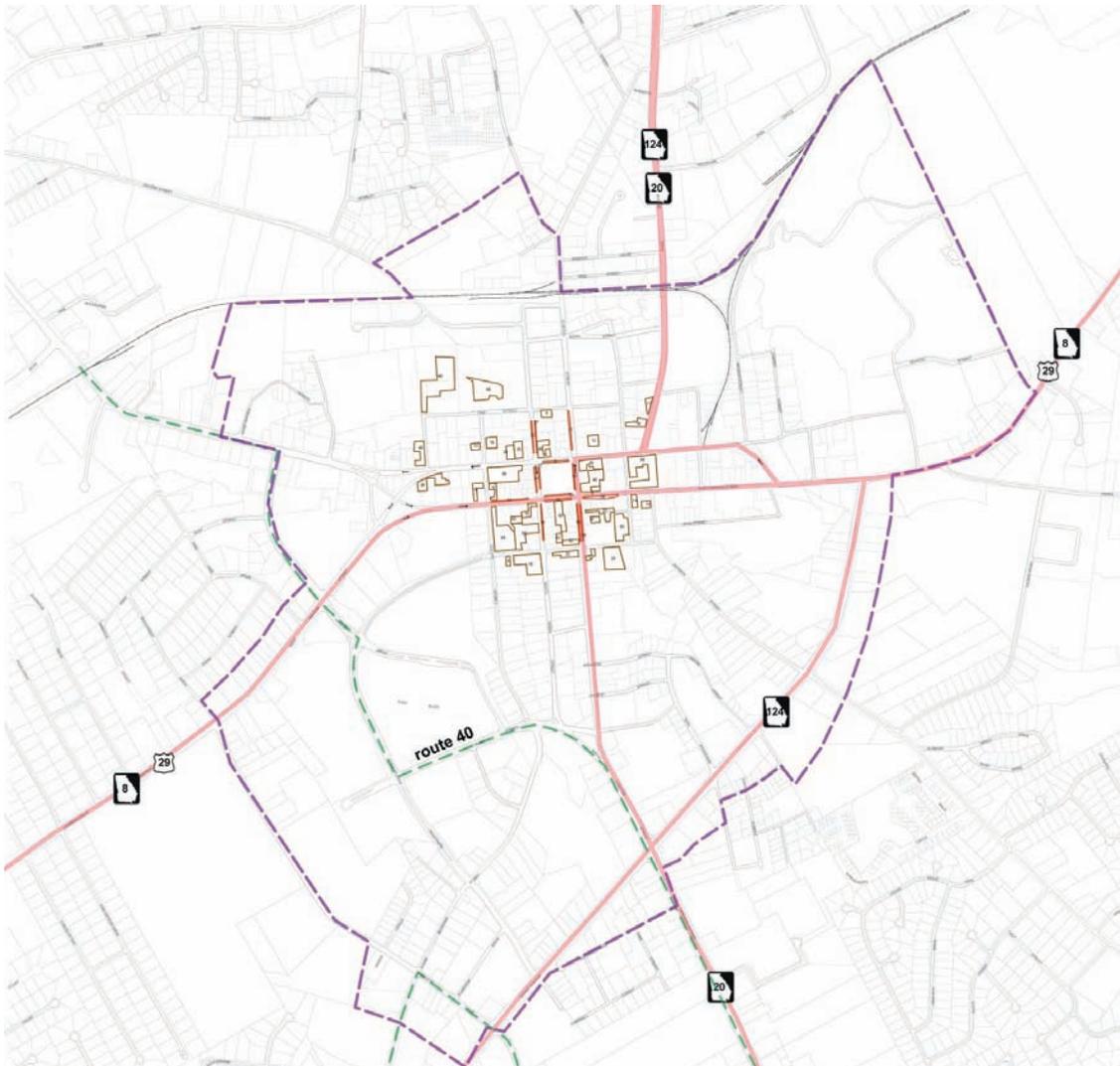
The arrangement of streets can also define key public spaces and building sites. In traditional community design, important buildings were often located at the end of a street vista. Similarly, parks and open spaces were always defined by streets to ensure maximum public access. Traffic system operations are affected by a variety of factors, including intersection operations, light timings,

There are two principal types of blocks and street patterns:

Dendritic or tree-like street systems are made up of many small and disconnected local streets that feed into fewer collector streets that, in turn, feed into even fewer arterials. Because this pattern contains many dead-end local streets, it forces all traffic onto collectors and arterials, resulting in large block sizes and increased trip distances. The dendritic pattern tends to discourage walking, while encouraging traffic congestion on collectors and arterials.

Interconnected street systems are made up of a series of small and medium-sized streets arranged in a grid or modified grid pattern. In this pattern, virtually all streets connect to other streets. This provides small blocks, ensuring many possible routes of travel and eliminates the need for wide or raised traffic arterials and collectors.

The major and minor streets with bus routes and parking.



Streets in this example neighborhood are arranged to define a park space.

turning movements, volume, capacity, and speeds. The interface of these different components affect each other and define the ability of the whole system to operate efficiently and as part of a well-balanced system.

The organization of streets also directly impacts the ability of the traffic system to operate efficiently. An interconnected system is inherently superior to a dendritic system from a traffic point of view. Two two-lane streets in a network can carry more vehicles than one four-lane street, it also results in shorter trips, fewer turns, shorter signal phasing, and less clearance time. Additionally, by providing more streets, transportation systems offer more routes of travel and reduce the likelihood that the entire system will be thrown into paralysis by an accident or other event.

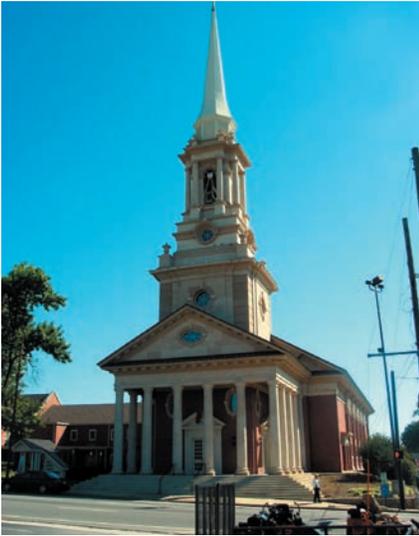
Existing Conditions

As the county seat and an early settlement, Lawrenceville was the terminus of many important roads, as evidenced by the spoke-like pattern of its arterials. The further away from the center of town, the more the density of local streets diminishes. The historic grid pattern evidenced immediately around the Courthouse Square was not carried much further than a few blocks.

An important and problematic aspect of the historic street grid street system was modified in the 1980's by the Georgia Department of Transportation (GDOT) to contain two one-way pairs or couplets. These couplets help with traffic flow, however has a negative impact on livability for local residents and visitors to Downtown by allowing higher speeds and reckless driver behavior. One-way pairs are excellent at moving traffic quickly yet do not always make a compatible match for a Historic Downtown nor do they best support a vibrant retail business district. However, this road network does deliver fully 62,000 cars per day--a number well in excess of what is needed to support strong retail sales. (see Appendix)

Traffic counts along the downtown streets (amount indicated by size of line) show the majority of the volume using the main arterials. (source GDOT)





The 1st Baptist Church building makes an important civic statement on a corner near the Courthouse Square.



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

Strengths, Weaknesses, Opportunities and Challenges associated with Downtown Lawrenceville's Street Pattern can be summarized as follows:

Strengths

- Excellent connectivity near the core—especially around the Courthouse Square.
- Blocks as small as 200 feet in length.

Weaknesses

- Few true blocks away from the Courthouse Square.
- One-way streets around the Courthouse Square.
- Over-reliance on arterials for local movements.

Opportunities

- Alteration of the Study Area's street pattern through the creation of new streets.
- Reconfiguration and elimination of the one-way pairs through Downtown.
- Reduction in traffic on key streets by providing alternative connections.
- Medium and large development sites, which provide opportunities for new streets when redeveloped.

Challenges

- Difficulty in applying a block and street pattern retroactively.
- Bureaucratic challenges because each arterial is controlled by the Georgia Department of Transportation (GDOT).

II.c Pedestrian Systems

Overview

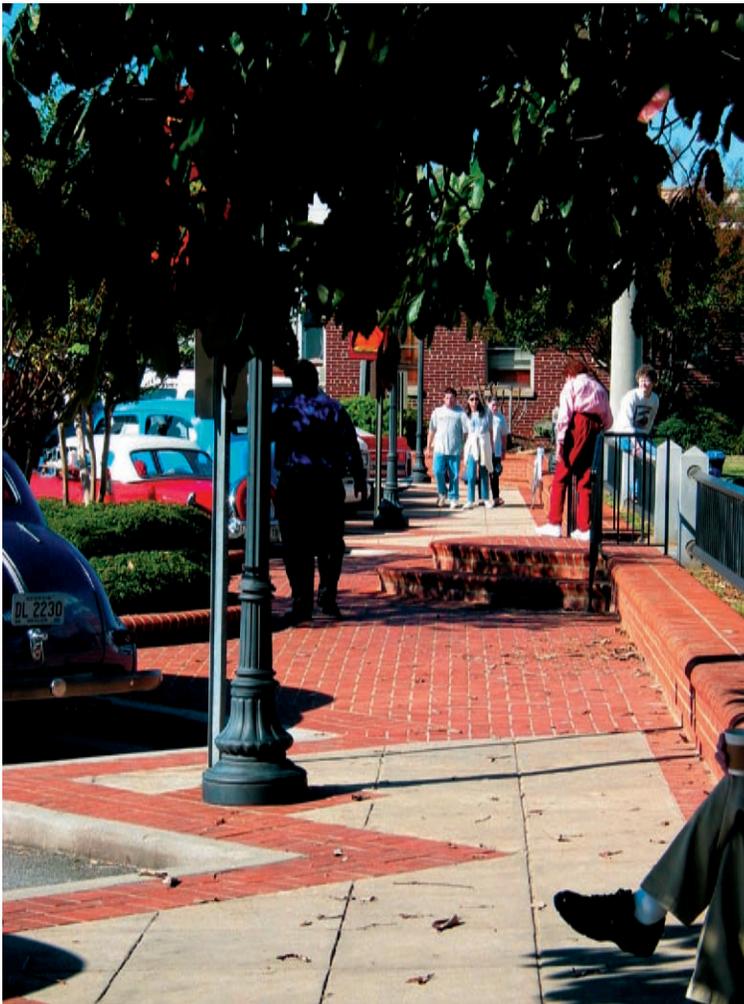
Because every trip begins as a pedestrian trip, understanding the walking experience within the Downtown Lawrenceville Study Area is critical to understanding the functionality of the current transportation system. Pedestrian trips are also an important opportunity to take the stress off of vehicular systems and create a safer and more vibrant Downtown.

Existing Conditions

Overall, the existing pedestrian experience is mediocre within the Downtown Lawrenceville Study Area. There are areas where



With three high-speed lanes and no sidewalk, Clayton Street is dangerous and daunting (ABOVE). Excellent sidewalks support community interaction and retail around the Courthouse (BELOW).



the lack of safe pedestrian facilities or sidewalks, combined with an auto-focused urban form, creates a hostile and unwelcoming walking environment. There are a number of elements that contribute to this initial negative assessment.

One item that can encourage pedestrian activity, but is lacking in most of the Study Area, is a street-side buffer or planting strip between the sidewalk and street. A planting strip is a space dedicated to vegetation or other improvements that helps to shield the pedestrian from vehicular offense. Most importantly, it can be a place where large trees can be planted to act as a buffer against moving traffic and provide shady respite for pedestrians during warmer months.

Other transportation systems or modes can adversely impact the pedestrian system – it is a balancing act that needs careful consideration especially in redeveloping Downtown. The number of lanes that a pedestrian must cross, and the resulting total width of a road, are very important in determining if all persons can cross an intersection safely. There are very large pedestrian obstacles that bisect the area rather than unite. The arterials, as they leave Downtown, (especially the new GA 20 as it intersects with Pike Street and Crogan Street) are high speed, wide corridors that are very unsafe and uncomfortable for pedestrians to cross. To compound the issue, most intersections are not adequately striped. Most intersections, even at the Courthouse Square, have free-right turns which are very difficult for pedestrians to negotiate. Additionally, numerous and wide curb cuts are another dangerous and discomfiting occurrence for pedestrians. Each curb cut to a private property presents a challenge and potential conflict point between cars and people.



Pike Street linking to Rhodes Jordan Park is auto-oriented and lacking amenities for pedestrians and cyclists.



Some pedestrian improvements have been provided to access the Gwinnett Justice Administration Center (GJAC) from Downtown.

Strengths

- Sidewalks exist in most of the Study Area, especially around Courthouse Square.
- Sidewalk and planting area upgrades around the Square.

Weaknesses

- Very pedestrian-hostile intersection designs along arterials.
- Some sidewalks are too narrow to support higher-density redevelopment and the accompanying foot traffic.
- Poor pedestrian connections to Rhodes Jordan Park.

Opportunities

- Pedestrian oriented designs when coupled with road improvements could improve walking as a mode of travel within and through the Study Area.
- Driveway curb cut consolidation.
- New comfortable sidewalks, including planting strips, on all streets.
- Shade trees in planting strips.
- Prominent striped pedestrian crossings.
- Sidewalk extensions at intersections.
- New sidewalk width could be provided on private property with future redevelopment

Challenges

- High vehicular speeds, which make walking a less desired mode.
- Difficulty balancing pedestrian and vehicular needs within given right-of-way.



Bicyclists on S. Perry Street are relegated to the space where the curb and gutter should be.

II.d Bicycle Systems

Overview

Bicycles are an increasingly important means of transportation. Any well-balanced transportation system must include bicycle facilities to ensure a range of mobility options. Bicycle facilities can take two major forms.

Off-street facilities are generally 10 to 12 feet wide paved areas that permit bicycle travel in two directions. Lanes may or may not be striped. Usually, these facilities are built in conjunction with greenways.

Bicycle lanes are striped one-way on-street facilities. They are usually located next to the curb and designed so bicyclists move in the same direction as traffic. In Georgia, bicycle lanes are required to have a minimum width of five feet if they are to be designated as such. It is possible, however, to stripe narrower widths, provided they are not signed. Striped bike lanes are necessary on most streets with an average vehicular speed greater than 25 miles per hour. On streets with slower speeds, bicyclists can ride safely with traffic.

Existing Conditions

Within the Downtown Lawrenceville Study Area there are no bike lanes or off-street facilities. However, some of the streets have slow enough traffic to safely accommodate bikes within the vehicular lanes. The major State routes do not fall into the bikeable category, since speeds and, sometimes, volumes exceed what would be comfortable for bicyclists. These routes, therefore, are obvious candidates for bicycle lanes.

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

In summary, the following Strengths, Weaknesses, Opportunities and Challenges were identified within the Study Area:

Strengths

- Certain slow-speed local streets are bike friendly.

Weaknesses

- No bicycle lanes on arterials or collectors.
- Dangerous bicycling environment.
- Lack of bicycle racks.

Opportunities

- Creation of bicycle lanes on arterials and collectors.



A mother experiences a pedestrian-oriented public realm in a Southern town.



Bike racks could be incorporated into this portion of the Public Realm and others like it.

- Placement of bicycle racks at prominent destinations
- Creation of off-street trails in some locations
- Increased bicycle connectivity through the creation of new streets.

Challenges

- High traffic volumes, which makes finding room for new bike lanes difficult.
- Difficulty balancing pedestrian and vehicular needs.

II.e Public Realm

Overview

Public spaces are foundations upon which American democracy is based. Whether plaza, park, or national forest, publicly owned spaces represent collective grounds shared by all Americans. They are the basis of several basic freedoms that many take for granted.

In a world where people are increasingly isolated from one another by technology and the fast-paced lifestyles it creates, people are increasingly recognizing the value of spaces that allow them to connect with other people. In fact, one of today's hottest real estate trends is the community where people can partake in a wide variety of public spaces on a daily basis. Many people no longer want to drive many miles to walk down a pleasant, tree-lined sidewalk, play in a park with their children, or relax on a warm summer evening. They now want communities that provide all of these public space opportunities and more.

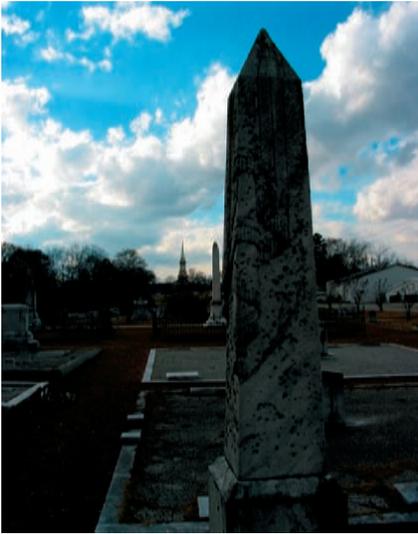
There are four major categories of public space, each with their own distinct definition and applicability:

Streets and sidewalks are the most often used public spaces in towns and cities. In addition to serving as a transportation conduit, streets and sidewalks can be designed to encourage human interaction and community building. Streets can serve as parade routes or the location of special festivals, while in-town sidewalks can provide room for cafe dining, street furniture, and street trees.

Plazas are hardscaped gathering spaces located in a town or city center and surrounded by commercial, mixed-use, or civic buildings. Plazas often include fountains, benches and similar elements. Their entire surface is accessible to the public and consists of stone, concrete, or durable pavement interspersed with trees and limited plant materials.



A plaza surrounded by mixed-use buildings in Mashpee, MA.



While privately held, the Crestlawn Cemetery serves as a special public area where Lawrenceville remembers the past.



Due to its design and central location, the plaza beside the Courthouse is a great space for civic functions.



Because of its size and amenities Rhodes Jordan Park serves as an important public realm in many different ways.

Parks are landscaped recreation and gathering places that can be located in any area of a town or city. They may be surrounded by residential or commercial buildings, and are often the focal points of neighborhoods. Parks often include picnic facilities, drinking fountains, benches, and playgrounds. Larger parks may include ponds, sports fields, and courts. Well-designed parks are defined at the edges by streets. Their accessible landscape consists of paths, trees, lawns, shrubs and other plant materials.

Greenways are linear parks that can serve as corridors for transportation, habitat protection. They also support excellent places for multi-use trails, for pedestrians, bikes, strollers and wheelchairs.

Existing Conditions

The quality of the public realm within the Study Area is good in certain areas yet still needs work in others. The supply of public parks and amenities is a tremendous asset, including Rhodes Jordan Park, the large county park to the northeast; the Courthouse Square in the middle of the Study Area; Shadowlawn Cemetery; and the Veterans Park at Gwinnett County Justice and Administration Center. Yet each of these parks could use design attention to realize their fullest potential as value-generating public space.

Numerous opportunities exist to create new plazas or small pocket parks as part of redevelopment of underutilized properties. These spaces could create focal points for developing portions of the Study Area.

Sidewalks were discussed in the previous section. Generally speaking, they presently do not fully serve their function as public space within the Study Area.

The manner in which most people experience the public realm in Downtown Lawrenceville is through driving down the street. Years of auto-oriented planning have created streets, land-uses, and streetscapes that have ensured the automobile as the transportation mode of choice. This said, even from a driver's point of view, the public realm experienced from behind the wheel is not appealing in many parts of the Study Area. A variety of factors, including generic architecture, lack of landscaping, poorly designed signage, and above-ground utilities, create a public realm that is chaotic, unattractive, and rapidly approaching obsolescence.

The following summarizes the public realm Strengths, Weaknesses, Opportunities and Challenges within the Study Area:

Strengths

- Significant amount of park space Downtown.
- Courthouse and its Square serve as a strong focal point for all of Lawrenceville.



A park is the center of Harbor Town, near Memphis.



These new townhomes in Chicago embrace the sidewalk and create a cohesive street environment.

- Historic and meaningful open space in the Cemetery and Courthouse Square.
- Rhodes Jordan Park is within walking distance of the Courthouse Square
- Veteran’s Park is within walking distance of the Courthouse Square.

Weaknesses

- Auto-oriented streets, which do not favor pedestrians.
- Underutilized park space due to substandard design.
- Rhodes Jordan Park contributes little to the overall City image or visual character.
- Unattractive retail streets leading into Downtown.
- Missing sidewalks and generally poor pedestrian connections between Downtown parks.

Opportunities

- Local pocket parks to anchor new development.
- Redeveloped and enhanced public spaces on existing public land.
- New public spaces on key sites for entertainment uses.
- Greenway corridor along Pike Street linking Courthouse with Rhodes Jordan Park.

Challenges

- Uncontrolled development, which could occur without appropriate open space improvements.
- Poorly organized open spaces, which could limit their use and fail to capitalize on opportunities for community focal points.
- Visibility, accessibility, and design of public spaces needs to be improved.



Historic homes abound near Courthouse Square.

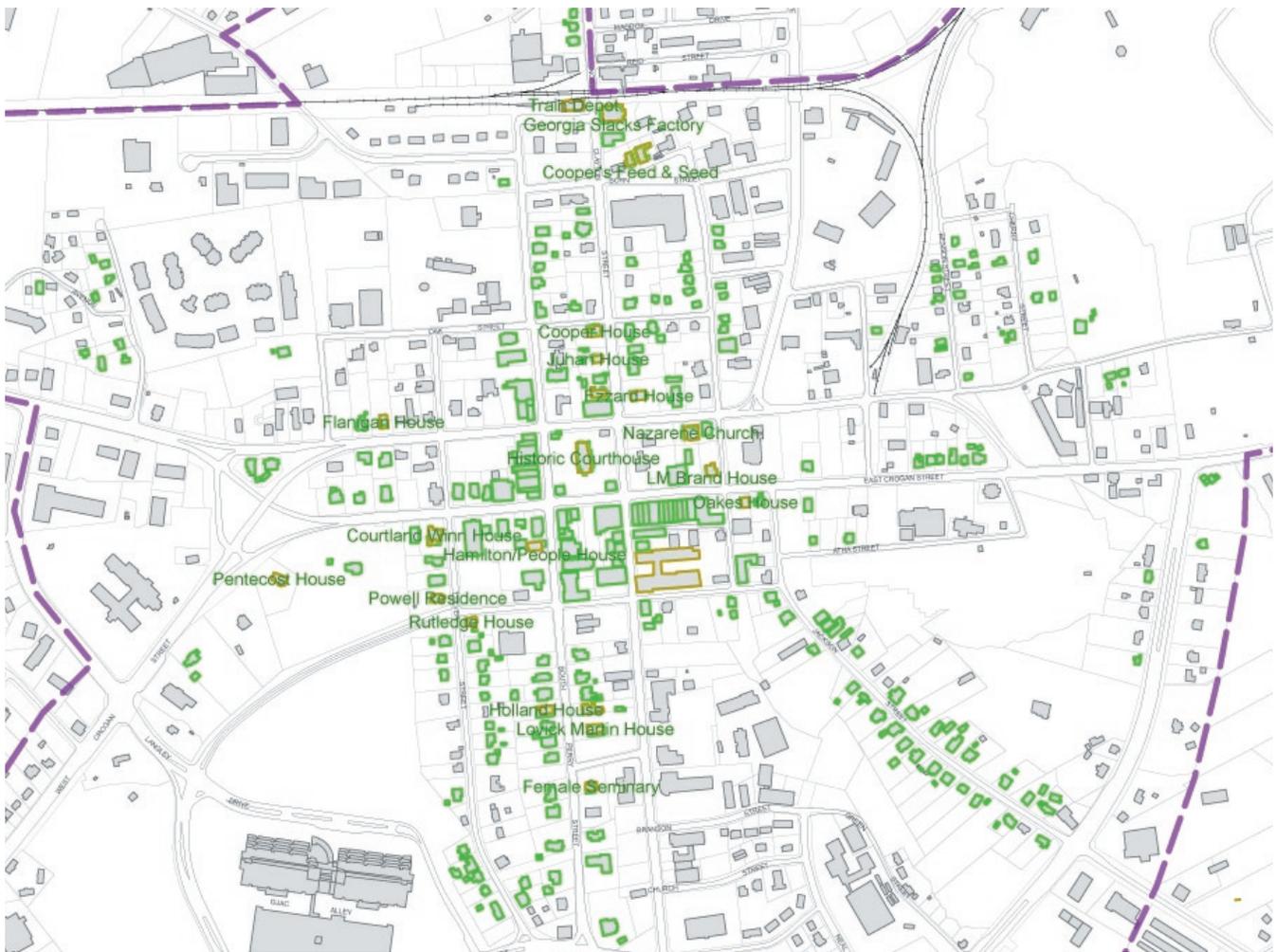
II.f Architecture

Overview

Until the twentieth century, architecture in America was used to define and dignify the public realm. Buildings were carefully placed to provide order to the street and enrich the pedestrian experience. Most buildings in villages, towns and cities were built close to the sidewalk and fronted it with dignified entrances. Commercial buildings typically incorporated awnings/canopies, display windows, wide sidewalks, and sidewalk space for displaying goods or outdoor dining. Residential buildings either had stoops, porches, balconies or a small green space between the building and the sidewalk bordered by a low garden fence. All of these elements created buildings that were oriented towards the street and had a clear division between public and private space.

Numerous historic structures exist in downtown (highlighted in green), dozens of which are notable.

Style variations notwithstanding, buildings and their orientation towards the street remained stable from 1900 until World War II. This all changed after WWII, when the car became the primary





To the far left is the evidence of more auto-oriented building placement, and to the right (foreground) the historic street fronting architecture.



The dignity and permanence of this Lawrenceville church design is memorable.

mode of transportation. With this change, both commercial and residential environments transformed from being pedestrian-oriented to vehicle oriented. Highway standards and codes sympathetic to the motorist were enacted, and architecture and building placement became focused on responding to the automobile. The speed at which most people experienced their communities increased and buildings were placed farther from the street to accommodate frontal parking. As a result building detailing became less important than easy recognition; architecture became secondary to curb appeal. A few shrubs, trees and flowers with large signs were much more important than relationship to the street or respect for the public realm.

Today, much of American architecture is defined by being easily recognizable. Chain retailers look the same everywhere, and homes are sold based on readily recognizable “curb appeal”. The exteriors of buildings have become insignificant. As a result, much of America’s newer areas are visually monotonous.

Existing Conditions

Architecture in Downtown Lawrenceville is a mixed assortment of types. Around the Courthouse Square there are many well-built historic mercantile buildings that dignify the public realm and give a sense of history. There are a few exceptions that should be redeveloped, and there are some that need work to restore their former aesthetic. In some of the historic areas just off of the Square, such as Culver Street, Oak Street, or Perry Street, there are architecturally noteworthy homes, apartments and churches that create beautiful streets and charming scale.

Within the Study Area 103 historic structures (defined as being built at least 50 years ago) were identified and documented. 60% of those structures are in Standard condition, 36% are in Substandard condition, and 4% are in either Dilapidated or Deteriorated condition. Regarding the style of those buildings, most are of the National type, followed by Modern, Eclectic, Romantic, and finally various Victorian styles. For a more complete summary of the Historic survey please refer to the Appendix.

Most commercial buildings outside of the Downtown core area are single-use, one-story commercial prototypes lacking any architectural detail or reflection of the history of Gwinnett County or Downtown Lawrenceville. Their horizontal scale also fails to provide for mixed-use and results in every building being an object unto itself, with little compatibility with adjacent uses.

These commercial buildings are designed to accommodate the automobile and not the pedestrian. The buildings do not define the public realm in a dignified manner. The Area’s arterial streets are generally defined not by architecture, but by parking lots, signage



Incompatible styles and placement can mar a streetscape.



Individual buildings, if properly placed, can work well together.

and minimal landscaping in front of each single use building. Many of these structures are not aging well, which creates the perception among consumers that Downtown Lawrenceville is declining.

Zoning could be used to create architecture that defines the area in a positive way. New buildings could be oriented to redefine the public realm and create a pedestrian - friendly neighborhood. More importantly, architecture could be used to develop a unique market identity for Downtown Lawrenceville.

Strengths

- The historic mercantile buildings around Courthouse Square
- The Courthouse is the icon for Gwinnett County
- The historic homes near Courthouse Square
- Architectural quality of the new City Hall and area churches.

Weaknesses

- Nondescript architecture at the edge of the Study Area.
- Glass box office buildings that have no relation to their context.
- Run-down commercial buildings including those around Courthouse Square.
- Decline of historic neighborhoods

Opportunities

- Architectural standards or code requirements.
- Renewed sense of vitality and sense of place by cleaning up & restoring historic commercial facades.
- New sense of identity through strong architecture.

Challenges

- Incompatible architecture and underdeveloped parcels fronting onto Courthouse Square
- Continued lack of identity could harm the area's viability.
- Inflexible prototypes of chain commercial retailers.

II.g Land Use & Land Development Codes

Overview

Land uses and the relationship between them impact the quality of life in a community. Different land uses have varying impacts on transportation and utility systems. The physical arrangements of these land uses and their proximity also support or discourage the use of different modes of transportation, including bicycling and walking; this can directly impact the vehicular system by reducing or increasing automobile traffic.

Towns and cities were traditionally built as mixed-use environments featuring housing, shops, offices, religious institutions, schools, parks, and factories all within a short walk of one another. As the benefits of mixed-use areas are rediscovered, it becomes necessary to understand which uses are compatible and their design implications.

Existing Land Uses

The Study Area's 918 acres contain a variety of land uses in a fairly well mixed pattern. While land use is horizontally mixed, there are no vertically mixed sites within the Study Area, reflecting a potential for growth and maturity. The map below seems to exhibit little organization to the existing land uses except that the commercial uses are directly adjacent to the Square. This heterogeneous phenomena is to be expected when in such a complex urban environment and can actually be a welcomed facet of historic areas.

A summary of existing land uses shows that residential total 20.0%, while Commercial/Retail is 14.6%, and Office/Professional plus Institutional/Public yields 25.7%. The remainder is divided between Industrial, Rights of Way, and Undeveloped uses.

Residential Uses Rezoned

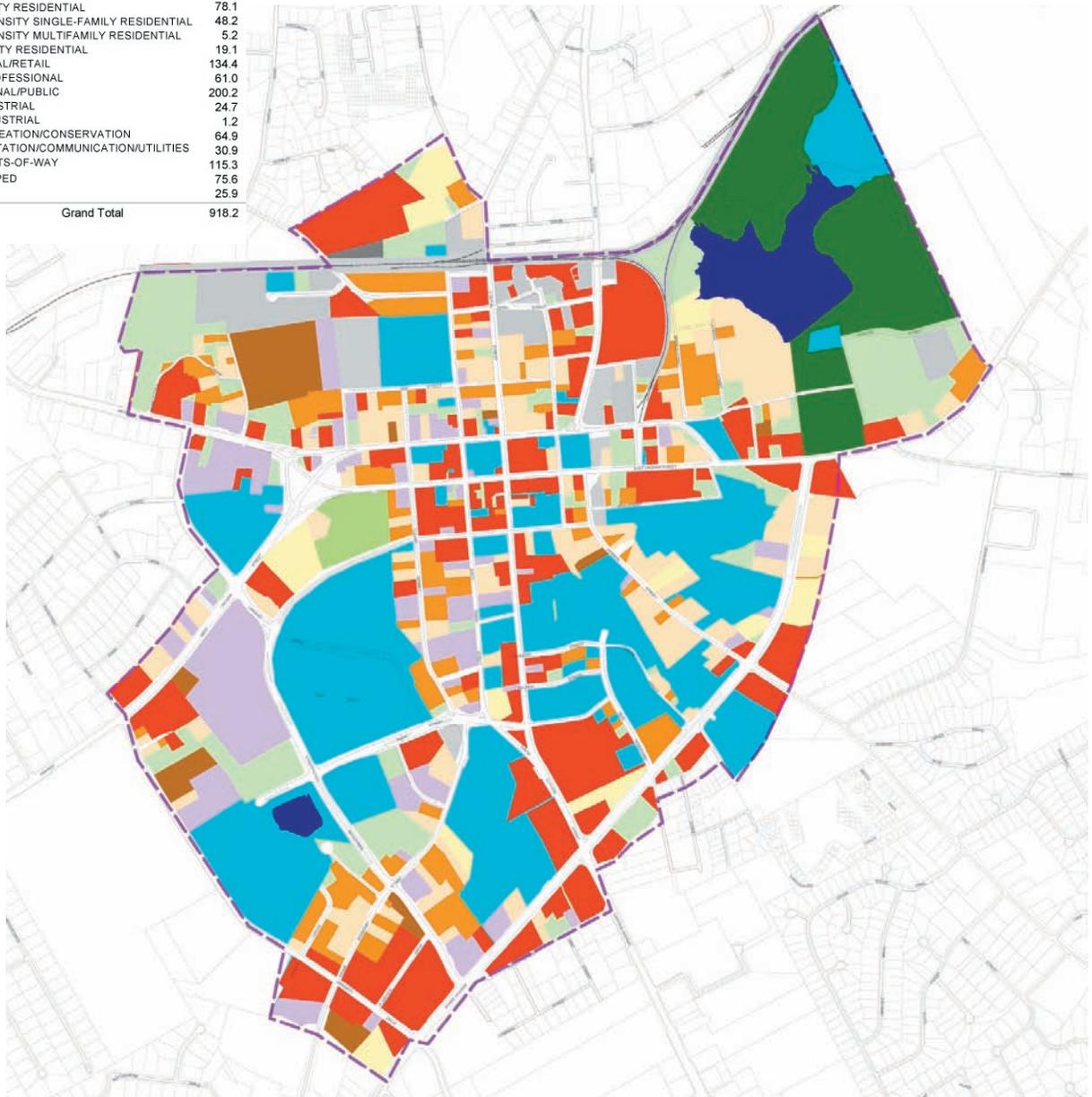
The table to the right illustrates the acreage currently in **residential land use** and corresponding zoning category. This means certain homes and residential neighborhoods (60.8 acres) in the Study Area are destined to be commercial despite a lack of market demand.

<i>zoning category</i>	<i>acres</i>	
General Business	22.4	} 60.8
Central General Business	17.7	
Highway Service Business	0.8	
Light Manufacturing	4.4	
Office Institutional	14.7	
Office Neighborhood	0.7	
residential RM-12	30.2	
residential RM-M	0.1	
residential RS150	85.8	
residential RS180	2.0	
(blank)	5.7	
Grand Total	184.5	

There is a disparity between what the Downtown Area is zoned and its existing land uses, specifically that the amount of residentially zoned land is far below what currently exists and the converse for commercial. The policy of zoning homes commercial produces the effect of property owners seeing little residential value to historically residential areas and therefore owners keeping houses in poor repair. An oversupply of commercially zoned parcels can saturate the market and reduce commercial values unnecessarily. The existing (2000) land uses show there is 184 acres in residential usage and only 80 acres of developable land zoned as residential (forty-two acres of residentially zoned land is actually cemetery and 70 acres lies in public hands). While only 134 acres are in

Existing Land Uses

Legend	acres
AGRICULTURE	0.0
ESTATE RESIDENTIAL	7.7
LARGE LOT RESIDENTIAL	25.6
LOW DENSITY RESIDENTIAL	78.1
MEDIUM DENSITY SINGLE-FAMILY RESIDENTIAL	48.2
MEDIUM DENSITY MULTIFAMILY RESIDENTIAL	5.2
HIGH DENSITY RESIDENTIAL	19.1
COMMERCIAL/RETAIL	134.4
OFFICE/PROFESSIONAL	61.0
INSTITUTIONAL/PUBLIC	200.2
LIGHT INDUSTRIAL	24.7
HEAVY INDUSTRIAL	1.2
PARK/RECREATION/CONSERVATION	64.9
TRANSPORTATION/COMMUNICATION/UTILITIES	30.9
ROAD RIGHTS-OF-WAY	115.3
UNDEVELOPED	75.6
WATER	25.9
Grand Total	918.2



commercial use, yet there are actually 190 acres zoned commercial. This means there are significant number of homes (104 acres) within the Study Area that are merely “grandfathered” in.

There are portions of the Study Area that do have distinct character. Commercial uses are generally concentrated around the Square and along the arterials. There are two major pockets of Office Institutional at GJAC and City Hall in the south of the study. There are very few areas that could be called primarily residential: one possible area might be around Stone Mountain and Constitution Road, another would be at Cherry and Benson Streets, and yet another would be Oak Street. Other, less common uses are scattered throughout the Study Area. See the Existing Land Use map for more details.

The Study Area’s outer commercial uses are marked by the low-density, automobile-oriented commercial uses commonly associated with strip highways. Many of these uses are fast food restaurants, gas stations, and shopping centers. These uses, with their accompanying parking areas, serve as a poor welcome into much of the Study Area.

In summary, the following Strengths, Weaknesses, Opportunities and Challenges were identified within the Study Area:

Strengths

- Highly mixed land uses within the Study Area.
- Historic residential neighborhoods.
- Significant green / open space.
- Major long-term employment centers.

Weaknesses

- Erosion of historic residential neighborhoods near Downtown through commercial encroachment and detrimental rezoning.
- Lack of vertically mixed-uses at places of importance.

Opportunities

- An expanded and protected residential base.
- New development mixing housing with commercial.
- Vertical mixed-use, wherein different uses are on top of each other.
- Retail and housing trends now favoring large-scale, mixed-use environments.

Challenges

- Zoning, which prohibits mixed-uses.
- Commercial sprawl, whereby existing retail facilities are abandoned in sake of newer ones.
- Financial markets, which can make it difficult to finance mixed-use projects.

Future Land Use Classifications

The Lawrenceville's Future Land Use Map establishes future land use classifications for all areas of the city. The classifications need not comply with current on-the-ground land uses, but rather reflect desired long-term land use changes. Under Georgia law, the future land use plan serves as the legal basis for rezoning activity. Therefore, it is important that such plan accurately reflects the desired vision for the subject area. In this way, these classifications should serve as a guide for directing public infrastructure improvements that support the desired future land use.

Within the Study Area, Lawrenceville's Future Land Use Map shows Commercial growth within the majority of the Study Area, excepting the existing Institutional uses and Office surrounding those. Very little is reserved as residential in any form: either low, medium, or high density. Rhodes Jordan Park is shown into the future as institutional rather than as park space. The Future Land Use Map is coarse and roughly drawn. It is the consultants understanding that the Future Land Use Plan for Lawrenceville is only loosely followed and has not be regarded as an authoritative instrument.

Strengths

- Diverse classifications within the Study Area.

Weaknesses

- Lack of significant residential opportunity areas.
- Future Land Use map is not used as a legal guide for zoning decisions
- Extensive Commercial classification within the Study Area.
- Lack of a mixed-use classification.

Opportunities

- Changes to Future Land Use Map to encourage more mixed-use nearest the Courthouse Square

Challenges

- Future Land Use Plan could be a strong guide for implementing Community Vision.

Impacts of Previous Zoning

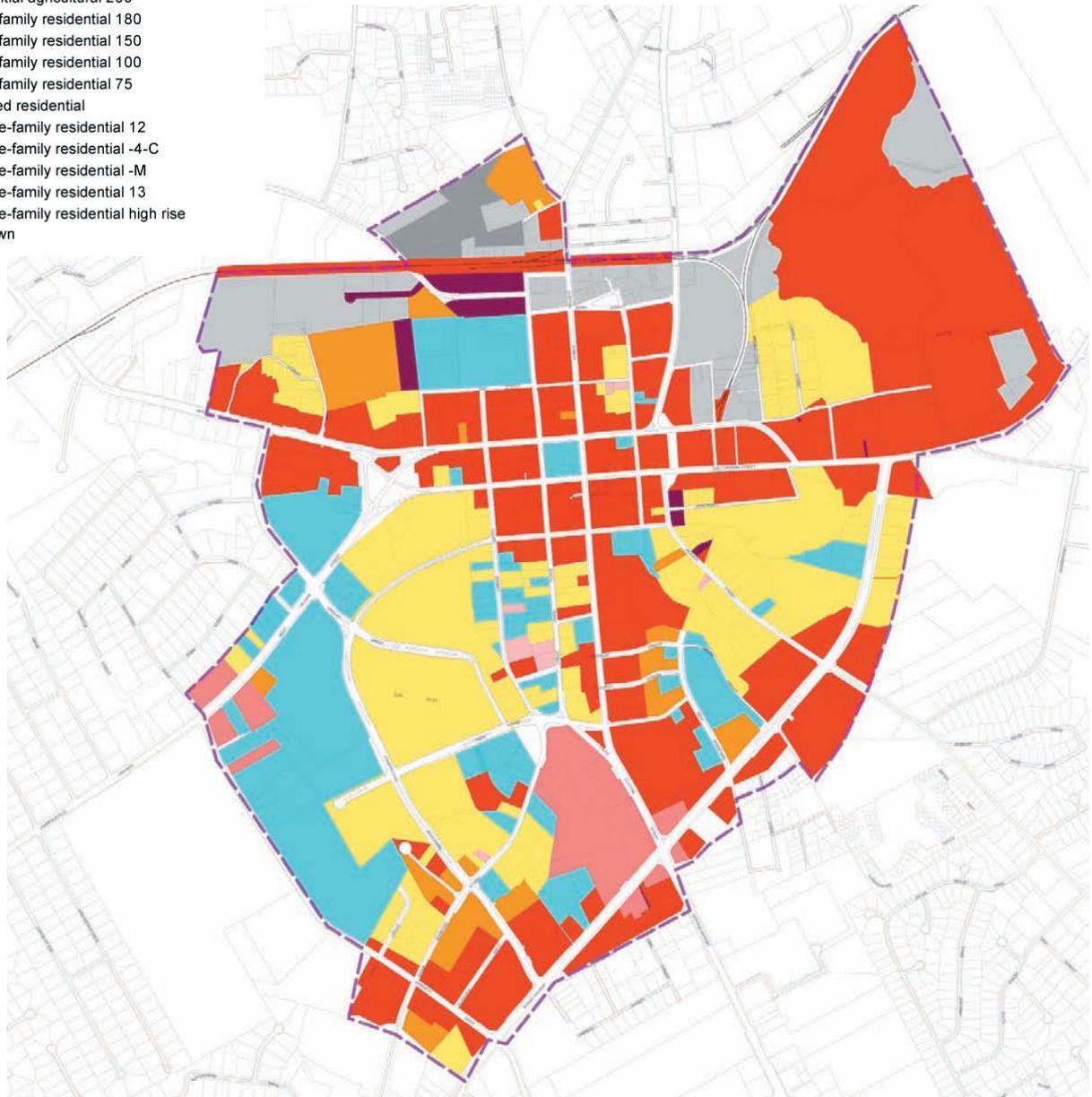
The City of Lawrenceville regulates the development of property through the use of zoning districts. These districts controlled things such as height, use, setbacks, parking, etc. They should be the implementation tool of the Future Land Use Plan and could support the desired future vision. Because it directly shapes development, zoning has a profound impact on built environment. More than any other single element, a community's zoning code affects how a community looks and functions for decades.

Certain previous regulations were largely responsible for the disconnected and auto-oriented character along the arterials leading to the Courthouse Square. Large front and side setbacks

Existing Zoning Categories

Legend

-  Study Boundary
-  parcel boundaries
-  railroad
-  office/neighborhood
-  highway service business
-  general business
-  central general business
-  office/institutional
-  heavy manufacturing
-  light manufacturing
-  residential agricultural 200
-  single family residential 180
-  single family residential 150
-  single family residential 100
-  single family residential 75
-  modified residential
-  multiple-family residential 12
-  multiple-family residential -4-C
-  multiple-family residential -M
-  multiple-family residential 13
-  multiple-family residential high rise
-  unknown



create stand-alone buildings with no relation to each other. There were only minimal sidewalk requirements and street and sidewalks connections between new developments were not encouraged. In fact, the code required a larger buffer or “no man’s land” between residential and commercial districts. While this may have been appropriate when commercial uses are auto-oriented big-box retailers or other conventional formats, such is not desirable when developed with smaller-scale, neighborhood-oriented businesses.

In most commercial districts the front yard setback was stipulated as 50 feet. The purpose of this was to ensure adequate room for potential road widening, but it also makes it impossible to build pedestrian-oriented, street-fronting buildings without going through a variance process. Minimum lot widths of 100 feet and side setbacks of 20 or 30 feet also made it impossible to recreate Main Street-style shopping environments where buildings are narrow and continuous, unless such is developed by a master-developer as one parcel. Commercial districts also did not require sidewalks to be built unless new development includes a new public street. In existing areas this virtually ensures that no new sidewalks would have been built.

Commercial parking requirements in most of the Study Area prohibited shared parking; encouraging more parking than may be needed, particularly when uses that are opened at different times were located in the same center.

The Central Business General zoning (CBG) was progressive in its definition, allowing 100 percent ground coverage. This meant there were no setback requirements, a feature necessary for achieving the character and arrangement of a historic Downtown. Even though it allowed for this zero foot setbacks, it did not mandate new construction to adhere to any historic build-to line. It was also flexible in its parking requirement by not saddling each Downtown building with providing its own parking—it assumed many persons will park once and walk between neighboring destinations. Encouraging shared parking helps to reduce the amount of valuable urban land devoted to cars.



The disparity created between the historic home in the background and this modern office building was allowed in the previous zoning code.

Residential districts had a typical front yard setback of 50 feet—much larger than any historic property within the Study Area. They also allowed parking in the front yard, which is detrimental to creation of a visually pleasing and pedestrian friendly community. The RS-60 district was progressive in its design with traditional setbacks, ground coverage and lot area.

As evidence of the horizontally mixed-use character of the area, most of Lawrenceville’s zoning districts were present in Downtown Lawrenceville. The largest portion is given to Commercial at 37.1% and Office Institutional is another 29.0%. Some of those parcels

are actually park land, such as Rhodes Jordan, which reduces the effective number.

Strengths

- Existing mix of districts within the Study Area.
- Previous CBG and RS-60 zoning districts supported historically-scaled new developments.

Weaknesses

- Oversupply of commercial property
- Lack of mixed-use zoning other than Downtown.
- Previously large setbacks requirements which prohibit sidewalk-oriented buildings.
- Previously required large buffers between commercial and residential, unnecessarily increased the distance between buildings and marred a historic small-scaled streetscape.

Opportunities

- Creation of a new Downtown Lawrenceville zoning district to encourage residential growth and community revitalization.
- Strong market demand for small-lot, townhouse and loft residential
- Incentives of density bonuses to encourage residential growth in Downtown.
- Significant architecture to reinforce historic character.

Challenges

- Lack of market demand for office and only little for retail properties.
- Presumption by investors that commercial properties always have greater value than residential properties.

II.h Parking

Overview

Parking is essential in the modern community, but it must be balanced with other considerations to avoid compromising a community's quality-of-life. The amount, location and the design of parking can significantly impact mode choice, land use, and site design. In historic and complex urban contexts, such as Lawrenceville, finding places to provide adequate parking for today's needs is a difficult proposition due to land costs and the intricate nature of historic environments. Because downtowns and historic areas serve as resources to entire municipalities they may require public intervention to ensure their long-term viability.

Parking utilization is affected by three components:

- **Amount of Parking:** Parking arrangements that reduce costs for developers, as well as preserving valuable land for more productive uses, can be integral to attracting quality development that supports all modes of transportation.
- **Location of Parking:** Locating private parking areas to the side or rear of buildings and providing on-street parking in front can balance the necessary amount of parking for the establishment's success, while minimizing negative impacts. Clustering new parking areas can also reduce distances between buildings for pedestrians.
- **Design of Parking:** Traveling between point A and point B is a process largely affected by physical features. It is important to recognize the significant way that physical landscape, including the design of parking, can impact travel decisions.

Reductions in the amount of parking required can make dramatic changes in land use and the way a site is designed. Parking incentives or disincentives can encourage travelers to choose an alternative form of transportation, encouraging walking, biking, transit usage and community interaction.

Parking management strategies employ a variety of methods to ease demand for parking while encouraging the use of alternative commute modes. Parking management limits the availability of free and subsidized parking. Residential and commercial parking permits, parking pricing, time restrictions, and other strategies are included in general parking management.

Employing mixed land-uses is a way to reduce parking demand, by providing residential near retail or office near commercial the developer can assume a reduction in typical parking ratios. This occurs because uses are close enough to each other to facilitate

non-motorized transportation and/or the environment is very welcoming to that mode of travel.

Existing Conditions

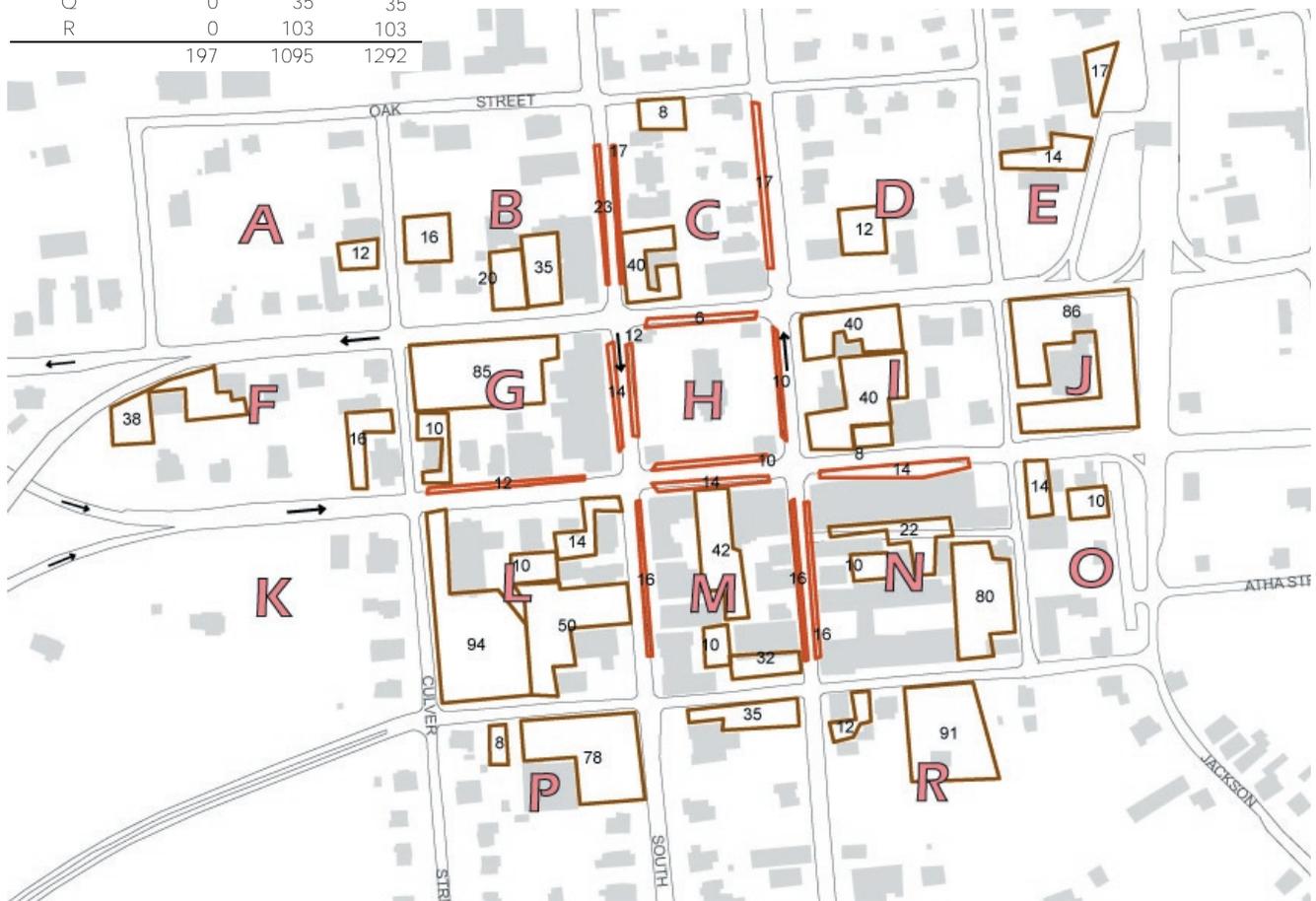
Free parking is available throughout the Study Area, and is found in numerous forms: large privately owned surface parking lots located at each individual development; public on-street parking near the Courthouse Square and in the historic neighborhoods; a large public surface lot on Pike Street; and limited alley parking behind businesses.

There is a need to provide more convenient and larger amounts of parking for retail businesses around Courthouse Square. Generally, this historic environment originated before cars and parking regulations, so there is an inherent difficulty in accommodating current parking demands. While the on-street angled parking around the Courthouse Square provides significant numbers of spaces, it alone does not suffice for the store-front businesses.

Currently the 18-block Downtown area has an approximate parking ratio of 1.9 spaces per 1,000 square feet of building area, (198 structures yielded 663,000 gross square feet across 1292 parking spaces both on-street and off-street). This figure was

Current number of parking spaces around the Courthouse Square (on-street and surface lots)

BLOCK Key	onstreet	offstreet	TOTAL
A	0	12	12
B	23	51	74
C	34	54	88
D	0	12	12
E	0	31	31
F	0	54	54
G	26	95	121
H	38	0	38
I	0	88	88
J	0	86	86
K	0	0	0
L	0	168	168
M	46	84	130
N	30	112	142
O	0	24	24
P	0	86	86
Q	0	35	35
R	0	103	103
<hr/>			
	197	1095	1292



calculated using digital aerial photos and GIS building footprint data. While downtown urban areas often do well with less than the standard suburban ratio of 4 to 5 spaces per 1000 square feet by utilizing shared and other modes, the current number around the Courthouse Square is too low for a thriving business environment. A 1988 MSE Master Plan for Downtown Lawrenceville noted there were 652 spaces in the 9-block area--currently there are 861. The number has increased but is still deficient to support the types of uses and retailers envisioned for Downtown Lawrenceville.

Currently, there is no one entity managing parking in the Study Area or around Courthouse Square. On-street parking is managed by the City, there is a County lot containing 85 spaces, and private parking is managed by individual property owners or property management companies. Three specific parking management opportunities for the Study Area are discussed below:

- **Metered on-Street Parking:** As the street system is improved expanded on-street parking, will improve overall parking dynamics. It will mitigate the limited supply of off-street parking and create a buffer between pedestrians and vehicles. Importantly, it can also be regulated by time. Used in commercial areas with proper enforcement, this strategy will encourage a turnover of shoppers and discourage commuters or employees from parking directly in front of retail establishments.
- **Preferential Parking:** Preferential Parking programs reserve the most convenient parking spaces, primarily at office locations, for carpoolers and vanpoolers. Preferential parking provides incentives for those in carpools and vanpools to continue ridesharing.
- **Shared Use Parking:** To maximize the land use within the Study Area, employers with traditional work hours can share their parking spaces with businesses that operate primarily during off-peak working hours. This practice maximizes parking efficiency by using off-peak parking that is left empty during weekends and evenings.

Strengths

- A variety of on-street and off-street options, both public and private.

Weaknesses

- Lack of clear signage marking public parking areas.
- Lack of sufficient parking to support future growth.
- Commercial and office employees park in valuable on-street parking spaces in front of retail businesses.

Opportunities

- Introduction of structured parking, which could reduce the amount of land devoted to parking and stimulate development in the Downtown Area.
- Existing municipal parking lot in Downtown.
- Shared parking, which could reduce the overall space allocated to parking and increase utilization.
- Creation of pedestrian and bicycle facilities, which could decrease parking demand for local trips.
- Additional on-street parking as parcels redevelop, which could help support street-retail
- Preferential parking at City Hall or GJAC, which could support ridesharing or biking.
- Timed or metered parking for on-street parking to encourage turnover.
- Bicycle parking

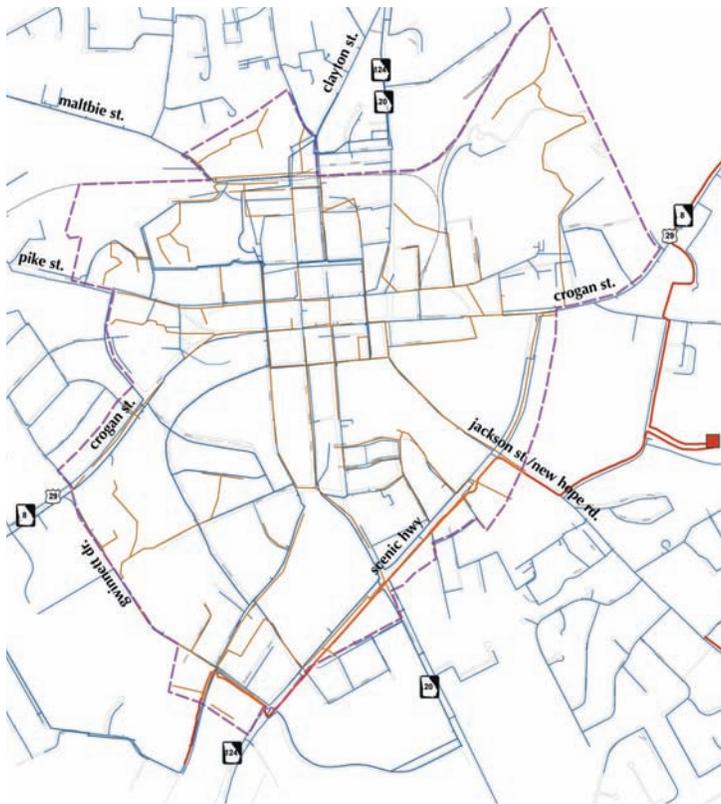
Challenges

- Low acceptance of parking charges. Parking charges are rarely implemented in suburban areas of the Atlanta Region. The true cost of parking is hidden within development fees and retail rents. Parking is also perceived as making properties more desirable for would be buyers, tenants and shoppers.
- Chain retailers, whose prototypes often require higher than necessary parking ratios.
- Costs of structured parking could limit feasibility for private developers.

II.i Infrastructure

Using local expertise from the City Water Department the water supply and condition was deemed to be good. Its ability to handle further development and redevelopment is not known without further study. The Sewer capacity within the Study Area is understood to be adequate, yet is unknown at this time because of lack of availability of information from Gwinnett County Department of Public Utilities.

II.j Demographic Summary



Water (blue) and Sewer (brown & red)
System Map

Downtown Lawrenceville serves a large, dense and wealthy population. Over 465,000 people live within 10 miles, 114,000 within 5 miles. And growth is projected to be 20% over the next 5 years. It is a strong demographic market with household incomes averaging \$80,000, and a median age of 34 years. (see Appendix)

According to the 2000 census there were 586 households living within the Study Area with an average household size of 2.4. Of those housing units, 26.3 percent were Owner-Occupied, 68.7 percent were Renter-Occupied and only 5 percent were vacant. The City of Lawrenceville's figures for those same measures were 58.8 % and 4.2 % with only 2.6 % vacant. The median Home Value for the Study Area was \$94,792 while the City's was \$117,600.

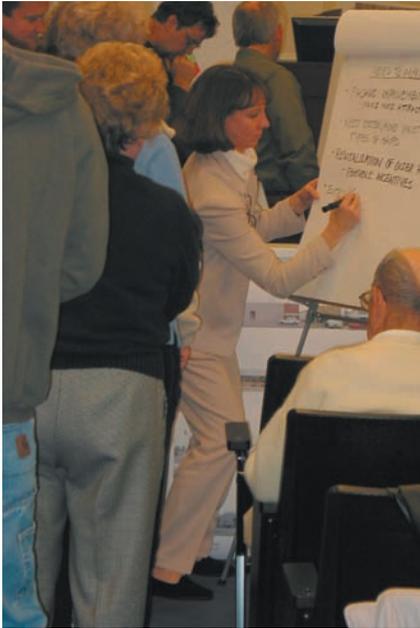
The numbers above illustrate a serious imbalance of rental versus owner-occupied housing. This contributes to a sense of impermanence and instability. If the Downtown is to thrive and truly succeed a more balanced mix of rental and owner-occupied housing should be built.

In addition to the area resident, there is a solid daytime population comprised of the new Gwinnett county municipal employees, totaling over 4,000, just two blocks from the square. The Gwinnett Tech, Gwinnett University and Gwinnett Hospital System are only a few miles way, with combined populations over 10,000. In addition, the hospital serves 24,000 in-patients and 232,000 outpatients annually.

In 2003 there were 421 businesses within the Study Area for a total employment number of 3,895. Of those jobs 30.2 percent were within the Services Sector, 17.8 percent were in the Retail industry, 4.9 percent were Finance, Insurance, Real Estate, and 16.8 percent of those were within the Government Sector.

III: Concept Plan

III.a Overview



Residents, business owners and property owners showed up in great numbers to express desires, concerns, and needs for the Downtown Area.

The public participation process consisted of a three-month period in early 2004 of monthly public Downtown Development Association Meetings, a widely-circulated Master Plan website, an Image Preference Survey, a Community Workshop, and comments from stakeholders. The Downtown Development Authority (DDA) membership is made up of: commercial property owners, small business owners, Downtown merchants, single-family homeowners and local advocacy groups, however many more groups and individuals participated in the Master Planning process.

III.b Public Process

The DDA met five times during the planning process, including January 6, January 26, February 23, March 9 and March 22. These were advertised public meetings utilized to gain input into strengths, weakness, opportunities and threats within the Study Area, promote community outreach efforts, and review and refine the vision developed during the workshop. Downtown businesses welcomed meeting announcement flyers on their windows and countertops, the City posted advertisements on their website and television broadcast, and leading up to the Vision Workshop a 1000+ flyers were distributed to mailboxes and at shopping centers. Another media that proved successful with those on the internet was a Downtown Lawrenceville project website dedicated to up-to-date information posting including meetings, maps, workshop results, and presentations.

The centrality of Downtown became apparent to everyone as attendees showed on the map their most frequented locations.



Workshop participants ponder new streets in conjunction with additional redevelopment and the character of each area.



Layers generated during the workshop--street plan, connections, and future land uses.

III.c Workshops

One primary tool for achieving public participation was the Vision Workshop held on Saturday, January 17 from 8:30 am to 2:00 pm. The workshop was very well attended by over 25 persons from various places within the Lawrenceville community, business owners, property owners, merchants association representatives, homeowners, politicians, Downtown Development Authority members, developers and City staff. The Vision Workshop focused on developing a general vision and defining character area for the Study Area based on community input. It included a review of existing conditions, results of the image preference survey (IPS) and a short presentation on Successful Downtown Retail by retail consultant Cherri Morris of Morris & Fellows. The participants worked with the consultant team and to create a plan that included the following components:

- Future Land Uses
- Parks and Open Space
- Civic Facilities
- Transportation Improvements
- Retail Mix

The January 6th brainstorming meeting included both the image preference survey (IPS) as well as conducting significant sessions for both positive and constructive comments. There were opportunities for one-on-one comments and discussion with the consultant team as well as collaborative round-robin comments.

Following the workshop, the consultant team synthesized all the various results and data into the Character Area Plan. The Character Area Plan was presented to the community on January 26th, 2004.



A more detailed idea for the development around the Courthouse Square



Residents gather to give input using the Image Preference Survey.

III.d Image Preference Survey

At the January 6th brainstorming meeting participants were shown a series of images of different building and community forms, including Lawrenceville, and given a survey form on which to register their preference on a scale of -10 to +10. The survey was administered by two methods: physically at the brainstorming meeting as well as online. These two methods secured a large number of survey responses: 130 from the meeting and another 26 via the internet bringing the total (n) to 156. Of those numbers 120 were residents of Lawrenceville and 85 were business owners within the Study Area (some overlap did occur).

Following the survey, the images' scores were tabulated and the most and least appropriate images were ranked. This ranking allowed for a discussion at the workshop to probe further for reasons as to why images were scored as they were. The survey was organized into 6 sections: Commercial Mixed-Use; Residential Single Family, Townhouse, Multifamily; Sidewalks; and Openspace. Below is a summary of the results.

Survey Results

Commercial/Mixed-Use

Higher-quality vertically mixed-use buildings scored highest in this section, they were traditional in style and urban in their street relationship. The streets were enlivened by unique storefronts, signs, and awnings and used quality fenestration (doors and windows). There was greenery used in front of the businesses either in planters or street trees.

The worst scoring in this section had a more modern concrete and glass architecture, but most common between the inappropriate images was their size and height—above 6 stories. Also noteworthy was a very low score for a strip center big box development.

Single-Family Residential

Single-family homes will continue to play an important role in the Study Area, but current trends of poorly built homes must change in favor of quality housing that is built to last. The highest-ranking image was one taken from the Study Area, the historic antebellum mansion on South Clayton Street. The next two highest-ranking images were built on smaller lots also in the Study Area—indicating a strong desire to preserve and even replicate historic Lawrenceville forms and neighborhoods. Other high ranking single-family images were of high-quality new construction on small lot traditional neighborhoods. Each of the homes had traditionally designed facades including generous porches and prominent front doors. Their vehicular access and parking such as a driveway or garage was hidden from the street.



This commercial image above garnered a very positive score. The development below was rated very low for the Downtown area.





This image above was rated very positively in the Townhouse Residential category.



This multifamily development scored very high for the Downtown Area.

Townhouse Residential

Townhomes are currently a popular housing type and will continue to be so in the future. However, like single-family homes, the typical construction quality of townhouses must improve from their current format and be better integrated into the community. They did not receive scores as high as the single-family residences, however there were many that did score positively. The commonalities between those positive images include high-quality design of well-built construction, 2 to 2.5 stories, inviting stoops or porches, and aligned with the street with trees and greenery.

The worst scoring townhomes were made of low quality materials, poorly styled, or taller than 2 stories.

Multifamily Residential

The Study Area contains some multifamily housing and participants ranked a number of images from Lawrenceville, the Southeast and national places. The most appropriate multifamily residential image was a Lawrenceville historic apartment building one block from Courthouse Square, of a 2-story Art-Deco style painted brick structure. The next highest scoring image showed a landscaped courtyard of a 4-story brick condo or apartment building. Both buildings are traditionally styled and primarily residential—however it can be noted that neither scored very positively, 1.2 and 1.1 respectively. Workshop participants did like the way in which the buildings created a pleasant streetscape and intimate town feel. The least appropriate multifamily housing images were of glass high-rise and a brick mid-rise condominium from Midtown Atlanta. Participants viewed both buildings' height as inappropriate for the area, although once probed they did like the brick material. This again suggested a desire for traditional building forms and materials, but in a decidedly “small town” context.

Image Preference Survey (IPS)

The IPS is a powerful tool used by TSW during the workshop process to nurture creativity, develop a vision, and mobilize a community for positive change. The IPS presents stakeholders with a variety of images at the beginning of the planning process, the intent of which is to allow them to visualize their desired future community. The IPS can be customized based on the needs of each community, but almost always begins by asking stakeholders to score a series of images for appropriateness in their community. The images include a variety of conditions, including the community today and other communities. The images are then ranked and the highest and lowest ranking images are presented back to the stakeholders. Following this, TSW works with stakeholders to identify locations where the type of development shown in the highest-ranking images might be appropriate for the community. TSW then prepares digitally enhanced images showing these locations under a variety of development scenarios, and asks stakeholders to rank them. The highest ranking of these images become the basis for the final plan; the planning process is then directed towards achieving this clearly-defined vision.



The sidewalk above was the highest ranked open space image--indicating a more urban and compact vision for the public realm.



The photo from existing Clayton Street actually scored the worst of all the sidewalks.

Open Space—Sidewalks

The workshop participants generally agreed on the comfortable sidewalks, citing street trees, benches and outdoor dining as positive ideas to pursue in Downtown.

The most appropriate image in this category was from Decatur, Georgia, of a small sidewalk space fronted by retail buildings, with generous amounts of green and shade. Here people mingle and pedestrians feel comfortable to stroll and shop. The second most popular sidewalk was a very wide tree-filled sidewalk in Athens, Georgia showing people eating and drinking. Not surprisingly the least preferred sidewalks were from Lawrenceville—the streetscape shows very skinny sidewalks with no barriers to the fast vehicular traffic, and no street-trees. The difference between the positive images and the negative ones indicate significant opportunity to improve the perception of stakeholders’ views within their own Downtown.

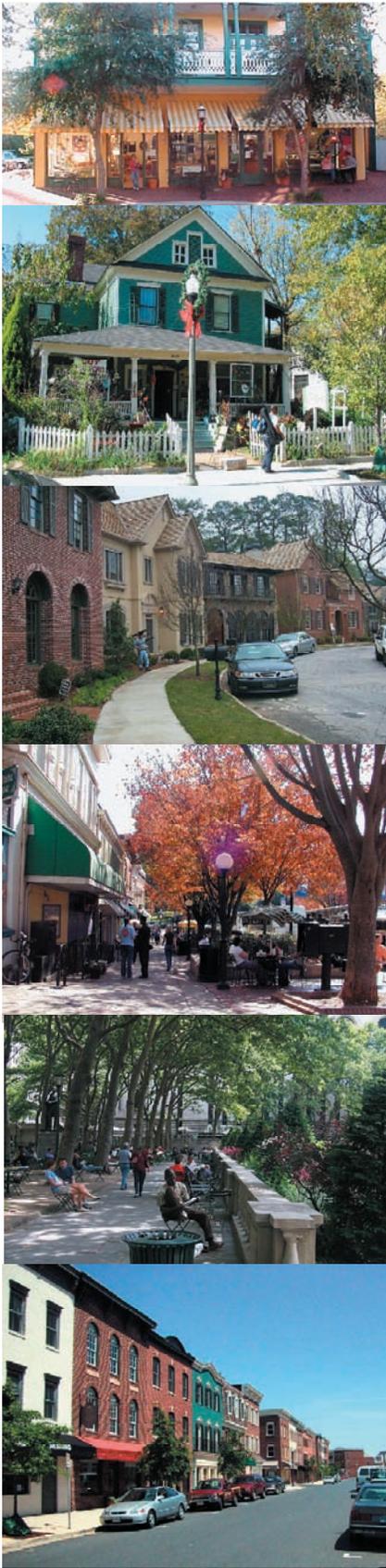
Open Space—Parks

Many of the images within this category scored well with agreement. There is a general desire for more park space near and in Downtown. The commonalities that pervade each of the images is that they are more urban in nature, rather than wide-open passive park types yet they still contain large amounts of greenery in the form of shade trees and shrubbery. Each of the images showed places for people to sit and interact with one another and each contained significant portions of hardscaping in the form of brick paths and concrete surfaces. The participants viewed smaller, more urban parks as appropriate for the Study Area.

General Findings

The images selected on a wide range of topics as most appropriate for Downtown Lawrenceville are varied; however they do have some clear similarities. Regardless of origin, all images selected represent a small to medium sized town environment; and similarly participants rejected images of both center cities and suburban areas equally. Furthermore, all images share a common respect for the pedestrian and include ample landscaping and human-scaled traditional architecture. Many of the town’s own images, usually of fine historic architecture, were scored well.

These findings suggest that the residents, businesses and property owners in Lawrenceville are yearning for a place that they can identify with as their community’s center by bringing new quality development to town and preserving a significant past. Like many other small towns in the Atlanta region, Lawrenceville has been blessed with a significant Downtown. The city has a courthouse square, town green, and a couple rows of historic commercial blocks that participants clearly agreed needed to be enhanced.



III.e Community Vision & Goals

The vision for the Downtown is of a socially diverse and progressive center for the City of Lawrenceville. Here the most active and lively uses and places will occur—this is the place that citizens will come to gather, to meet friends and to be in “Lawrenceville.” There is great potential for this area to fulfill the need for “place” for people miles away from Downtown Lawrenceville. The vision is to further underscore the first image of Lawrenceville that comes to mind as centering on the Courthouse Square.

After understanding current market trends and demographic shifts stakeholders embraced the idea of encouraging mixed-uses and increasing density in certain areas of Downtown, especially by adding new residential developments. Participants adopted a vision to provide places for residents to eat and play in Downtown creating the premier “live/work/play” town center in Gwinnett County. Business owners had strong visions to optimize the commercial viability of a daytime/nighttime retail, dining, and entertainment environment. And underscoring each aspect of the vision was the placement key “civic amenities” – parks, streetscape, parking facilities, cultural/historic facilities, and other public investments.

All buildings in Downtown should appear inviting towards the street. The desire to create an inclusive and diverse environment requires that buildings front the street with dignity. Landscaping should be provided, as well as entrances that open onto newly built wide sidewalks. High quality design and construction are imperative if residential development is to enhance Downtown.

The transportation system in Downtown must support and enhance this more qualitative vision. Downtown’s roads should be the main thoroughfares that keep Lawrenceville as the nexus of the region, however, the traffic that flows on them should uphold community values of local retail and safety for all modes. New gracious sidewalks and new streets lined with on-street parking and street trees are important piece of the vision, creating new connections and finalizing the historic grid of streets.

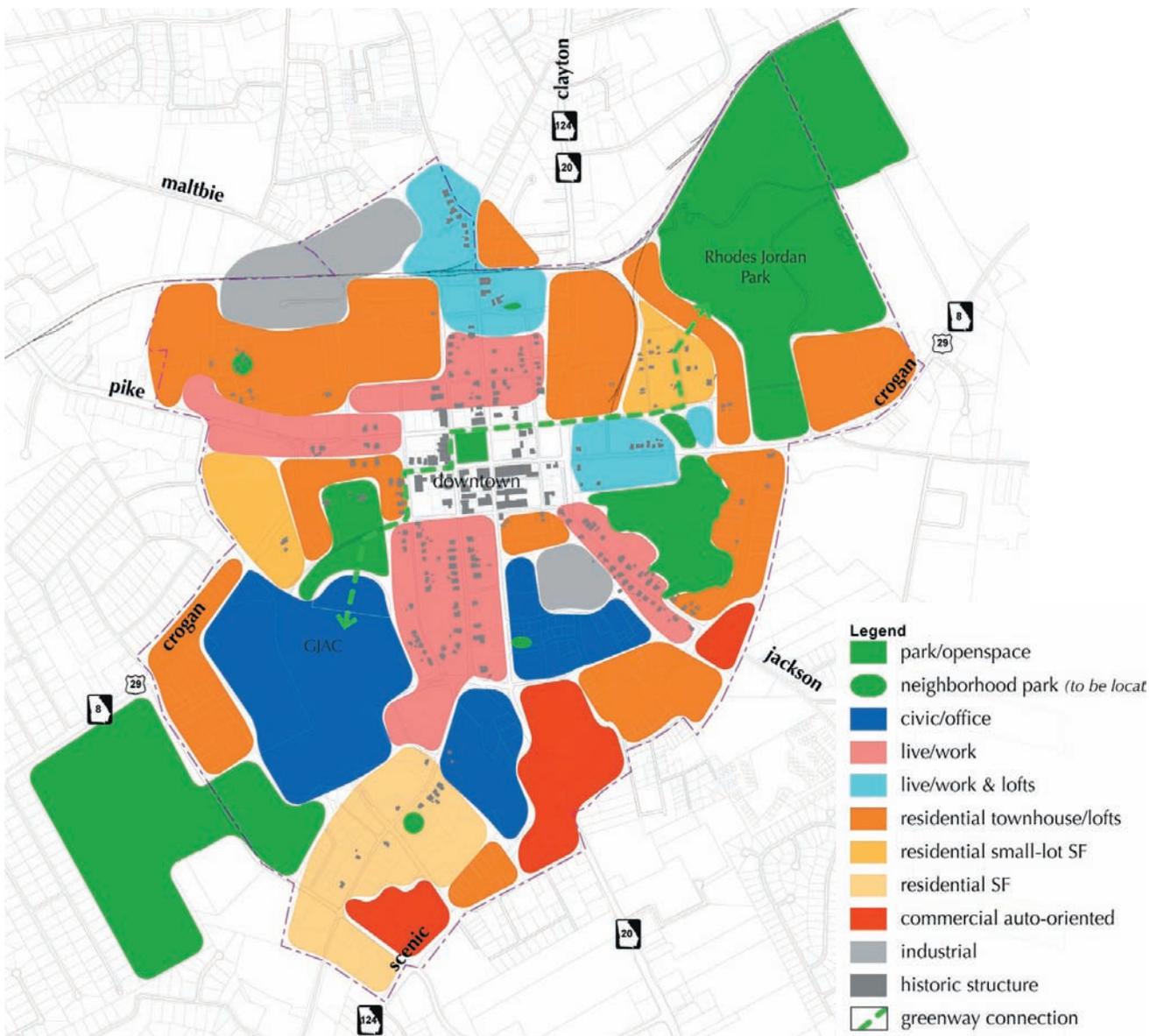
The following is a summary of the vision and goals by category:

Overall Structure

Organize the Downtown Study Area into a series of character areas around the Courthouse Square.

Because of the diversity and complexity of Lawrenceville's older town center, workshop participants recognized that it was much too large to be conceived of as one distinct neighborhood. Rather it should be divided into a series of neighborhoods or character areas. Each neighborhood should be based on a one-quarter to one-half mile walk from an existing or potential amenity. If the character area does not have an existing amenity on which to center, then one should be created such as a park or plaza. As much as feasible, land uses should be mixed with commercial and residential (emphasizing the residential) to optimize walkability and the number of proximate establishments.

Character Areas were derived from the Workshop and formed the basis for the new zoning code.

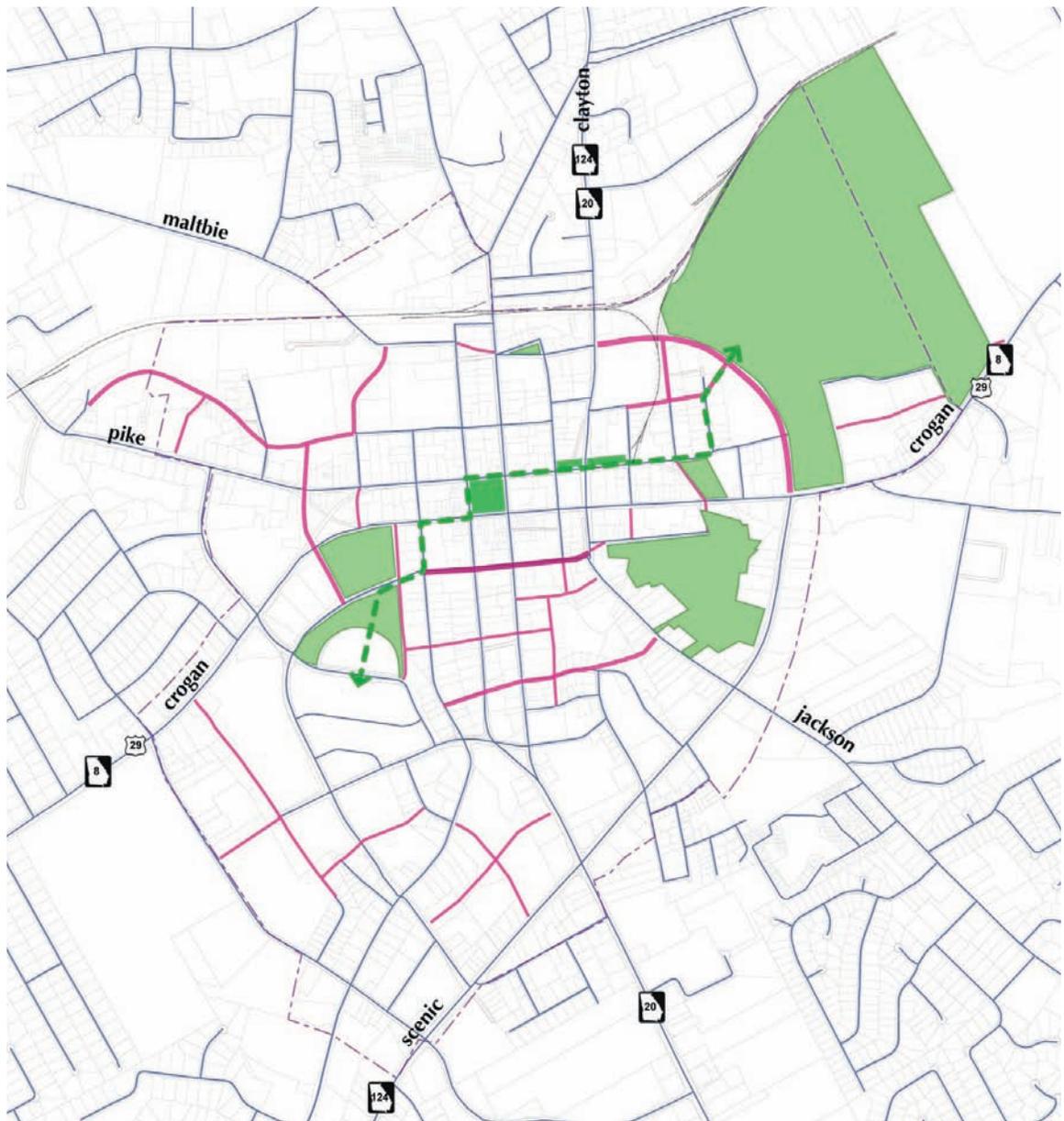


Street Patterns

Provide an interconnected street system supporting a range of route options, transportation modes, reduced congestion on major arterials and future development.

Stakeholders stated a strong desire to increase the number of north-south and east-west streets in the Study Area in order to reduce pressure on the main highways. They also expressed a strong desire that all new streets in redevelopment areas be walkable and narrow, with wide sidewalks and no more than two lanes, plus parking.

New streets envisioned emphasized connectivity, new blocks, aesthetically improved



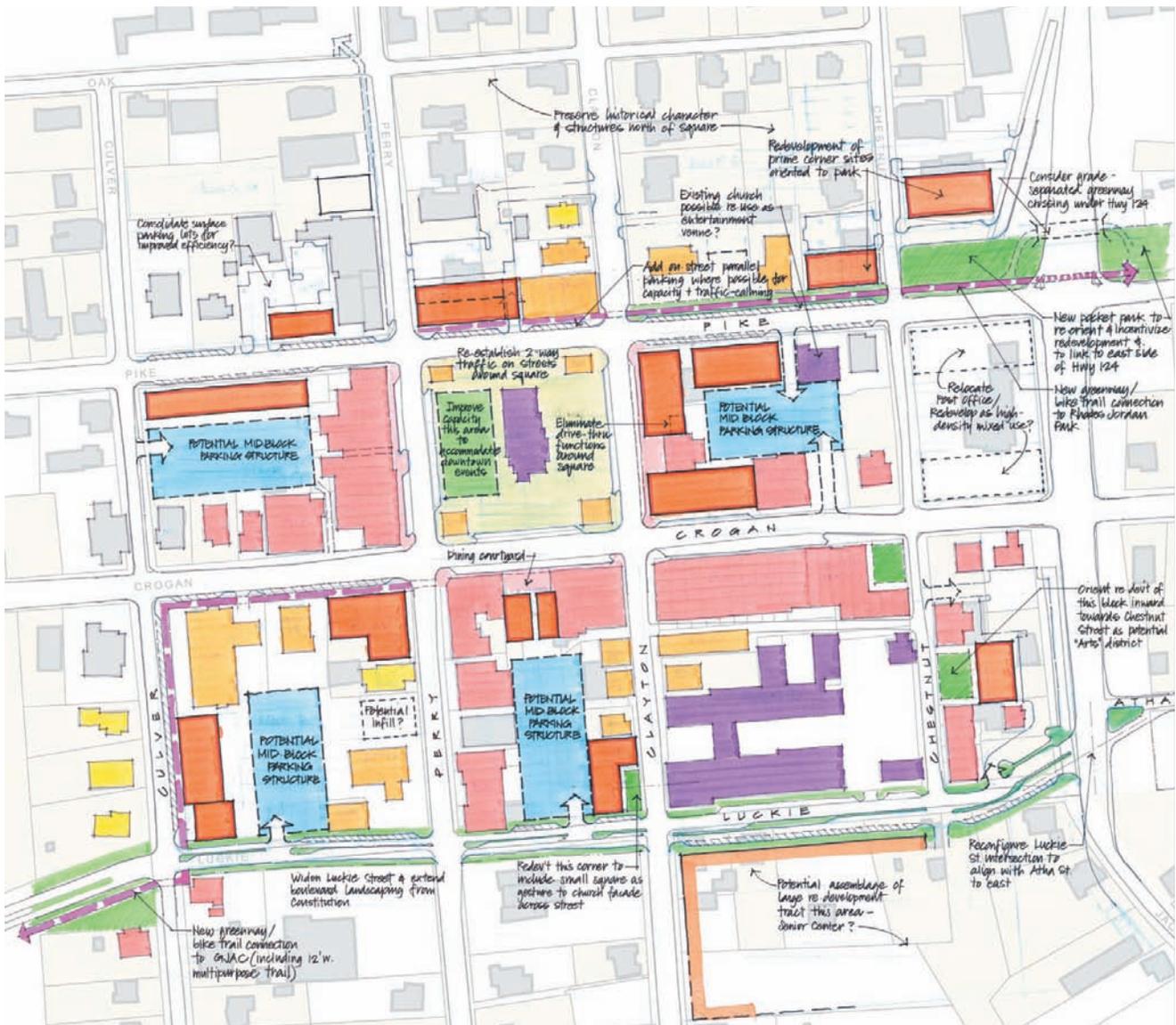
Architecture & Building Placement

Create a sense-of-place through quality architecture that responds to Historic Lawrenceville and is unique to the Downtown.

Workshop participants believed that buildings should reflect high design standards. Commercial buildings should not be based on a corporate prototype, but rather, their context. Residential structures should be built to last with quality materials such as brick, stone, or wood.

This detailed Concept Plan illustrates how infill development should reinforce the street and the Courthouse Square. Parking is always to the rear or to the side of the building.

Buildings should orient themselves towards the street through the use of short setbacks, rear and side parking and front doors accessible off the sidewalk. Buildings should lend dignity to the public realm, especially the Courthouse Square.



Pedestrian Systems

Ensure that walking within Downtown is safe, convenient and enjoyable.

Workshop participants believed that a well-connected system of sidewalks and multi-use trails should provide easy access throughout the Study Area. There were significant gaps in the pedestrian network that inhibit free movement from amenity to amenity. Sidewalks should be provided on all streets and should include trees to shade pedestrians and buffer them from moving traffic.

Transportation Systems

Provide well-maintained roads that facilitate the smooth flow of traffic on the community's terms.

Workshop participants were supportive of improving local vehicular facilities through the provision of alternative routes (see Street Patterns above), but they also advocated improving the operations of existing streets through other means such as removing one-way pairs. The current transit options provided by the County are adequate but a more local circulator between GJAC and the Square may be warranted at a future date.

Hotel Pharr was the historic hotel fronting directly on the Courthouse Square, where the long facade of the building is Clayton Street and the shorter is Crogan Street. The design and massing is an excellent example of how architecture can compliment that important place.



Parks and Public Realm

Create a dignified public realm that encourages human interaction and promotes civic identity.

Workshop participants wanted a public realm that is dignified and quality. Sidewalks with pedestrian amenities and comfortable outdoor dining were goals in everyone's mind. Another goal was to create public places with large amounts of greenery where people from all walks of life can mingle. Several specific parks were mentioned and several greenway trails were suggested to create recreational and transportation benefits.

Land Uses

Provide a mix of land uses within close proximity, while protecting existing residential areas.

Workshop participants expressed a desire for a range of land uses within Downtown, ranging from single-family, multi-family, office to commercial and civic. The highest intensity uses should occur just away from Courthouse Square, with the medium density flanking that important space and lower-intensity uses occurring at the edge of the study area. Measures should be taken to preserve and restore historic homes and sites.

IV: Implementation Plan

IV.a Overview

This chapter summarizes recommended actions to implement the vision and the goals of Downtown Lawrenceville. More detailed information for each item, including funding source and responsible entity, is found in the Appendix. Many projects, particularly transportation improvements, involve multiple levels of government, necessitating partnerships and collaborative funding. Each year, the Action Plan should be reviewed and updated by the DDA, and funding sources pursued. Every five years a Master Plan Update should be undertaken, including assessment of goals and accomplishments and identification of new goals and projects.

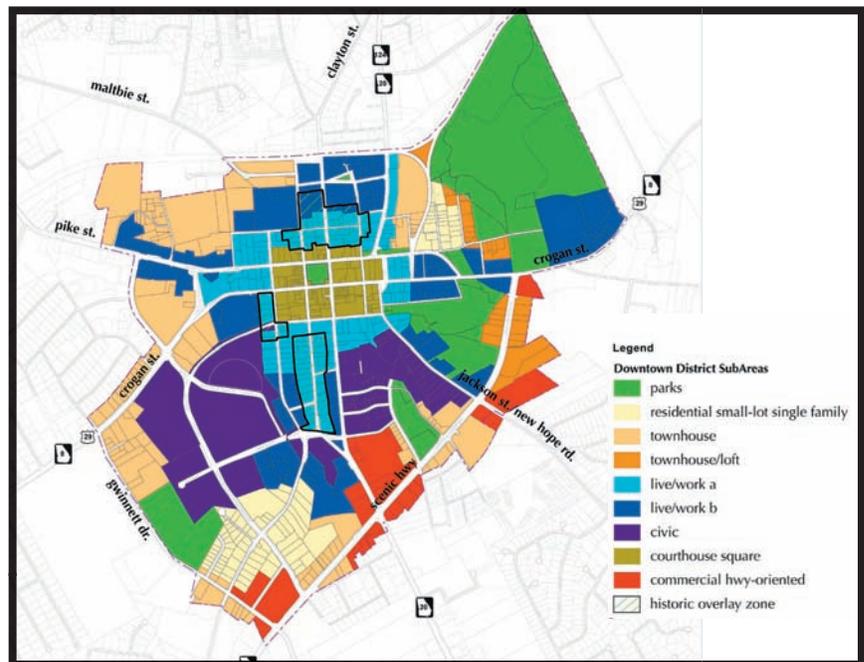
IV.b Completed Projects

The DDA, in collaboration with the LTTA, Planning Commission, City Council, Mayor, and local leadership have recently accomplished a number of projects that were identified early in the planning process as priority items. These projects demonstrate commitment to the revitalization of Downtown and establish a successful base for implementing the recommendations of this study.

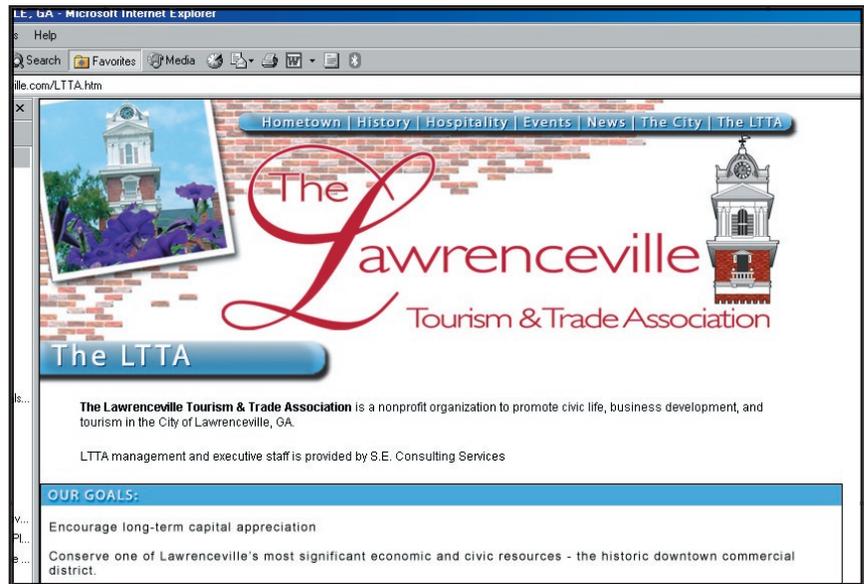
Projects Completed by the Lawrenceville DDA in 2005

- Adopted Downtown Zoning Code (community workshop, image preference survey, stakeholder meetings, public presentations)
- Identified DDA Boundaries
- Established Lawrenceville Trade and Tourism Association (LTTA)
- Hired LTTA Director and Staff
- Issued Request for Proposal for first Parking Deck
- Held Annual LTTA Celebrations and Events (Moonlight and Music Concert Series, Brown Bag Concert Series, A Star Spangled Square: Prelude to the Fourth, Autumn Artfest on the Courthouse Square, County Seat Day, Lighting of the Tree, and Lawrenceville Rings)
- Held Weekend Farmers Markets
- Court house Renovation

Figure IV-A: New Zoning Code District Map for Downtown Lawrenceville. The Code achieves many goals of the citizens and LCI program, including a mix of residential and commercial uses and appropriate use locations.



The DDA helped create the LTTA and has since hired staff, launched a website, and begun a number of annual traditions on the Square.



New Downtown District Zoning Code

Adopted by City Council in January, 2005, the New Downtown District is a new zoning code that was produced by Tunnell-Spangler-Walsh & Associates as part of the DDA's Downtown Master Plan process. Property values in Downtown are expected to improve under this new code, which encourages development compatible with the historic character of Downtown, while permitting a greater mix of uses within the District. The code will enhance long term property values by establishing requirements related to the character of the street, sidewalk and building facades, thus attracting quality development. In particular, home ownership is expected to increase as a result of requirements for quality building materials, provision of garage parking and pedestrian-friendly streetscapes. The adoption of this code was an important and necessary step to implement Lawrenceville's Vision and Goals and establish a higher standard for development. The new code makes feasible a mix of quality residential, retail, office, and services that can respond to future market trends.

The Downtown planning process generated excitement and renewed community interest. Developers and property owners are looking for new tenants and uses to complement the vision.

LTTA and Annual Events

In 2004, the DDA supported the creation of the LTTA as a nonprofit organization to promote civic life, business development, and tourism in the City of Lawrenceville. Using Hotel/Motel taxes as a funding source, the City recently hired a full-time director of the LTTA. To increase tourism and Downtown visitation, the LTTA sponsored a number of successful events in 2004 and will again in 2005, including: "Moonlight & Music" Concert Series; Committed to Living: One Step at a Time; Art on the Historic Courthouse Square; "Brown Bag" Concert Series; Wildlife Weekdays; Lawrenceville



LTTA events occur throughout the year and draw employees, visitors and families.

Farmers' Market; A Star Spangled Square: Prelude to the Fourth; Autumn Artfest on the Courthouse Square; County Seat Day; Lighting of the Tree; and Lawrenceville Rings.

Parking Deck RFP

Another key project identified early on in the Master Plan Process is the proposed development of a municipal parking deck near the Historic Courthouse Square. Critical to the economic success of Downtown, the deck would provide adequate parking for restaurant, retail and potential new condominium development. The City recently issued a Request for Proposals (RFP) for the design and construction of the City's first public parking structure. This project is critical to providing adequate, convenient parking while protecting Downtown's historically compact development form and supporting future economic vitality.

IV.c Proposed Projects

Summary of Proposed Projects:

1. Return to Two-Way Streets
2. Rhodes Jordan Park Linked with GJAC
3. Parks
4. Community Facilities
5. Scenic Parkway
6. Transportation Study
7. Local Streets
8. Luckie Boulevard
9. Parking Projects
10. Depot and Warehouse District Revitalization

1. Return to Two-Way Streets

The primary project recommended by the community during the public participation process was to return all the streets in Downtown to two-way streets. Many people cited high speeds and perceived recklessness associated with the recent one-way pairing of Crogan Street/Pike Street and Clayton Street/Perry Street. Retailers complained that the traffic speeds hurt business and contributed negatively to the desired small-town character for Downtown and many through streets are not safe for pedestrian and cyclists.

2. Rhodes Jordan Park Linked with GJAC

The first priority new pedestrian link (see Figure IV.B) desired is the east-west axis between Rhodes Jordan Park, the Historic Courthouse Square and the employment/civic center of GJAC. This project should move from concept to engineering by the end of 2005. Many residents saw this as a better way to utilize these three major attractions.

To that end streetscape enhancements are proposed that would increase pedestrian traffic through the Courthouse Square and its amenities. These include widening and reconstructing sidewalks, planting trees, adding benches and curb extensions, and other pedestrian amenities. Every intersection needs to be safe for pedestrians crossing. A significant change needs to occur at the wide intersection of State Route 20 and Pike Street, where more highly visible pedestrian crossings, pedestrian refuge islands, trees, pedestrian signals and potentially other improvements are needed. A linear park running along Pike Street is recommended at that intersection to enhance the pedestrian experience and spur surrounding redevelopment. The City would be responsible for these streetscapes with funding to come from ARC, GDOT and local SPLOST. Turning lanes will remain and all streets will be 2-way.

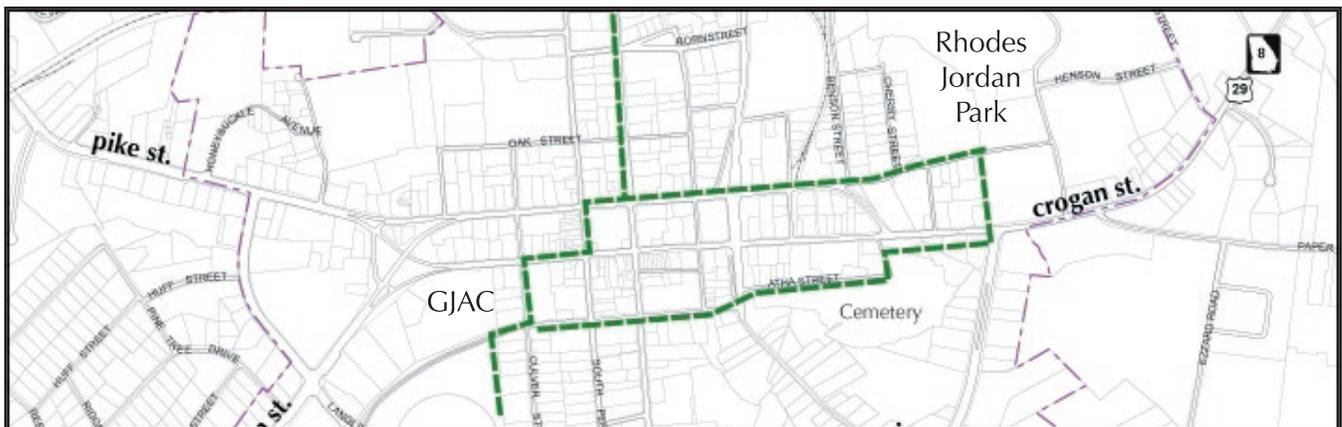


Figure IV-B: Proposed streetscape improvements and linkages created between the Courthouse, GJAC, the historic Depot, Rhodes Jordan Park and the Cemetery.



Figure IV-C: Concept for proposed pedestrian improvements at Pike Street/Buford Road and State Route 20 that would link Downtown with Rhodes Jordan Park. The proposed parking study will provide a detailed plan.



Parks can give distinction to a small neighborhood or serve a larger context based on their size and design.



3. Parks

A number of parks need to be constructed or refurbished. Three neighborhood-scaled parks are proposed where currently none exist (Figure IV-D) to give identity and a sense of focus. These amenities were identified (indicated below with a *) as a civic plaza north of City Hall, a small park near Honeysuckle Circle, and a small park in the vicinity of Constitution Boulevard and Stone Mountain Street. They could occur as a public private partnership as part of a new development. In 2005 the City should commence redesign of portions of the Courthouse Square Plaza in order to accommodate larger festivities and provide updated amenities. A linear park is proposed along the north side of Pike Street to further enhance the streetscape improvements described in section IV.c. Finally, greenway network connections have been identified by City Staff that would run along creeks and streams for the protection of valuable waterways. These greenways also offer transportation and recreational potential and should be underway by the end of 2005. Improvements to the edge of Rhodes Jordan Park are described in section IV.f.

Proposed Park Projects include:

- New neighborhood parks
- Courthouse Square Plaza improvements
- Greenways along streams
- Linear park north of Pike Street
- Improvements to the edge of Rhodes Jordan Park



Figure IV-D: Proposed new Parks and Greenways.



With the right improvements, the old Depot could be a wonderful community facility and potential revenue generator.



Chastain Park in Atlanta is an example of assimilating a large outdoor amphitheater within an existing context and neighborhood.

4. Community Facilities

Several structures are proposed that would help augment Downtown's role as the true center of Lawrenceville and cultural and civic center of Gwinnett. New types of evening and weekend uses would help to make Downtown a destination point. One of the most exciting proposed cultural facilities is a 6,000 person outdoor Amphitheater located within walking distance of the Courthouse Square. This venue could accommodate concerts, plays, and performances, and serve as an entertainment amenity for Downtown residents. Designated as a high priority "One Year" project, the Amphitheater is expected to move quickly from planning into design and construction.

Planning should begin immediately for other forms of public amenities and cultural facilities:

- A city "gallery" that could house art, host art exhibits and highlight local artists;
- Permanent office space for the LTTA;
- A Visitor Center/Welcome Center, which could also provide historic information and brochures and promote walking tours.

The amenities above could be divided between locations or accommodated in one facility, such as the Historic Courthouse, a refurbished Train Depot or the Gwinnett Historical Center.

To further underscore the cultural attraction of Downtown Lawrenceville, selected buildings should be refurbished and returned to their former glory.

- Because of its layout, the old Methodist Church on Pike Street could comfortably and beautifully house a local theater company or artistic troupe.
- The City-owned Historic Train Depot could be used for public functions and cultural events, as well as provide leasing income from private events like weddings, parties and receptions.
- The old Lawrenceville High School is also a significant site that could house new condominiums. This transformation would further balance the housing mix near Downtown and provide clientele for Downtown merchants. Currently owned by the County, the High School can only be sold through a public RFP process to the highest and best bidder.

Proposed new municipal buildings could potentially share parking with each other and the proposed amphitheater. The buildings and their surrounds should begin the planning phases immediately. Their designs, if of the same caliber as new City Hall, could signify a continued commitment to Downtown. These municipal buildings include:

- Police Building
- Utilities Building

5. Scenic Parkway

The extension of State Route 124, or Scenic Highway, would begin at its intersection with East Crogan Street and extend northward to Buford Drive, providing a much needed transportation link. The corridor is envisioned as an aesthetic boulevard or “scenic” parkway. With striking vistas across the lake into Rhodes Jordan Park, it would establish the park as an attractive edge to Downtown, and create a strong visual link and functional association with the revitalization of Downtown. Such a parkway could also spur the revitalization of the adjacent residential and industrial area east of Buford Drive.

One large hurdle exists before this area can be completely revitalized. The CSX rail-line, which forms the northern edge of the study area, has a rail spur that extends south from the main line and is used for turning around trains and weekly deliveries to the few businesses at its terminus. If these business properties are redeveloped, the spur could be relocated. While the spur should be relocated before the parkway is built, a bridge over the spur could be a viable option. A study to investigate relocation options and feasibility should be undertaken as part of the proposed transportation study for 2005.

The proposed new Scenic Parkway would be a powerful catalyst for restoring Downtown and implementing the vision and goals of the Downtown Master Plan. It would greatly enhance utilization of the Rhodes Jordan Park and open up scenic views into the park, enhancing the area’s potential for new home developments. It will also create a strong connection between the park and Downtown, a transportation linkage necessary for future desired growth.



Concept sketch of proposed Scenic Parkway
Scenic Drive and a multi-use trail could be extended to link with Rhodes Jordan Park, affording new residential development a very desirable location and view.

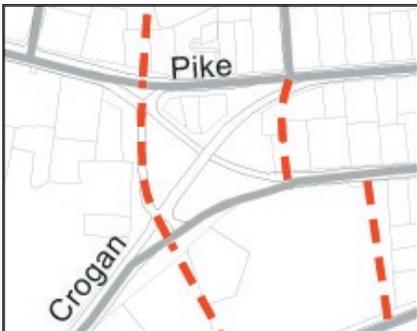


The addition of curbing, curb extensions and street trees along Clayton Street would reinforce this important axis.

6. Transportation Study

A transportation study should be conducted to identify best methods and recommendations for:

- adding a shuttle circulator should be considered between GJAC and the Courthouse Square. This transit circulator would build upon existing Gwinnett County Transit and reduce vehicular use in Downtown.
- removing the “X” or overpasses where East Crogan and Pike Streets become one-way
- changing signals, geometry, and striping
- modifying streetscapes and parking design around the Courthouse Square
- working with GDOT to determine which roads should become state designated routes
- improving other network segments in order to handle traffic loads
- incorporating facilities for pedestrians, bicyclists, and transit riders into the transportation solution for Downtown.



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.

7. New Local Streets

The local street grid needs improvement either by extending existing streets or creation of new streets. Additional connectivity would alleviate vehicular congestion occurring on the main arterials such as Pike, Clayton, Crogan and Perry Streets. More numerous and narrower streets facilitate safer pedestrian and bike use. Extension of the historic street grid will facilitate appropriate redevelopment. Two-way streets with 30 mph speed limits have higher carrying capacity than higher speed one-way streets.

Below is a map displaying proposed new street connections. The “T” number corresponds to the map and with the project number in the Detailed Project List and Map in section V.a. The following is an overview list of the local street projects:

- T11 - Macedonia Street widening
- T12 - Macedonia Street extended north
- T13 - Oak Street extension
- T14 - New street between Crogan Street and Langley Drive

- T15 - Seminary Street realignment and extension west
- T16 - Branson Street extension west
- T17 - Seminary Street extension east
- T18 - Chestnut Street extension south to Neal Boulevard
- T19 - Existing route rebuilt as a local street
- T21 - Branson Street extension east
- T22 - Lumpkin Street extension
- T23 - Plainview Street extension
- T24 - Harris Street extension
- T25 - New street between Harris Circle and Gwinnett Drive
- T26 - Nash Street extension
- T27 - New Street between Harris Circle and Lumpkin Street
- T29 - Gordon Street extension north

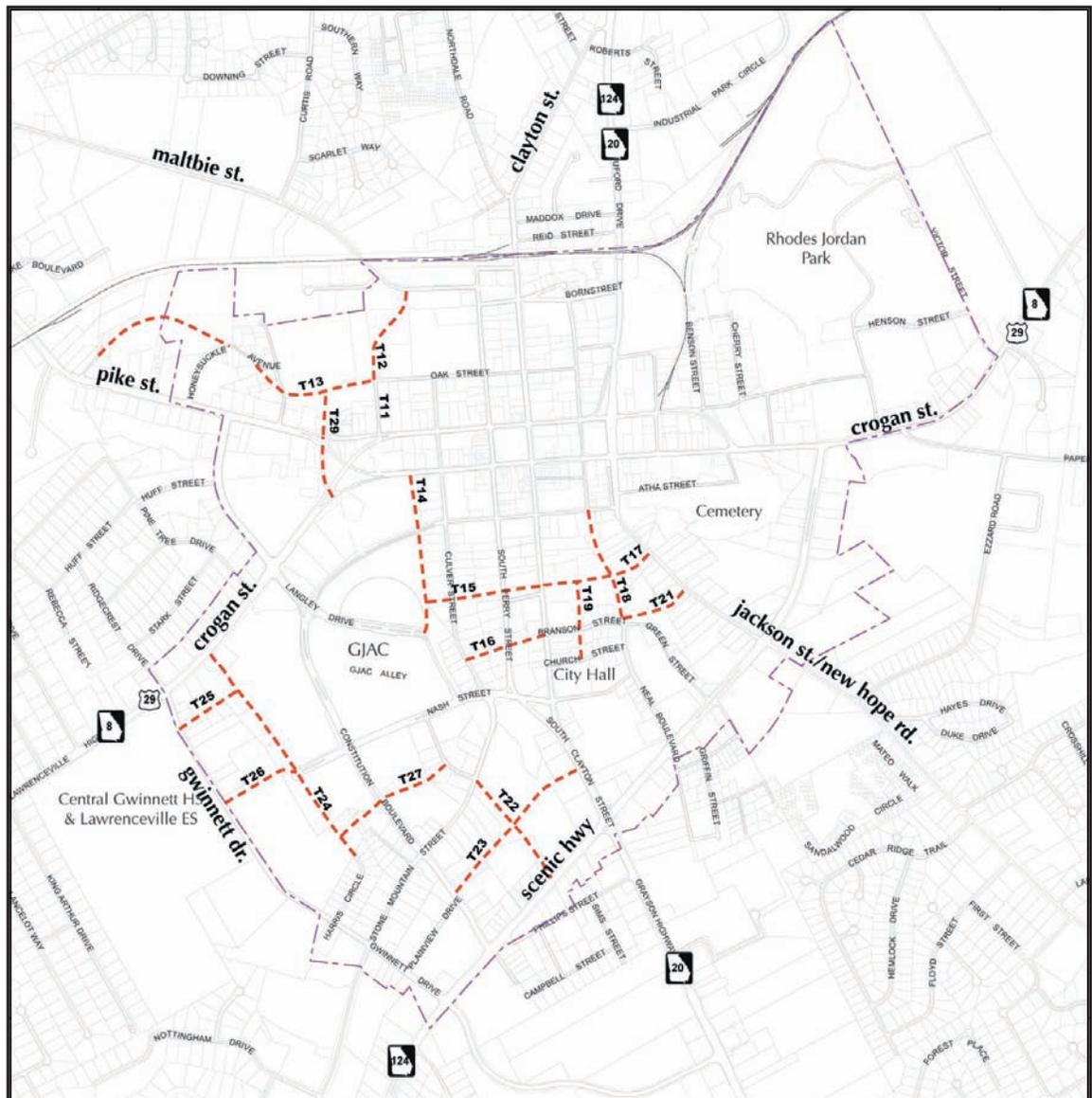


Figure IV-E: New streets will be a collaborative effort between city, county, state and private entities.



Lack of sidewalks, extensive curbs cuts, poor drainage, and unsightly overhead wires make Luckie Street a prime opportunity for improvements.

8. Luckie Boulevard

Luckie Street is currently a narrow street that serves as a secondary transportation route within Downtown. It could be transformed into a boulevard with a landscaped median and wide sidewalks, continuing eastward the design of its western segment also known as Constitution Boulevard. A three-lane street section should be adopted consisting of three 11-foot lanes and flanked by wide sidewalks. The middle lane would be a planted median where turn-lanes are not necessary. This improved corridor could carry more traffic, improve adjacent property values, and increase safety. The upgraded character of this corridor could be extended farther eastward by streetscape improvements along Atha Street from the Cemetery's edge to Rhodes Jordan Park. This extension could also serve as an alternate pedestrian and bicycle link between GJAC and the Park.

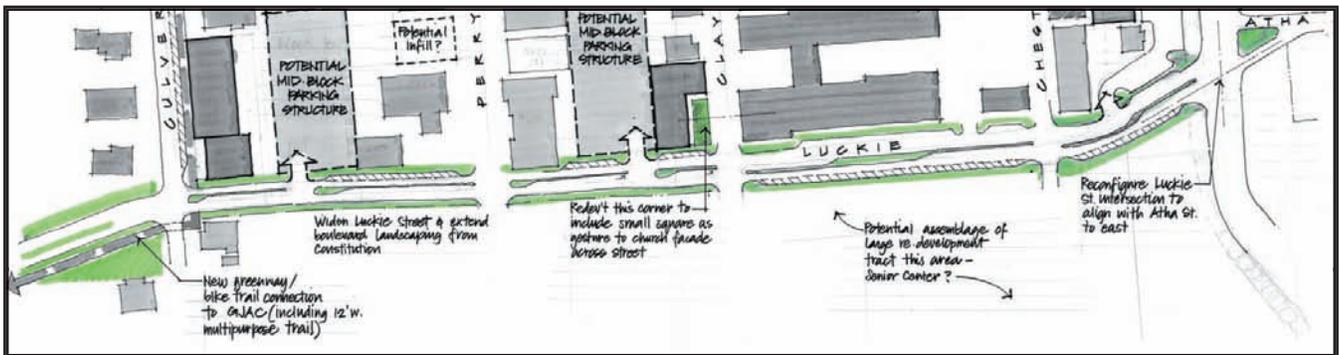
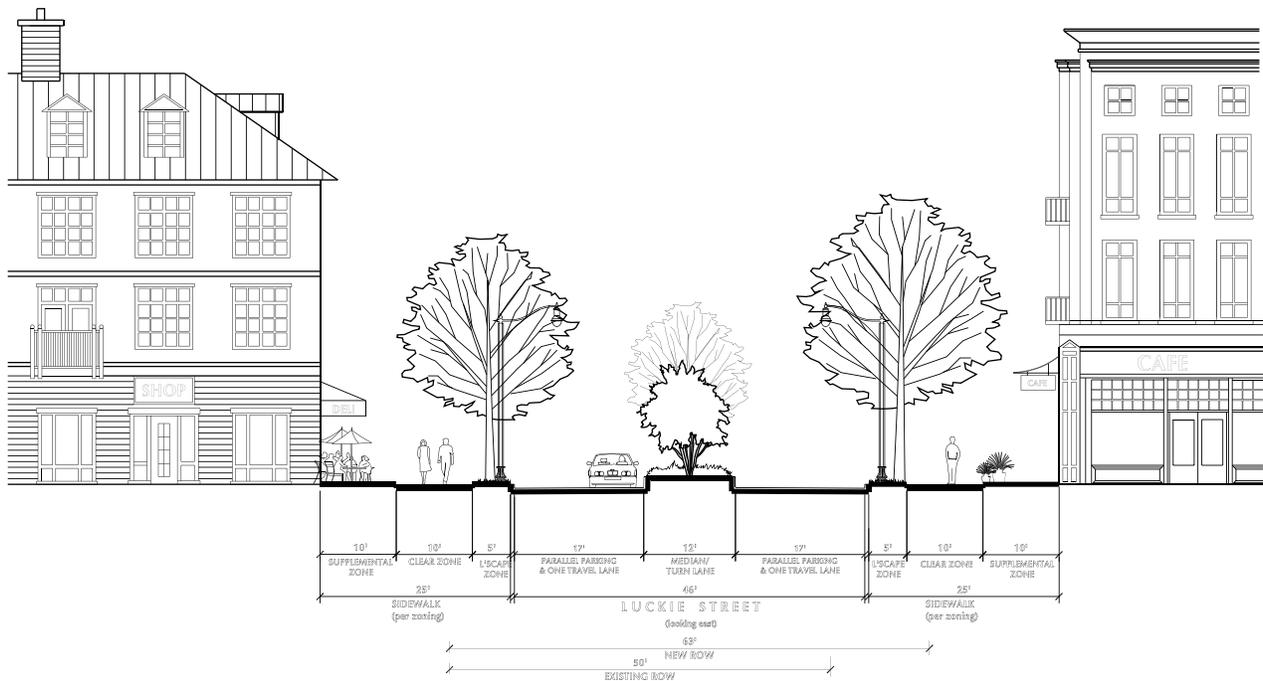


Figure IV-F: (ABOVE) Proposed cross-section.

Figure IV-G: Luckie Street could become a safer, more efficient boulevard that attracts appropriate scale and character of development.



This wayfinding sign on the Square in Marietta aids visitors.

9. Parking Projects

Based on the parking analysis found in section II.h and potential new development around the Courthouse Square, a number of parking-related projects are recommended in order to bring Downtown Lawrenceville more in line with consumer preferences and contemporary automobile usage.

A few simple steps should be enacted immediately. First, a Wayfinding and Signage Program should be implemented that graphically orients visitors and shoppers to retail, parking and entertainment locations. A second recommended project is the creation of a “Parking Bank.” This “bank” would lend flexibility to developers regarding their required parking as per zoning. They could contribute to it at an established monetary rate in lieu of building actual parking stalls. The bank, as a collective agent, can then help finance the construction of municipal parking decks.

Municipal parking decks are common elements of downtown revitalization efforts. A municipal deck is an excellent way to 1) encourage shared parking, 2) regulate parking rates, 3) create a future public revenue stream, and 4) enhance marketability of residential, retail and office ventures. Shared parking is essential in developed areas because it maximizes the use of valuable land and reduces the need for every entity to provide its own parking. If the City owns the deck, it can establish appropriate and reasonable parking fees that enable transportation demand management (TDM) strategies. Once the deck is paid for the net revenue goes back into the public’s coffer and can be used for a variety of projects.

Certain minimum dimensions are needed for parking decks to be the most efficient and cost effective. Because most of the proposed decks in this Study Area will be on redeveloping infill sites these dimensions may prove more difficult to secure, however they are critical to understand before preliminary planning begins. The best width for a ramping, double loaded deck is generally between 120 and 130 feet while the optimum length is no less than 200 feet. Because of topography the parking decks here will most likely have one floor buried (or half exposed) below grade and due to minimum standards have 10-foot floor-to-floor heights, resulting in unobtrusive yet multi-storied parking garages. In all cases they should be closely coordinated with adjacent developments and mixed-use buildings so that the parking structure is hidden to the extent possible.

The highest priority parking deck is proposed for the block east of the Square (behind the Gwinnett Credit Union Bank) due to its proximity to the Courthouse Square, unmet parking needs of



View looking northeast toward the Ezzard House located on the corner of Pike and Clayton Streets shows the potential of a mixed-use building (residential over retail), modeled after the Hotel Pharr, to complement the Courthouse, provide needed in-town residential, and enliven the Courthouse Square. A multi-story parking deck can be easily concealed behind this building.

Figure IV-H Parking Deck locations



existing retailers, topography, and a location requiring relatively minimal demolition. This deck should be a public/private effort; while the majority of the spaces are for public use (i.e. festivals and retail), some could be reserved for future residential development. The deck should accommodate 300-400 spaces on 3-4 levels based on the parking deficiencies in that area of Downtown.

Other decks should be constructed, utilizing the same public/private method, if the downtown is to achieve its potential and the recommendations of this study are implemented:

- Behind the Planet Wall Street Building, south of the Square, a deck could be constructed and hidden from the street.
- A deck could be constructed on the public surface lot along Pike Street, but a liner use should be integrated in at ground floor.
- A shared deck should be built south of Luckie Street in order to accommodate the various parking demands of new city offices, Sunday church groups, new nearby retailers, and some of the demand associated with a new amphitheater.
- A lower priority, but recommended deck, would be located on the block south east of the Square or south of Crogan and west of Perry.

10. Depot and Warehouse District Revitalization

At the edge of the study area, on North Clayton Street, lies an area with great potential as an entertainment, music, arts and eclectic retail destination. Key improvements would include renovation of the city-owned Train Depot and linkage to Downtown along North Clayton Street with a new streetscape. Implementation of the Scenic Highway extension through this area would help support rejuvenated retail activity.

North Clayton Street is an important and historic axis between the Courthouse Square and the Depot and Warehouse District. An enhanced streetscape connection would encourage visitors to make the pleasant 5-10 minute walk between the Square and this new district, and potentially improve property values along its length.



The potential for the North Clayton Street area, based on character and proximity to Downtown, is immense.

IV.d Businesses on the Square

Leasing Prerequisites

In order to attract quality tenants and businesses into the area surrounding Courthouse Square, several prerequisites to re-leasing must be accomplished. Physical alterations, marketing efforts and tenant services are critical to revitalization success and will be further defined in the development planning process outlined below. In general, two keys to a successful redevelopment of Downtown Lawrenceville are as follows:

1. *Catalytic Change is essential.* To reverse skepticism and generate excitement for the redevelopment, significant change must take place. At least one of the Phase I events **described below must occur to generate the momentum and critical mass essential** to this retail district's success.
2. *Retail needs critical mass, optimum co-tenancy, and physical contiguity* in order to flourish. Concurrent with or in close succession to Phase I, the Phase II prerequisites are necessary for the successful re-opening of the retail district.

Phase 1--Catalytic Change

- Just as a mall requires department stores and anchors, small downtown revitalizations require a catalyst for redevelopment. One such change is the introduction of new intown living opportunities. Until announcement of a new residential development is made, retailers may lack the confidence necessary for investment. A significant multi-story residential project on one of the central blocks adjacent to the courthouse, would create the necessary momentum.
- A second alternative for catalyst change involves the introduction of Anchors. Enhanced retail leasing will follow the addition of two to four well-known restaurant operations at Courthouse Square.

Phase 2--Preparation for Concurrent Opening of Critical Mass

- Implement a façade program to visually demonstrate that revitalization is underway. Historic facades should be cleaned and painted, and outdated, unattractive add-ons removed.
- Implement a small yet impactful landscaping program, such as deploying pots and planters with seasonal color. This program will amplify the impact of the facade program for minimal cost.
- Organize, pave and stripe parking in the existing surface lots. If this improvement is not immediately obvious from

the road network, demarcate parking with directional signage as needed. A surface parking lot program must be fully implemented to provide abundant and well-placed parking, thus enhancing the retail function of the district.

- Coordinate concurrent openings of renovated, contiguous, and re-merchandised tenant spaces. Retail requires critical mass, optimum co-tenancy, and physical contiguity in order to flourish.



The City of Smyrna, Georgia has undergone a revitalization similar to that envisioned for Downtown Lawrenceville.

Phase 3--Requirements to Sustain Long Term Economic Viability

- New lofts, townhomes and single-family housing must be built around the square, the courthouse and the park, in order to turn this into a vibrant mixed-use walking district.
- The vision and plan must be actively supported by city government through implementation of necessary public works to foster a quality, livable downtown environment, including traffic improvements, parking decks and previously described enhancements to the streetscape, landscaping and signage programs.
- Design and operations standards should be in place for retailer's operations. Consistent, predictable store hours should be enforced. Signage design ordinances need to be consistent with other successful historic districts. Encourage Landlord-controlled store design services and exterior signage design. Standards will ensure that the revitalized downtown is of the physical and visual quality to compete for sophisticated tenant prospects in the Atlanta marketplace.
- The heavy traffic loads on the highways that run through historic Lawrenceville discourages the pedestrians necessary to support an economically viable retail and dining environment. Thus, it is recommended that the main volumes of traffic, i.e. state highways, be relocated to lie just one block off of the Courthouse Square. This change must still accommodate direct access to the Square for destination traffic at a reduced speed.
- The addition of parking decks to support the retail redevelopment and downtown growth are essential to successful traffic flow and a pedestrian shopping environment. Retail blocks fronting the Courthouse Square should be supported by mid-block parking decks with access provisions and consistent with the proposed road

- Rhodes Jordan Park, with its beautiful lake, greenspaces, ball fields and aquatic center, should be linked to the retail area with bike and pedestrian paths to reinforce Downtown as a regional destination.
- Connectivity between Gwinnett County buildings and the Square should be accomplished through bike and pedestrian paths. Currently, parking lots, auto traffic and existing building design form obstacles to pedestrian traffic between these two areas. Additionally or alternately, a van or shuttle service may overcome these same obstacles.

Merchandising Plan

Upon careful study of the Lawrenceville area, the current City of Lawrenceville urban planning vision, and experience in the Lawrenceville market place, Morris & Fellows, Inc offers the following recommendations regarding the merchandising of the dining, shopping and entertainment within the primary nine block Downtown district consisting of blocks named B, C, D, G, H, I, L, M, N, and O (Figure IV-H).

The holistic vision for Downtown breaks into two broad categories. The first is the historic “Courthouse Square” district wherein the primary suggested use should be dining, shopping and entertainment in the existing buildings. The second category is the proposed new development that should consist of mixed-use projects, including residential, office, parking and ground floor retail. The plan illustrates the block-by-block recommendation for blocks B, C, D, G, H, I, L, M N and O based on these two categories.

Downtown Lawrenceville’s rejuvenation can be highly successful with careful planning and proper execution of this merchandising plan. This district will be the heart and soul of the community once again. The key factors to the successful re-tenanting, will be first leasing to “destination” and therefore self-sustaining users such as restaurants, service providers and large space retailers or retailers whose primary income stream comes from something other than walk-in traffic (e.g. home décor & interior design shop, the embroidery shop, florists, etc). The focus can then shift to filling in with smaller space retailers who exist and thrive on physical contiguity, appropriate co-tenancy and critical mass. Examples here include retailers of fashion/accessories, gifts, home accessories, and personal goods retailers and the majority of the Block N users per this plan.



Decatur, Georgia, is another local example of a municipality that has implemented a successful downtown revitalization plan.

A goal of this rejuvenation is a coherent “shopping loop,” a retail concept to explain the patterns that shoppers make in any viable retail environment. A loop is critical to create the best experience and to help guide shoppers through the entire commercial district. Vacant storefronts, drive throughs, and a lack of pedestrian oriented façades create an interruption in this loop and therefore discourage active shopping. The walkable “loop” in Lawrenceville centers on the Courthouse Square with an extension along Crogan Street a few blocks to the east and west.

In all of these blocks there are valuable historic buildings that may be viable for rehabilitation, and every effort should be made to reuse these structures. However, practical matters such as financial constraints and redevelopment goals should be taken into account when determining whether a building should be reused or demolished.

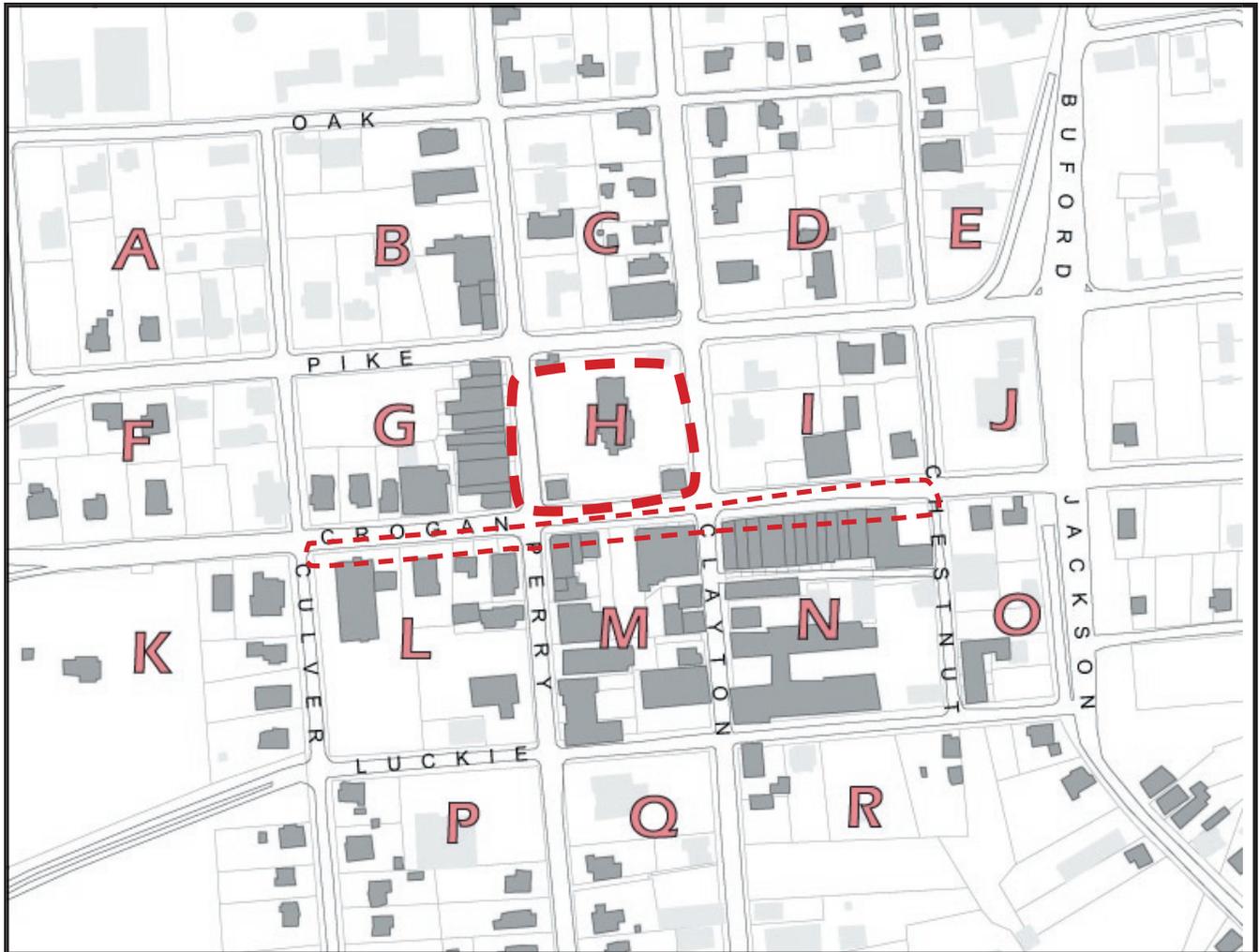


Figure IV-I: The primary and secondary retail “loop” shown with block labels.

Block-by-Block Retail Merchandising Recommendations

Block A

No retail recommendations.

Block B

Block B should be the site for a future mixed-use development. In the meantime, if an opportunity does arise to re-lease these properties they should be leased to general service retailers. Self-sustaining retailers are necessary here because this block is physically and somewhat psychologically separated from the walking district.

Block C

Block C, like Block B, is physically separated from the rest of the town square by the heavy traffic on W. Pike Street. To compound these circumstances there is little parking available to support these buildings. It is the short-term recommendation to tenant these buildings with light retail service users that do not depend on walk-in foot traffic for their sales volume. The long-term plans should include mixed use buildings along the southern face of this block.

Block D

Future mixed-use, retaining the historic Ezzard House.

Block E & F

No retail recommendations.

Block G

In block G, buildings on Crogan Street should stay consistent with the other real estate on that block by remaining office space. Downtown Lawrenceville requires multiple restaurants to operate as anchors for a retail district. It is suggested that the corner of



Elevation @ The Paper Fairy



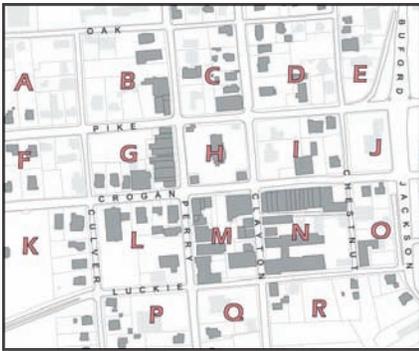
Overall Elevation @ Scoops - Option B

Signage design guidelines ensure compatibility and high quality installation.



Elevation @ Scotland Yard Layout Option A
Scale: 3/8" = 1'-0"

*Design is subject to City of Lawrenceville Code Review and Approval



Crogan and Perry become a restaurant use to anchor the western-most end of the defined retail district. With strategic relocation and remerchandising of existing tenants, it may be possible to free up architecturally significant spaces. This supports long-term success by giving users an attractive, defined space, coupled with ample outside dining. An additional property on block G should be leased to a food/entertainment use. While it is uncommon to break up a shopping walk path with food, there is an available building in a unique situation that provides easy and ample parking access mid-block. It is imperative that the placement of restaurants consider the need for adequate parking availability to meet the large parking requirements of a dining establishment. The bulk of the block should be merchandised similar to blocks M & N with great local boutique retail concepts .

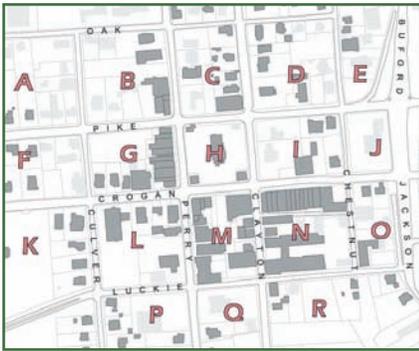
Block H

Block H, containing the historic Lawrenceville Courthouse is the epicenter of the entire Downtown revitalization, both physically and culturally. It needs to serve the essential role of providing the community with a “heart” and a gathering place for public and private functions. As this is owned by Gwinnett County, government leadership needs to understand and deploy this landmark property to its fullest potential for drawing people Downtown who can be converted to patrons of the retail and restaurant establishments. The programming of the old courthouse should include small-scale, consistent ongoing activities such as classes and monthly civic meetings. Such activities would provide a dependable flow of consumers who learn to use the Downtown for their shopping and dining needs.

Additionally, an annual schedule of special events can help build civic pride and showcase improvements. This would only occur, however, once significant change is in place. Until this change is visible, the civic events stand to reinforce the lack of progress and engender skepticism. Also, large events generally do not generate actual retail dollars; in fact, traffic congestion and event visitors dominating the sidewalks and parking lots can result in decreased business for existing retailers.

Block I

Block I has a dual purpose. In the short term, it is where a great deal of the revitalization momentum can begin. In the long term, this block has the potential to offer an excellent mixed-use development opportunity, which would complete the retail walk path along Crogan Street and on Courthouse Square. This could be a key/priority development strategy. In the short-term several casual food users, one who offers day and night dining and entertainment opportunities could make this block a gathering spot in its own right.



Block J & K

Remain the same from a retail perspective.

Block L

Block L should remain as is in the near term, but has the potential to become a large-scale mixed-use development. The City's focus should be on assisting private entities to make the long-term potential become a reality. This block can become a vital pedestrian link to the GJAC.

Block M

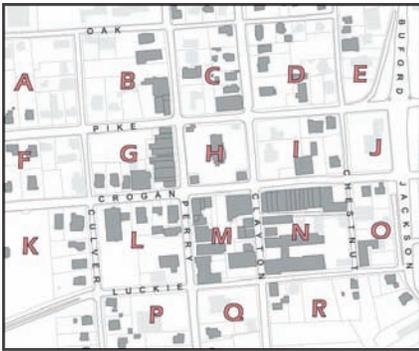
Blocks M and N will be the retail heart of Downtown Lawrenceville. This is also where a single private entity owns and controls the bulk of the real estate in Downtown, presenting the City with an unparalleled advantage in controlling redevelopment. This single factor dramatically increases the chance of recreating this district to its highest and best use. Block M needs to contain a mixture of dining, personal/beauty services, home furnishings/accessories and gifts. This should be the first place to focus re-leasing & merchandising efforts, along with the designated restaurant spaces peppered around the square. This block will be capable of supporting new retail once adequate parking is provided. It currently houses good solid retail and small restaurant concepts. With the addition of an anchor restaurant, one or two home furnishings/accessories and gift shops this block will offer shoppers a true destination. A key consideration, however, is the need for a parking deck central to this block.

Block N

Block N has the ability to function as the primary fashion, apparel, and accessories and gifts area, sprinkled with other users as dictated by property ownership and plans of existing retailers. The eastern end of the block needs to function as an anchor space to draw pedestrians past the fronts of the smaller stores mid-block. An art school/market would work well here. This use may need to be financially supported by the landlord until a permanent owner/operator can take full responsibility for the artist's market,

An example of facade improvements that could be implemented on Block M.





or a large space user such as a garden/landscaping shop or home furnishings store can replace it.

Block N will require more significant preparatory work than the other blocks and will take longer to bring to market. The primary reasons for this include parking problems, space readiness and type of retail category recommended. First, the parking problem for this block must be resolved in order to make the space marketable. Secondly, this block has the least amount of readily available space at this time. Steps will be need to be taken to shuffle existing tenants with various lease expirations dates and clean up interior and exterior spaces.

It will be important to keep viable existing retail tenants in place during the transition to new retailers. Importantly, the types of retailers recommended for this block – fashion/apparel and gifts - require critical mass, optimum co-tenancy, and physical contiguity in order to flourish.

Block O

Block O, which includes a notable 19th-century house, is the ideal location for a signature high-end, white tablecloth restaurant that could also house a wine specialty shop and function as the local wine connoisseur’s watering hole.

Block P & Q

Per the new zoning code both blocks are planned for mixed use buildings

Block R

The northern portion of this block could house a parking deck and mixed uses to compliment the surrounding context. An amphitheater could serve as a major destination and therefore spur associated retail and restaurants.

IV.e Summary of Lawrenceville DDA Implementation Plan Projects

Projects Completed by the Lawrenceville DDA in 2005

- Adopted Downtown Zoning Code
(community workshop, image preference survey, stakeholder meetings, public presentations)
- Identified DDA Boundaries
- Established Lawrenceville Trade and Tourism Association (LTTA)
- Hired LTTA Director and Staff
- Issued Request for Proposal for 1st Parking Deck
- Held Annual LTTA Celebrations and Events
(Moonlight and Music Concert Series, Brown Bag Concert Series, A Star Spangled Square: Prelude to the Fourth, Autumn Artfest on the Courthouse Square, County Seat Day, Lighting of the Tree, and Lawrenceville Rings)
- Held Weekend Farmers Markets
- Court house Renovation

1-Year Proposed Future Projects to be initiated in 2006 *necessary activity*

Projects followed by an asterisk () are City of Lawrenceville priority projects*

Community Facilities

- | | |
|---|----------------------|
| • New History Center | planning/programming |
| • Walking Trails* | planning/programming |
| • Train Depot Renovation and Use | planning/programming |
| • New Theater* | planning/programming |
| • New LTTA Office | planning/programming |
| • New Visitor & Welcome Center* | planning/programming |
| • New Police Building* | design/engineering |
| • New Utility Building* | design/engineering |
| • New City "gallery" | planning/programming |
| • Old Lawrenceville High rehab to residential | planning/programming |
| • Amphitheater | planning/programming |

Parks

- | | |
|--|----------------------|
| • Streetscaping Luckie and Atha*
(GJAC-Cemetery-Park) | planning/programming |
| • Streetscaping Culver, Luckie, Perry, and Pike
(GJAC-Courthouse-Park)* | design/engineering |
| • Courthouse Square Plaza* | design/engineering |
| • Rhodes Jordan edge trail and landscaping | construction |
| • Greenway Network Connections* | planning/programming |

Parking

- | | |
|---------------------------------|----------------------|
| • Deck in block east of Square* | design/engineering |
| • Establish Parking Bank | planning/programming |

Proposed Future Projects to be initiated in 2006

necessary activity

Transportation

- Transportation & Transit Study* planning
- Lumpkin Street extension* planning/programming
- Jackson Street Streetscape Improvements* construction
- Wayfinding Signage Program* planning/programming
- Born Street realignment (align with Maltbie)* planning/programming
- Study to relocate Norfolk Southern train turnaround planning/programming

5-Year Projects initiated 2006-2011

necessary activity

Community Facilities

- Amphitheater construction

Parks

- plaza north of City Hall design/engineering
- Streetscaping North Clayton Street design/engineering
- Louise Cooper Park design/engineering

Parking

- Deck in block west of Square (on public parking lot) design/engineering
- Deck in block south of Square design/engineering

Transportation

- Macedonia Street Extension South (rework X) design/engineering
- Luckie Street Boulevard Improvements design/engineering
- Gordon Street Extension South design/engineering
- Change Courthouse streetscapes to Two-Way design/engineering

Each year, the Lawrenceville DDA shall update the 1-Year and 5-Year project list and adopt as the DDA Action Plan by January 31. See Appendix V.a for a more detailed project list.

V. Appendix

V.a Detailed Project List and Map

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
Link Rhodes Jordan to GJAC															
P2	Streetscaping (culver, luckie, perry, & pike)	streetscaping	38300	2005	2010+	\$430,875	2010+		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
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	2010+	\$30,000			other	\$200,000	\$230,000	city/private	city/private	City	\$46,000
P10a	Greenway Network Connections	linear parks	1500		2010	\$4,500			other	\$30,000	\$34,500	city/private	SPLOST	City	\$6,900
P10b	Greenway Network Connections	linear parks	2000		2010	\$6,000			other	\$40,000	\$46,000	city/private	SPLOST	City	\$9,200
P10c	Greenway Network Connections	linear parks	2000		2010	\$6,000			other	\$40,000	\$46,000	city/private	SPLOST	City	\$9,200
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	2010	\$31,500			other	\$210,000	\$241,500	city/DDA	city	City	\$48,300
C3	New Theater	refurbish building	2000	2005	2010	\$21,000			other	\$140,000	\$161,000	city/DDA	SPLOST	City	\$32,200
C4	New LTTA office	refurbish building	400	2005	2010	\$4,200			other	\$28,000	\$32,200	LTTA	SPLOST/LTTA	City	\$6,440
C5	New Visitor & Welcome Center	refurbish building	1000	2005	2010	\$15,000			other	\$100,000	\$115,000	LTTA	SPLOST/LTTA	City	\$23,000
C6	New Police Building	new building	10000	2005	2010	\$150,000			other	\$1,000,000	\$1,150,000	city/DDA	SPLOST	City	\$230,000
C7	New Utility Building	new building	10000	2005	2010	\$150,000			other	\$1,000,000	\$1,150,000	city/DDA	city	City	\$230,000
C8	New City "gallery"	refurbish building	2000	2005	2010	\$21,000			other	\$140,000	\$161,000	city/DDA	SPLOST/city/private	City	\$32,200
C9	Old High School turns to residential	refurbish building		2005					other			city/DDA	private	City	
C10	New History Center	refurbish building	1000	2005	2010	\$10,500			other	\$70,000	\$80,500	city/DDA	SPLOST	City	\$16,878
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		\$234,000	other	\$509,787	\$586,255	County/DOT	County/DOT	City	\$117,251
T4	McArthur extension North	extension	508		2010+	\$15,229		\$30,000	other	\$101,527	\$116,756	city/private	city/private/county/DOT	City	\$23,351
T5	Benson extension	extension	702		2010+	\$21,074		\$40,400	other	\$140,494	\$161,568	city/private	city/private/county/DOT	City	\$32,314
T6	Jarmon extension	extension	938		2010+	\$28,139		\$53,900	other	\$187,596	\$215,736	city/private	city/private/county/DOT	City	\$43,147
T7	McArthur extension South	extension	308		2010+	\$9,186		\$17,600	other	\$61,240	\$70,426	city/private	city/private/county/DOT	City	\$14,085
T8	Born realignment	realignment	367	2005	2010	\$11,007		\$73,363	other	\$73,363	\$84,390	city/private	city/private/county/DOT	City	\$16,878
P8	Rhodes Jordan edge trail and landscaping	improvements	10000	2005	2010	\$30,000			other	\$200,000	\$230,000	County	City/County	City	\$46,000
Improve Local Streets															
T11	Macedonia Street widening	widening	460		2010+	\$13,797		\$26,400	other	\$91,890	\$105,777	city/private	city/private/county/DOT	City	\$21,155
T12	Park Boulevard Street Extension North	extension	922		2010+	\$27,647		\$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		\$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		\$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		\$61,600	other	\$210,513	\$242,090	City	County	County	\$48,418
T16	Branson extension West	extension	719		2010+	\$21,582		\$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		\$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		\$304,800	other	\$212,369	\$244,224	city/private	city/private/county/DOT	City	\$48,845
T19	Existing Street extension	extension	1,053		2010+	\$31,587		\$302,300	other	\$210,650	\$242,247	city/private	city/private/county/DOT	City	\$48,449
T20	Lumpkin Street extension	extension	606		2010+	\$18,192		\$34,900	other	\$121,279	\$139,471	city/private	city/private/county/DOT	City	\$27,894
T21	Branson Street extension	extension	1,907	2005	2010+	\$57,224		\$94,400	other	\$381,483	\$438,717	city/private	city/private/county/DOT	City	\$87,743
T22	Plainview Street extension	extension	1,644		2010+	\$49,333		\$132,900	other	\$328,885	\$378,217	city/private	city/private/county/DOT	City	\$75,643
T23	Harris Street extension	extension	2,314		2010+	\$69,421		\$166,100	other	\$462,806	\$532,227	city/private	city/private/county/DOT	City	\$106,445
T24	New Street between Harris & Gwinnett Drive	new street	579		2010+	\$17,358		\$166,100	other	\$115,721	\$133,079	city/private	city/private/county/DOT	City	\$26,616
T25	Nash Street extension	new street	684		2010+	\$20,532		\$196,400	other	\$136,880	\$157,412	city/private	city/private/county/DOT	City	\$31,482
T26	New Street extension	new street	1,386		2010+	\$41,582		\$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 \$4,239,674	city/private	city/private/county/DOT	City	\$17,982 \$647,935
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 Alla	streetscaping	40000	2005		\$450,000			other	\$3,000,000	\$3,865,792	city/private	ARC/DOT/TEA	City	\$690,000 \$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 \$3,762,705	city/private	city/ARC/county/DOT	City	\$460,000 \$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	2005	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	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+	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	2005	2010+	\$375,000			other	\$2,500,000	\$2,875,000	city/private	SPLOST/private	City	\$575,000
T33 Wayfinding Signage Program	traffic improvement	0			\$0			other	\$0	\$0 \$14,375,000	DDA	LTTA	City	\$0 \$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	City	\$55,690
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
retrofit building	square foot	\$70 excludes acquisition
new building	square foot	\$100 excludes land

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

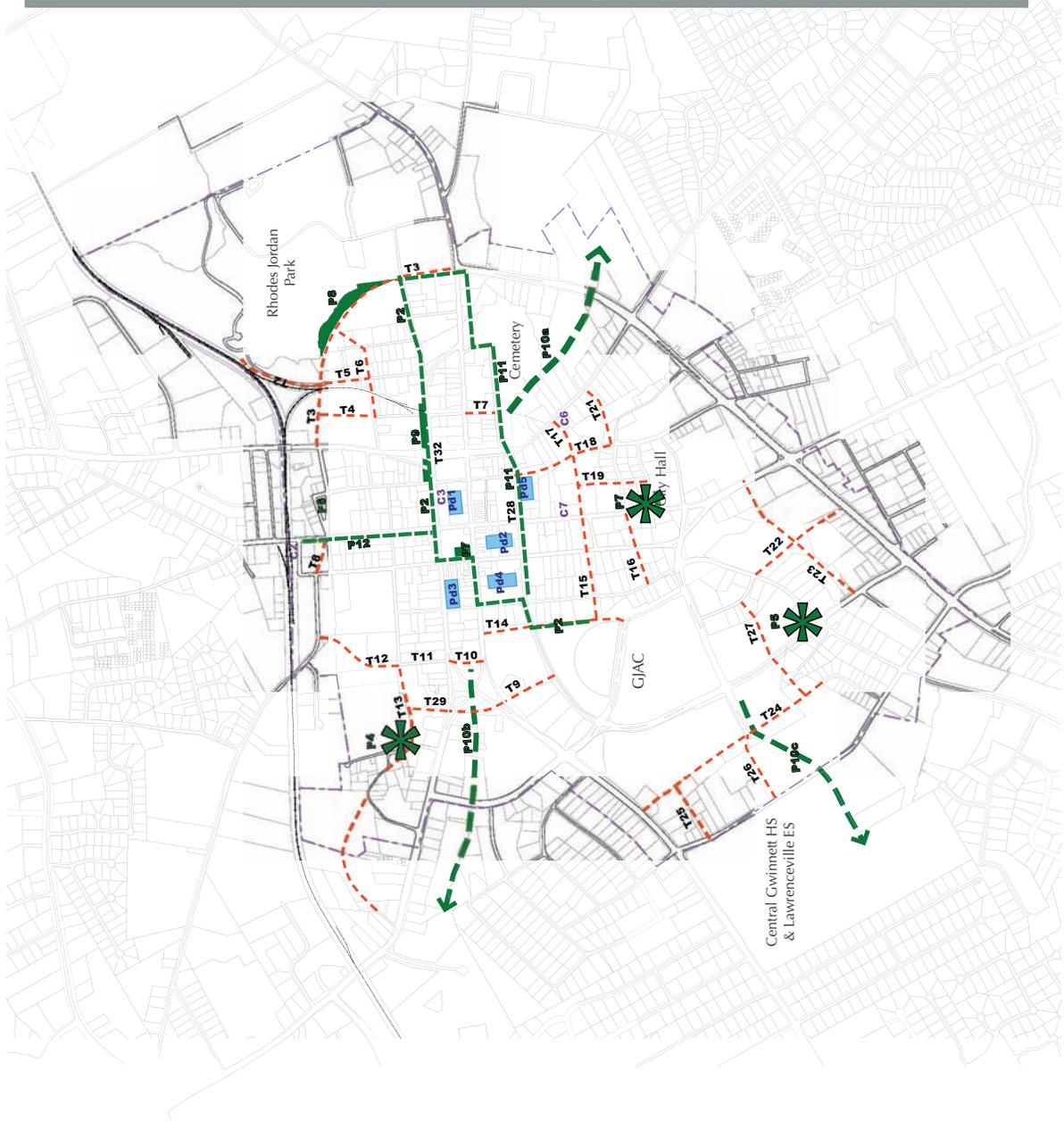
- Legend**
-  greenway trail
 -  new or refurbished park
 -  future park (location TBD)
 -  existing open space
 -  streetscaping
 -  parking deck
 -  proposed new street
 -  community facility

See Downtown Revitalization District Programs and Project Table for a complete list of programs and projects.

City of Lawrenceville
 Downtown Revitalization District
 Lawrenceville Downtown Development Authority
 28 February, 2005



project map



V.b Demographic Projection

Despite years of stagnant growth Downtown (the Study Area), the rest of the City of Lawrenceville has been growing as rapidly as Gwinnett County. However, with changing consumer preferences for more mixed use and walkable character, the Study Area is poised to capture a significant portion of this growth, both in residential and jobs, and thereby develop and redevelop significant portions of the Study Area. Because of the nature of the Study Area, much of the new activity will come from the redevelopment of underperforming or underutilized sites. This will bring about some increase in magnitude but does not exhibit the same net new growth as greenfield development.

The employment numbers below begin with ESRI's 2003 counts in 5 categories. Using Gwinnett County GIS building footprints and national figures for square feet per employee 2003 non-residential square feet were derived for the same 5 categories of employment. Then based on the vision for Downtown Lawrenceville and the new zoning code square footage projections were assigned in 5-year increments. The Employee numbers are dependent upon square feet.

The residential numbers on the next page begin with ESRI's 2003 counts and their 2008 projections. Then based on the vision for Downtown Lawrenceville and the new zoning code square units were assigned for 3 product types in 5-year increments. Population is dependent upon Residential Units.

While these projections could be considered ambitious for the Study Area, it is possible that even the entire 25 year absorption outlined below could be achieved in as little as 10 years based on market demand for this location and product type if the action plan was implemented.

Employees

Year	Retail	finance	services	government	industrial/ other	Total
2003	693	189	1,175	653	1,181	3,891
2008	762	208	1,293	718	1,063	4,044
2013	839	229	1,422	790	957	4,236
2018	922	252	1,564	869	861	4,468
2023	1,015	277	1,720	956	775	4,743
2028	1,116	304	1,892	1,052	697	5,062

Non-residential square feet

Year	retail	finance	services	government	industrial/ other	Total
2003	277,200	47,250	293,750	130,600	354,300	1,103,100
2008	304,920	51,975	323,125	143,660	318,870	1,142,550
2013	335,412	57,173	355,438	158,026	286,983	1,193,031
2018	368,953	62,890	390,981	173,829	258,285	1,254,938
2023	405,849	69,179	430,079	191,211	232,456	1,328,774
2028	446,433	76,097	473,087	210,333	209,211	1,415,160

Population

Year	Single Family Residents	Townhome Residents	Multifamily Residents	Total Residents
2003	391	0	1,112	1,503
2008	484	97	1,191	1,771
2013	496	126	1,548	2,170
2018	496	164	2,012	2,672
2023	496	213	2,616	3,325
2028	496	276	3,401	4,173

Residential Units

Year	Single Family Units	Townhome Units	Multifamily Units	Total Units
2003	161	0	460	621
2008	200	40	492	732
2013	205	52	640	897
2018	205	68	831	1,104
2023	205	88	1,081	1,374
2028	205	114	1,405	1,724

Summary

	2003	2008	2013	2018	2023	2028
population	1,503	1,771	2,170	2,672	3,325	4,173
households	621	732	897	1,104	1,374	1,724
employees	3,891	4,044	4,236	4,468	4,743	5,062
household size	2.42	2.42	2.42	2.42	2.42	2.42
jobs to housing ratio	6.27	5.52	4.72	4.05	3.45	2.94

Study Area is defined as the 900 gross acre DDA study area.

Projections are based on 2003 & 2008 employee and demographic numbers from ESRI Business Solutions and building out Master Plan according to vision and new zoning

Assumptions:

- Retail 400sf/employee
- Finance 250sf/employee
- Services 250sf/employee
- Government 200sf/employee
- Industrial 300sf/employee

V.c Existing Demographics

Demographic Comparison: 2003
E. Crogran Street

	3 MI RING		5 MI RING		10 MI RING	
Population	40,266		113,865		465,875	
In Households	39,840	98.9%	111,277	97.7%	460,923	98.9%
In Families	33,941	84.3%	98,288	86.3%	400,371	85.9%
In Non-families	5,899	14.7%	12,989	11.4%	60,552	13.0%
In Group Quarters	426	1.1%	2,588	2.3%	4,952	1.1%
Population By Race						
White	31,087	77.2%	88,935	78.1%	360,216	77.3%
Black	5,218	13.0%	13,208	11.6%	51,400	11.0%
American Indian	100	0.2%	293	0.3%	1,117	0.2%
Asian/Pacific Islander	1,436	3.6%	6,399	5.6%	30,924	6.6%
Other Race	1,618	4.0%	3,034	2.7%	13,552	2.9%
Multiple Races	807	2.0%	1,996	1.8%	8,666	1.9%
Hispanic Population	5,178	12.9%	10,170	8.9%	43,973	9.4%
Households	13,833		36,799		157,016	
Average HH Size	2.9		3.0		2.9	
Family Households	10,374	75.0%	29,424	80.0%	121,980	77.7%
With Children	6,185	44.7%	18,550	50.4%	72,230	46.0%
Average Family Size	3.3		3.3		3.3	
Non-Family Households	3,459	25.0%	7,375	20.0%	35,036	22.3%
With Children	78	0.6%	140	0.4%	537	0.3%
Average Non-family Size	1.7		1.8		1.7	
Households By Count Of Persons						
1	2,689	19.4%	5,609	15.2%	26,391	16.8%
2	4,071	29.4%	10,425	28.3%	47,660	30.4%
3 - 4	5,319	38.5%	15,849	43.1%	63,103	40.2%
5+	1,754	12.7%	4,916	13.4%	19,862	12.6%
Households By Count Of Vehicles						
0	705	5.1%	1,297	3.5%	4,231	2.7%
1	3,595	26.0%	8,373	22.8%	37,112	23.6%
2	6,655	48.1%	19,197	52.2%	78,802	50.2%
3+	2,878	20.8%	7,932	21.6%	36,871	23.5%
Total Vehicles Available	26,621		73,333		319,086	
Average Vehicles/Household	1.9		2.0		2.0	
Total Housing Units	14,209		37,829		162,532	
Vacant	376	2.6%	1,030	2.7%	5,516	3.4%
Owned	10,036	70.6%	29,543	78.1%	123,355	75.9%
Rented	3,797	26.7%	7,256	19.2%	33,661	20.7%

	3 MI RING		5 MI RING		10 MI RING	
Total Population	40,266		113,865		465,875	
< 5 Years	3,247	8.1%	9,551	8.4%	36,155	7.8%
5 - 9 Years	3,122	7.8%	9,725	8.5%	36,825	7.9%
10 - 14 Years	3,094	7.7%	9,438	8.3%	36,736	7.9%
15 - 19 Years	2,844	7.1%	8,172	7.2%	33,208	7.1%
20 - 24 Years	2,663	6.6%	6,286	5.5%	26,463	5.7%
25 - 34 Years	5,973	14.8%	16,146	14.2%	66,843	14.3%
35 - 44 Years	7,029	17.5%	23,151	20.3%	90,226	19.4%
45 - 54 Years	5,538	13.8%	16,243	14.3%	71,663	15.4%
55 - 64 Years	3,413	8.5%	8,410	7.4%	39,384	8.5%
65 - 74 Years	1,808	4.5%	3,926	3.4%	16,969	3.6%
75 - 84 Years	1,113	2.8%	2,092	1.8%	8,669	1.9%
85+ Years	422	1.0%	725	0.6%	2,734	0.6%
Median Age	33.6		33.5		34.5	
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Males	20,046	49.8%	57,256	50.3%	233,116	50.0%
< 5 Years	1,656	8.3%	4,916	8.6%	18,570	8.0%
5 - 9 Years	1,655	8.3%	4,980	8.7%	18,864	8.1%
10 - 14 Years	1,584	7.9%	4,808	8.4%	18,694	8.0%
15 - 19 Years	1,501	7.5%	4,224	7.4%	17,039	7.3%
20 - 24 Years	1,405	7.0%	3,347	5.8%	13,944	6.0%
25 - 34 Years	3,152	15.7%	8,273	14.4%	34,045	14.6%
35 - 44 Years	3,496	17.4%	11,624	20.3%	45,002	19.3%
45 - 54 Years	2,728	13.6%	8,234	14.4%	35,538	15.2%
55 - 64 Years	1,632	8.1%	4,158	7.3%	19,515	8.4%
65 - 74 Years	772	3.9%	1,754	3.1%	7,841	3.4%
75 - 84 Years	364	1.8%	756	1.3%	3,290	1.4%
85+ Years	101	0.5%	182	0.3%	774	0.3%
Male Median Age	32.0		32.7		33.8	
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Females	20,220	50.2%	56,609	49.7%	232,759	50.0%
< 5 Years	1,591	7.9%	4,635	8.2%	17,585	7.6%
5 - 9 Years	1,467	7.3%	4,745	8.4%	17,961	7.7%
10 - 14 Years	1,510	7.5%	4,630	8.2%	18,042	7.8%
15 - 19 Years	1,343	6.6%	3,948	7.0%	16,169	6.9%
20 - 24 Years	1,258	6.2%	2,939	5.2%	12,519	5.4%
25 - 34 Years	2,821	14.0%	7,873	13.9%	32,798	14.1%
35 - 44 Years	3,533	17.5%	11,527	20.4%	45,224	19.4%
45 - 54 Years	2,810	13.9%	8,009	14.1%	36,125	15.5%
55 - 64 Years	1,781	8.8%	4,252	7.5%	19,869	8.5%
65 - 74 Years	1,036	5.1%	2,172	3.8%	9,128	3.9%
75 - 84 Years	749	3.7%	1,336	2.4%	5,379	2.3%
85+ Years	321	1.6%	543	1.0%	1,960	0.8%
Female Median Age	35.3		34.4		35.3	

	3 MI RING			5 MI RING			10 MI RING		
Per Capita Total Income	\$22,729			\$25,713			\$27,237		
Aggregate Total Income (\$M)	\$915.2			\$2,927.8			\$12,689.1		
Total Households	13,833			36,799			157,016		
< \$10,000	752	5.4%		1,213	3.3%		4,105	2.6%	
\$10,000 - \$14,999	473	3.4%		815	2.2%		2,941	1.9%	
\$15,000 - \$19,999	529	3.8%		881	2.4%		3,659	2.3%	
\$20,000 - \$24,999	628	4.5%		1,125	3.1%		4,528	2.9%	
\$25,000 - \$29,999	634	4.6%		1,268	3.4%		5,265	3.4%	
\$30,000 - \$34,999	692	5.0%		1,436	3.9%		6,415	4.1%	
\$35,000 - \$39,999	752	5.4%		1,498	4.1%		7,019	4.5%	
\$40,000 - \$49,999	1,617	11.7%		3,526	9.6%		15,462	9.8%	
\$50,000 - \$59,999	1,414	10.2%		3,530	9.6%		15,391	9.8%	
\$60,000 - \$74,999	1,952	14.1%		4,955	13.5%		21,506	13.7%	
\$75,000 - \$99,999	2,238	16.2%		7,335	19.9%		29,611	18.9%	
\$100,000 - \$124,999	1,013	7.3%		4,384	11.9%		18,937	12.1%	
\$125,000 - \$149,999	527	3.8%		2,241	6.1%		9,428	6.0%	
\$150,000 - \$199,999	358	2.6%		1,626	4.4%		7,066	4.5%	
\$200,000 - \$249,999	98	0.7%		475	1.3%		2,334	1.5%	
\$250,000+	156	1.1%		491	1.3%		3,349	2.1%	
Aggregate HH Income (\$M)	\$898.5			\$2,857.4			\$12,545.4		
Average HH Income	\$64,955			\$77,649			\$79,899		
Median HH Income	\$55,467			\$69,103			\$69,512		
Disposable Income									
< \$10,000	828	6.0%		1,344	3.7%		4,556	2.9%	
\$10,000 - \$14,999	468	3.4%		794	2.2%		2,921	1.9%	
\$15,000 - \$19,999	622	4.5%		1,053	2.9%		4,338	2.8%	
\$20,000 - \$24,999	777	5.6%		1,439	3.9%		5,903	3.8%	
\$25,000 - \$29,999	859	6.2%		1,767	4.8%		7,644	4.9%	
\$30,000 - \$34,999	925	6.7%		1,868	5.1%		8,705	5.5%	
\$35,000 - \$39,999	1,065	7.7%		2,252	6.1%		10,081	6.4%	
\$40,000 - \$49,999	2,004	14.5%		4,916	13.4%		21,273	13.5%	
\$50,000 - \$59,999	1,807	13.1%		4,561	12.4%		19,825	12.6%	
\$60,000 - \$74,999	2,143	15.5%		6,901	18.8%		27,857	17.7%	
\$75,000 - \$99,999	1,324	9.6%		5,597	15.2%		23,942	15.2%	
\$100,000 - \$124,999	538	3.9%		2,305	6.3%		9,700	6.2%	
\$125,000 - \$149,999	213	1.5%		990	2.7%		4,375	2.8%	
\$150,000 - \$199,999	125	0.9%		613	1.7%		3,054	1.9%	
\$200,000 - \$249,999	37	0.3%		181	0.5%		1,056	0.7%	
\$250,000+	98	0.7%		218	0.6%		1,786	1.1%	
Aggr Disposable Income (\$M)	\$773.1			\$2,388.5			\$10,436.0		
Average Disposable Income	\$55,887			\$64,908			\$66,464		
Median Disposable Income	\$46,285			\$56,080			\$56,481		

Demographic Update: 2003/2008
E. Crogran Street
(Drive Time 10 minutes)

	2003 Estimates		2008 Projections		2003-2008 Change	
Population	87,518		103,383		15,865	18.1%
In Households	86,815	99.2%	102,680	99.3%	15,865	18.3%
In Families	76,461	87.4%	88,842	85.9%	12,381	16.2%
In Non-families	10,354	11.8%	13,838	13.4%	3,484	33.6%
In Group Quarters	703	0.8%	703	0.7%		
Population By Race						
White	72,122	82.4%	84,011	81.3%	11,889	16.5%
Black	8,536	9.8%	11,026	10.7%	2,490	29.2%
American Indian	192	0.2%	239	0.2%	47	24.5%
Asian/Pacific Islander	2,770	3.2%	3,422	3.3%	652	23.5%
Other Race	2,456	2.8%	2,966	2.9%	510	20.8%
Multiple Races	1,442	1.6%	1,719	1.7%	277	19.2%
Hispanic Population	7,714	8.8%	12,179	11.8%	4,465	57.9%
Households	29,122		33,831		4,709	16.2%
Average HH Size	3.0		3.0		0.0	0.0%
Family Households	23,249	79.8%	26,819	79.3%	3,570	15.4%
With Children	13,543	46.5%	15,585	46.1%	2,042	15.1%
Average Family Size	3.3		3.3		0.0	0.0%
Non-family Households	5,873	20.2%	7,012	20.7%	1,139	19.4%
With Children	116	0.4%	142	0.4%	26	22.4%
Average Non-family Size	1.8		2.0		0.2	11.1%
Households By Count Of Persons						
1	4,589	15.8%	5,472	16.2%	883	19.2%
2	8,766	30.1%	10,165	30.0%	1,399	16.0%
3 - 4	11,857	40.7%	13,663	40.4%	1,806	15.2%
5+	3,910	13.4%	4,531	13.4%	621	15.9%
Households By Count Of Vehicles						
0	1,014	3.5%	1,125	3.3%	111	10.9%
1	6,571	22.6%	7,572	22.4%	1,001	15.2%
2	14,401	49.5%	16,757	49.5%	2,356	16.4%
3+	7,136	24.5%	8,377	24.8%	1,241	17.4%
Total Vehicles Available	59,512		70,096		10,584	17.8%
Average Vehicles/Household	2.0		2.1		0.1	5.0%
Total Housing Units	29,950		34,603		4,653	15.5%
Vacant	828	2.8%	772	2.2%	-56	-6.8%
Owned	23,541	78.6%	27,982	80.9%	4,441	18.9%
Rented	5,581	18.6%	5,849	16.9%	268	4.8%

	2003 Estimates		2008 Projections		2003-2008 Change	
Total Population	87,518		103,383		15,865	18.1%
< 5 Years	6,328	7.2%	6,626	6.4%	298	4.7%
5 - 9 Years	6,732	7.7%	7,380	7.1%	648	9.6%
10 - 14 Years	7,292	8.3%	8,114	7.8%	822	11.3%
15 - 19 Years	6,727	7.7%	7,959	7.7%	1,232	18.3%
20 - 24 Years	4,925	5.6%	6,151	5.9%	1,226	24.9%
25 - 34 Years	10,833	12.4%	10,555	10.2%	-278	-2.6%
35 - 44 Years	15,482	17.7%	16,094	15.6%	612	4.0%
45 - 54 Years	13,814	15.8%	17,883	17.3%	4,069	29.5%
55 - 64 Years	7,981	9.1%	12,184	11.8%	4,203	52.7%
65 - 74 Years	4,075	4.7%	6,150	5.9%	2,075	50.9%
75 - 84 Years	2,460	2.8%	3,173	3.1%	713	29.0%
85+ Years	869	1.0%	1,114	1.1%	245	28.2%
Median Age	35.5		38.1		2.6	7.3%
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Males	43,246	49.4%	51,134	49.5%	7,888	18.2%
< 5 Years	3,270	7.6%	3,444	6.7%	174	5.3%
5 - 9 Years	3,557	8.2%	3,922	7.7%	365	10.3%
10 - 14 Years	3,689	8.5%	4,110	8.0%	421	11.4%
15 - 19 Years	3,438	7.9%	4,006	7.8%	568	16.5%
20 - 24 Years	2,560	5.9%	3,105	6.1%	545	21.3%
25 - 34 Years	5,590	12.9%	5,632	11.0%	42	0.8%
35 - 44 Years	7,535	17.4%	7,921	15.5%	386	5.1%
45 - 54 Years	6,797	15.7%	8,844	17.3%	2,047	30.1%
55 - 64 Years	3,876	9.0%	5,838	11.4%	1,962	50.6%
65 - 74 Years	1,803	4.2%	2,799	5.5%	996	55.2%
75 - 84 Years	891	2.1%	1,207	2.4%	316	35.5%
85+ Years	240	0.6%	306	0.6%	66	27.5%
Male Median Age	34.2		36.7		2.5	7.3%
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Females	44,272	50.6%	52,249	50.5%	7,977	18.0%
< 5 Years	3,058	6.9%	3,182	6.1%	124	4.1%
5 - 9 Years	3,175	7.2%	3,458	6.6%	283	8.9%
10 - 14 Years	3,603	8.1%	4,004	7.7%	401	11.1%
15 - 19 Years	3,289	7.4%	3,953	7.6%	664	20.2%
20 - 24 Years	2,365	5.3%	3,046	5.8%	681	28.8%
25 - 34 Years	5,243	11.8%	4,923	9.4%	-320	-6.1%
35 - 44 Years	7,947	18.0%	8,173	15.6%	226	2.8%
45 - 54 Years	7,017	15.8%	9,039	17.3%	2,022	28.8%
55 - 64 Years	4,105	9.3%	6,346	12.1%	2,241	54.6%
65 - 74 Years	2,272	5.1%	3,351	6.4%	1,079	47.5%
75 - 84 Years	1,569	3.5%	1,966	3.8%	397	25.3%
85+ Years	629	1.4%	808	1.5%	179	28.5%
Female Median Age	36.8		39.4		2.6	7.1%

Demographic Update: 2003/2008
E. Crogran Street
(Drive Time 10 minutes)

	2003 Estimates		2008 Projections		2003-2008 Change	
Per Capita Total Income	\$25,510		\$28,420		\$2,910	11.4%
Aggregate Total Income (\$M)	\$2,232.6		\$2,938.1		\$705.5	31.6%
Total Households	29,122		33,831		4,709	16.2%
< \$10,000	1,095	3.8%	1,180	3.5%	85	7.8%
\$10,000 - \$14,999	704	2.4%	654	1.9%	-50	-7.1%
\$15,000 - \$19,999	767	2.6%	766	2.3%	-1	-0.1%
\$20,000 - \$24,999	1,057	3.6%	931	2.8%	-126	-11.9%
\$25,000 - \$29,999	1,136	3.9%	1,231	3.6%	95	8.4%
\$30,000 - \$34,999	1,271	4.4%	1,204	3.6%	-67	-5.3%
\$35,000 - \$39,999	1,377	4.7%	1,327	3.9%	-50	-3.6%
\$40,000 - \$49,999	3,001	10.3%	2,979	8.8%	-22	-0.7%
\$50,000 - \$59,999	2,825	9.7%	3,128	9.2%	303	10.7%
\$60,000 - \$74,999	4,022	13.8%	3,870	11.4%	-152	-3.8%
\$75,000 - \$99,999	5,309	18.2%	6,317	18.7%	1,008	19.0%
\$100,000 - \$124,999	3,016	10.4%	4,243	12.5%	1,227	40.7%
\$125,000 - \$149,999	1,476	5.1%	2,417	7.1%	941	63.8%
\$150,000 - \$199,999	1,028	3.5%	2,018	6.0%	990	96.3%
\$200,000 - \$249,999	326	1.1%	572	1.7%	246	75.5%
\$250,000+	712	2.4%	994	2.9%	282	39.6%
Aggregate HH Income (\$M)	\$2,202.8		\$2,904.6		\$701.8	31.9%
Average HH Income	\$75,642		\$85,858		\$10,216	13.5%
Median HH Income	\$64,766		\$72,483		\$7,717	11.9%
Disposable Income						
< \$10,000	1,210	4.2%	1,292	3.8%	82	6.8%
\$10,000 - \$14,999	692	2.4%	649	1.9%	-43	-6.2%
\$15,000 - \$19,999	926	3.2%	896	2.6%	-30	-3.2%
\$20,000 - \$24,999	1,350	4.6%	1,279	3.8%	-71	-5.3%
\$25,000 - \$29,999	1,561	5.4%	1,559	4.6%	-2	-0.1%
\$30,000 - \$34,999	1,701	5.8%	1,637	4.8%	-64	-3.8%
\$35,000 - \$39,999	1,977	6.8%	1,745	5.2%	-232	-11.7%
\$40,000 - \$49,999	3,937	13.5%	4,412	13.0%	475	12.1%
\$50,000 - \$59,999	3,711	12.7%	3,561	10.5%	-150	-4.0%
\$60,000 - \$74,999	5,028	17.3%	5,837	17.3%	809	16.1%
\$75,000 - \$99,999	3,839	13.2%	5,514	16.3%	1,675	43.6%
\$100,000 - \$124,999	1,500	5.2%	2,608	7.7%	1,108	73.9%
\$125,000 - \$149,999	625	2.1%	1,207	3.6%	582	93.1%
\$150,000 - \$199,999	426	1.5%	752	2.2%	326	76.5%
\$200,000 - \$249,999	155	0.5%	248	0.7%	93	60.0%
\$250,000+	484	1.7%	635	1.9%	151	31.2%
Aggr Disp Income (\$M)	\$1,852.0		\$2,368.7		\$516.7	27.9%
Avg Disp Income	\$63,594		\$70,017		\$6,423	10.1%
Med Disp Income	\$53,092		\$58,685		\$5,593	10.5%
Aggr Family Income (\$M)	\$1,913.2		\$2,454.1		\$540.9	28.3%
Avg Family Income	\$82,293		\$91,507		\$9,214	11.2%
Medi Family Income	\$71,086		\$77,888		\$6,802	9.6%
Aggr Non-family Income (\$M)	\$289.6		\$450.5		\$160.9	55.6%
Avg Non-family Income	\$49,318		\$64,250		\$14,932	30.3%
Med Non-family Income	\$42,814		\$55,682		\$12,868	30.1%

Source: 2003/2008 Scan/US Estimates

03/30/2004

Demographic Update: 2003/2008

**E. Crogran Street
(Drive Time 15 minutes)**

Scan/US, Inc.

Page 1 of 3

	2003 Estimates		2008 Projections		2003-2008 Change	
Population	253,213		304,460		51,247	20.2%
In Households	250,108	98.8%	301,355	99.0%	51,247	20.5%
In Families	220,275	87.0%	260,692	85.6%	40,417	18.3%
In Non-families	29,833	11.8%	40,663	13.4%	10,830	36.3%
In Group Quarters	3,105	1.2%	3,105	1.0%		
Population By Race						
White	196,253	77.5%	166,919	54.8%	-29,334	-14.9%
Black	30,213	11.9%	39,626	13.0%	9,413	31.2%
American Indian	590	0.2%	728	0.2%	138	23.4%
Asian/Pacific Islander	14,599	5.8%	17,475	5.7%	2,876	19.7%
Other Race	6,908	2.7%	8,548	2.8%	1,640	23.7%
Multiple Races	4,650	1.8%	5,628	1.8%	978	21.0%
Hispanic Population	22,763	9.0%	36,726	12.1%	13,963	61.3%
Households	83,106		98,430		15,324	18.4%
Average HH Size	3.0		3.1		0.1	3.3%
Family Households	66,212	79.7%	77,806	79.0%	11,594	17.5%
With Children	40,395	48.6%	47,418	48.2%	7,023	17.4%
Average Family Size	3.3		3.4		0.1	3.0%
Non-family Households	16,894	20.3%	20,624	21.0%	3,730	22.1%
With Children	279	0.3%	338	0.3%	59	21.1%
Average Non-family Size	1.8		2.0		0.2	11.1%
Households By Count Of Persons						
1	12,777	15.4%	15,575	15.8%	2,798	21.9%
2	24,331	29.3%	28,769	29.2%	4,438	18.2%
3 - 4	34,750	41.8%	40,789	41.4%	6,039	17.4%
5+	11,248	13.5%	13,297	13.5%	2,049	18.2%
Households By Count Of Vehicles						
0	2,352	2.8%	2,810	2.9%	458	19.5%
1	18,832	22.7%	22,337	22.7%	3,505	18.6%
2	42,194	50.8%	49,852	50.6%	7,658	18.1%
3+	19,728	23.7%	23,431	23.8%	3,703	18.8%
Total Vehicles Available	169,540		202,949		33,409	19.7%
Average Vehicles/Household	2.0		2.1		0.1	5.0%
Total Housing Units	85,534		100,760		15,226	17.8%
Vacant	2,428	2.8%	2,330	2.3%	-98	-4.0%
Owned	67,819	79.3%	81,462	80.8%	13,643	20.1%
Rented	15,287	17.9%	16,968	16.8%	1,681	11.0%

	2003 Estimates		2008 Projections		2003-2008 Change	
Total Population	253,213		304,460		51,247	20.2%
< 5 Years	20,107	7.9%	21,765	7.1%	1,658	8.2%
5 - 9 Years	20,660	8.2%	23,401	7.7%	2,741	13.3%
10 - 14 Years	20,931	8.3%	24,042	7.9%	3,111	14.9%
15 - 19 Years	18,721	7.4%	22,834	7.5%	4,113	22.0%
20 - 24 Years	13,966	5.5%	18,074	5.9%	4,108	29.4%
25 - 34 Years	35,242	13.9%	35,403	11.6%	161	0.5%
35 - 44 Years	49,429	19.5%	52,795	17.3%	3,366	6.8%
45 - 54 Years	38,189	15.1%	50,957	16.7%	12,768	33.4%
55 - 64 Years	20,232	8.0%	31,955	10.5%	11,723	57.9%
65 - 74 Years	9,166	3.6%	14,445	4.7%	5,279	57.6%
75 - 84 Years	4,912	1.9%	6,597	2.2%	1,685	34.3%
85+ Years	1,658	0.7%	2,192	0.7%	534	32.2%
Median Age	34.1		36.4		2.3	6.7%
<hr/>						
Males	126,106	49.8%	151,672	49.8%	25,566	20.3%
< 5 Years	10,353	8.2%	11,217	7.4%	864	8.3%
5 - 9 Years	10,614	8.4%	12,074	8.0%	1,460	13.8%
10 - 14 Years	10,638	8.4%	12,214	8.1%	1,576	14.8%
15 - 19 Years	9,558	7.6%	11,471	7.6%	1,913	20.0%
20 - 24 Years	7,256	5.8%	9,088	6.0%	1,832	25.2%
25 - 34 Years	17,811	14.1%	18,412	12.1%	601	3.4%
35 - 44 Years	24,429	19.4%	26,239	17.3%	1,810	7.4%
45 - 54 Years	19,057	15.1%	25,477	16.8%	6,420	33.7%
55 - 64 Years	9,934	7.9%	15,483	10.2%	5,549	55.9%
65 - 74 Years	4,173	3.3%	6,801	4.5%	2,628	63.0%
75 - 84 Years	1,824	1.4%	2,593	1.7%	769	42.2%
85+ Years	459	0.4%	603	0.4%	144	31.4%
Male Median Age	33.3		35.5		2.2	6.6%
<hr/>						
Females	127,107	50.2%	152,788	50.2%	25,681	20.2%
< 5 Years	9,754	7.7%	10,548	6.9%	794	8.1%
5 - 9 Years	10,046	7.9%	11,327	7.4%	1,281	12.8%
10 - 14 Years	10,293	8.1%	11,828	7.7%	1,535	14.9%
15 - 19 Years	9,163	7.2%	11,363	7.4%	2,200	24.0%
20 - 24 Years	6,710	5.3%	8,986	5.9%	2,276	33.9%
25 - 34 Years	17,431	13.7%	16,991	11.1%	-440	-2.5%
35 - 44 Years	25,000	19.7%	26,556	17.4%	1,556	6.2%
45 - 54 Years	19,132	15.1%	25,480	16.7%	6,348	33.2%
55 - 64 Years	10,298	8.1%	16,472	10.8%	6,174	60.0%
65 - 74 Years	4,993	3.9%	7,644	5.0%	2,651	53.1%
75 - 84 Years	3,088	2.4%	4,004	2.6%	916	29.7%
85+ Years	1,199	0.9%	1,589	1.0%	390	32.5%
Female Median Age	34.9		37.1		2.2	6.3%

Demographic Update: 2003/2008

**E. Crogran Street
(Drive Time 15 minutes)**

Scan/US, Inc.

Page 3 of 3

	2003 Estimates		2008 Projections		2003-2008 Change	
Per Capita Total Income	\$25,992		\$28,904		\$2,912	11.2%
Aggregate Total Income (\$M)	\$6,581.5		\$8,800.1		\$2,218.6	33.7%
Total Households	83,106		98,430		15,324	18.4%
< \$10,000	2,298	2.8%	2,527	2.6%	229	10.0%
\$10,000 - \$14,999	1,587	1.9%	1,510	1.5%	-77	-4.9%
\$15,000 - \$19,999	1,824	2.2%	1,854	1.9%	30	1.6%
\$20,000 - \$24,999	2,435	2.9%	2,173	2.2%	-262	-10.8%
\$25,000 - \$29,999	2,776	3.3%	2,965	3.0%	189	6.8%
\$30,000 - \$34,999	3,284	4.0%	3,101	3.2%	-183	-5.6%
\$35,000 - \$39,999	3,613	4.3%	3,538	3.6%	-75	-2.1%
\$40,000 - \$49,999	8,310	10.0%	8,111	8.2%	-199	-2.4%
\$50,000 - \$59,999	8,191	9.9%	9,255	9.4%	1,064	13.0%
\$60,000 - \$74,999	11,684	14.1%	11,296	11.5%	-388	-3.3%
\$75,000 - \$99,999	16,362	19.7%	19,250	19.6%	2,888	17.7%
\$100,000 - \$124,999	10,030	12.1%	13,856	14.1%	3,826	38.1%
\$125,000 - \$149,999	4,772	5.7%	8,176	8.3%	3,404	71.3%
\$150,000 - \$199,999	3,409	4.1%	6,604	6.7%	3,195	93.7%
\$200,000 - \$249,999	1,062	1.3%	1,935	2.0%	873	82.2%
\$250,000+	1,469	1.8%	2,279	2.3%	810	55.1%
Aggregate HH Income (\$M)	\$6,487.5		\$8,694.3		\$2,206.8	34.0%
Average HH Income	\$78,063		\$88,330		\$10,267	13.2%
Median HH Income	\$68,853		\$77,465		\$8,612	12.5%
Disposable Income						
< \$10,000	2,546	3.1%	2,774	2.8%	228	9.0%
\$10,000 - \$14,999	1,564	1.9%	1,499	1.5%	-65	-4.2%
\$15,000 - \$19,999	2,198	2.6%	2,169	2.2%	-29	-1.3%
\$20,000 - \$24,999	3,156	3.8%	3,010	3.1%	-146	-4.6%
\$25,000 - \$29,999	3,950	4.8%	3,915	4.0%	-35	-0.9%
\$30,000 - \$34,999	4,472	5.4%	4,339	4.4%	-133	-3.0%
\$35,000 - \$39,999	5,395	6.5%	4,696	4.8%	-699	-13.0%
\$40,000 - \$49,999	11,377	13.7%	12,814	13.0%	1,437	12.6%
\$50,000 - \$59,999	10,772	13.0%	10,405	10.6%	-367	-3.4%
\$60,000 - \$74,999	15,414	18.5%	17,713	18.0%	2,299	14.9%
\$75,000 - \$99,999	12,687	15.3%	17,985	18.3%	5,298	41.8%
\$100,000 - \$124,999	4,868	5.9%	8,672	8.8%	3,804	78.1%
\$125,000 - \$149,999	2,087	2.5%	4,009	4.1%	1,922	92.1%
\$150,000 - \$199,999	1,377	1.7%	2,522	2.6%	1,145	83.2%
\$200,000 - \$249,999	447	0.5%	767	0.8%	320	71.6%
\$250,000+	796	1.0%	1,141	1.2%	345	43.3%
Aggr Disp Income (\$M)	\$5,413.2		\$7,041.3		\$1,628.1	30.1%
Avg Disp Income	\$65,136		\$71,536		\$6,400	9.8%
Med Disp Income	\$56,054		\$62,269		\$6,215	11.1%
Aggr Family Income (\$M)	\$5,534.0		\$7,187.5		\$1,653.5	29.9%
Avg Family Income	\$83,580		\$92,377		\$8,797	10.5%
Medi Family Income	\$74,105		\$81,723		\$7,618	10.3%
Aggr Non-family Income (\$M)	\$953.5		\$1,506.8		\$553.3	58.0%
Avg Non-family Income	\$56,440		\$73,063		\$16,623	29.5%
Med Non-family Income	\$49,192		\$62,316		\$13,124	26.7%

Source: 2003/2008 Scan/US Estimates

03/30/2004

V.d Traffic Counts

2003 Traffic Counts			
Street	From	To	Daily traffic
Clayton	Crogan	Pike	15575
Pike	Clayton	Perry	32558
	Chestnut	Clayton	18393
Crogan	Culver	Perry	14216
	Clayton	Chestnut	12160

V.e Sign In Sheet

DOWNTOWN LAWRENCEVILLE MASTER PLAN		
	<i>sign in sheet 6 jan 04</i>	

Amande McKinley	Arlene Wilson	Tony Powell
Gene Wasserman	Beth Thompson	Craig Willis
Jaune A. Sossa/L. Sossa	R. Reid Adams	Bobbie Minwy
Toni Gilbert	Robert Hollis	Chip Johnston
Larry Gilbert	Nancy & Dennis Billew	Kathy Hedrich
Mike Delaney	Erin Baird	Johnnie Fowler
Elizabeth Mcelhanon	Becky Kindall	Bob Powell
Dan Dieterle	Jeannie Rodnguez	J. R. Clower, Sr.
Laurie Dieterle	G.Hugh Hanson	Rosalyn Brand
Robert Williams	Bill Atkinson	Betty Windstrom
Lori Williams	Christel H. Hadid	Stephen N. Larson
Sandy Futch	Mike McDaniel	Ronny Hannon
J. Moore	Sandra Strickland	Joe Baggett
Eugene Busue	Clyde Strickland	Mike Topping
Maklon & Mavis Burson	Roy Forgie	Joel Byzer
Brett Harrell	Laura Zacharias	Peggy McClesberg
Jerry D. Davis	Douglas & Daisy Gibson	Art Tippit
Mary Thompson	Parker & Suzanne Gann	Linda Tippit
William Hendricks	Helena Cockran-Jones	Jack & Joann Stipley
Jane Cox	Jay Johnston	Marie Blise
David Jones	Kerin Dryder	Karen Still
J.K. Murphy	Tom Wilher	Michael Lant
Harry Sossa	Russ Baggett	Edee Baggett
David	Sarah Peeples	Ray Cogdill
Rick Johnson	Bill Shepard	Penny Cogdill
Elizabeth Alford	Phylecia D. Wilson	Kitty Shepard
Margaret Mathis	Kim Wooduff	Emory Morseberger
Les Williford	Kathy Monroe	Sa Martin
Pat Willford	Bob Baroni	Mike Cron

Allowee Monroe	Jan Overton	Denise Nye
John Thomas	Marshall Boutwell	Ray Smith
David Mellard	Pete Terrebonne	Lon Zell
David Daniel	Bob Clark	David Ryan
Brian Pawlik	Howard Holcomb	Sara Bradlbury
Christopher Pawlik	Mike Fliminy	Johnnes Palsson
Jim Kwick	Virginia Baggett	Lee Mahen
David Still	Harry Lindstrom	Sharon Topping
Derreh Cheeh	Harold Gill	Laura Ryll
Jenny & Ray Pakdaman	Charles King	

V.f Historic Inventory

ADDRESS	STYLE	CONDITION	CURRENT LANDUSE	ORIGINAL LANDUSE	PARKING IN FRONT
51 South Clayton St.	Modern	Standard	Offices	Unknown	Yes
15 South Clayton St.	Modern	Standard	Institutional	Single Family	No
334 S. Clayton St.	Modern	Standard	Commercial	Unknown	Yes
324 S. Clayton St.	Modern	Standard	Commercial	Unknown	No
42 S. Clayton St.	Romantic (Greek Revival)	Standard	Commercial	Unknown	No
290 S. Perry St.	Victorian (Shingle)	Substandard	Office	Single Family	No
306 S. Perry St.	Eclectic (Craftsman)	Standard	Single Family	Single Family	No
320 S. Perry St.	Victorian (Stick)	Standard	Vacant	Single Family	No
336 S. Perry St.	Victorian (Stick)	Standard	Single Family	Single Family	No
350 S. Perry St.	Eclectic (Tudor)	Substandard	Office	Single Family	No
368 S. Perry St.	National	Standard	Office	Single Family	No
382 S. Perry St.	Folk Victorian	Standard	Vacant	Single Family	No
414 S. Perry St.	National	Standard	Commercial	Single Family	No
440 S. Perry St.	Folk Victorian	Standard	Vacant	Single Family	No
490 S. Perry St.	Modern	Standard	Single Family	Single Family	No
520 S. Perry St.	Romantic (Greek Revival)	Standard	Single Family	Single Family	No
550 S. Perry St.	Romantic (Greek Revival)	Standard	Single Family	Single Family	No
600 S. Perry St.	Eclectic (Craftsman)	Standard	Office	Single Family	No
585 S. Perry St.	Eclectic (Craftsman)	Substandard	Office	Single Family	No
495 S. Perry St.	Eclectic (Tudor)	Standard	Institutional	Institutional	No
485 S. Perry St.	National	Dilapidated	Vacant	Single Family	No
465 S. Perry St.	Romantic (Greek Revival)	Substandard	Institutional	Institutional	No
455 S. Perry St.	Colonial (Adam)	Substandard	Institutional	Institutional	No
365 S. Perry St.	Eclectic (Neoclasical)	Standard	Office	Single Family	No
345 S. Perry St.	National	Standard	Single Family	Single Family	No
331 S. Perry St.	Romantic (Greek Revival)	Standard	Single Family	Single Family	No
307 S. Perry St.	National	Standard	Single Family	Single Family	No
285 S. Perry St.	Victorian (Queen Anne)	Standard	Vacant	Single Family	No
262 Crogan St.	Eclectic (Craftsman)	Substandard	Single Family	Single Family	No
305 Crogan St.	National	Substandard	Office	Single Family	No
140 Culver St.	Eclectic (Tudor)	Standard	Single Family	Single Family	No
162 Culver St.	Eclectic (Craftsman)	Substandard	Single Family	Single Family	No
184 Culver St.	National	Substandard	Single Family	Single Family	No
212 Culver St.	Eclectic (Craftsman)	Standard	Single Family	Single Family	No
218 Culver St.	National	Substandard	Single Family	Single Family	No
224 Culver St.	Eclectic (Colonial Revival)	Substandard	Single Family	Single Family	No
230 Culver St.	Eclectic (Tudor)	Standard	Single Family	Single Family	No
242 Culver St.	Modern	Standard	Offices	Unknown	No
268 Culver St.	National	Substandard	Single Family	Single Family	No
284 Culver St.	National	Standard	Single Family	Single Family	No
286 Culver St.	National	Substandard	Single Family	Single Family	No
292 Culver St.	Eclectic (Tudor)	Standard	Office	Single Family	Yes
296 Culver St.	National	Substandard	Single Family	Single Family	No
306 Culver St.	National	Standard	Single Family	Single Family	No
330 Culver St.	Romantic (Greek Revival)	Substandard	Single Family	Single Family	No
305 Culver St.	Modern	Substandard	Single Family	Single Family	No
295 Culver St.	Eclectic (Colonial Revival)	Standard	Offices	Unknown	Yes
289 Culver St.	National	Standard	Office	Single Family	Yes
271 Culver St.	National	Standard	Office	Single Family	Yes
265 Culver St.	National	Standard	Office	Single Family	No
255 Culver St.	Folk Victorian	Standard	Single Family	Single Family	No
249 Culver St.	National	Standard	Office	Single Family	Yes
243 Culver St.	National	Standard	Office	Single Family	Yes
237 Culver St.	Modern	Standard	Single Family	Single Family	No
231 Culver St.	National	Substandard	Single Family	Single Family	No
225 Culver St.	Modern	Substandard	Single Family	Single Family	Yes
219 Culver St.	Eclectic (Tudor)	Standard	Office	Single Family	Yes
211 Culver St.	National	Standard	Single Family	Single Family	No
205 Culver St.	National	Standard	Office	Single Family	No
251 Chestnut St.	Modern	Substandard	Single Family	Single Family	No

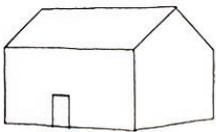
ADDRESS	STYLE	CONDITION	CURRENT LANDUSE	ORIGINAL LANDUSE	PARKING IN FRONT
269 Chestnut St.	National	Standard	Single Family	Single Family	No
321 Chestnut St.	National	Substandard	Single Family	Single Family	No
357 Chestnut St.	National	Substandard	Single Family	Single Family	No
391 Chestnut St.	National	Substandard	Single Family	Single Family	No
395 Chestnut St.	National	Standard	Single Family	Single Family	No
425 Chestnut St.	National	Substandard	Single Family	Single Family	Yes
386 Chestnut St.	National	Substandard	Single Family	Single Family	No
354 Chestnut St.	National	Standard	Single Family	Single Family	No
292 Chestnut St.	National	Substandard	Single Family	Single Family	Yes
274 Chestnut St.	National	Substandard	Single Family	Single Family	No
210 N. Clayton St.	Victorian (Queen Anne)	Substandard	Office	Single Family	No
248 N. Clayton St.	Modern	Standard	Single Family	Single Family	No
270 N. Clayton St.	National	Standard	Office	Single Family	No
288 N. Clayton St.	Modern	Standard	Office	Single Family	No
308 N. Clayton St.	Eclectic (Craftsman)	Substandard	Office	Single Family	Yes
320 N. Clayton St.	Modern	Standard	Office	Single Family	No
344 N. Clayton St.	National	Substandard	Single Family	Single Family	No
372 N. Clayton St.	National	Standard	Single Family	Single Family	No
373 N. Clayton St.	National	Standard	Office	Single Family	No
361 N. Clayton St.	Eclectic (Craftsman)	Standard	Office	Single Family	Yes
349 N. Clayton St.	National	Deteriorated	Single Family	Single Family	No
337 N. Clayton St.	National	Standard	Office	Single Family	Yes
287 N. Clayton St.	Victorian (Queen Anne)	Standard	Office	Single Family	No
247 N. Clayton St.	Victorian (Stick)	Dilapidated	Vacant	Single Family	No
237 N. Clayton St.	Modern	Standard	Multifamily	Unknown	No
221 N. Clayton St.	Romantic (Greek Revival)	Dilapidated	Vacant	Institutional	No
293 N. Perry St.	Eclectic (Neoclasical)	Standard	Single Family	Single Family	No
275 N. Perry St.	Eclectic (Colonial Revival)	Substandard	Institutional	Single Family	No
242 N. Perry St.	Eclectic (Craftsman)	Substandard	Single Family	Single Family	Yes
246 N. Perry St.	Modern	Standard	Office	Unknown	Yes
328 N. Perry St.	National	Substandard	Single Family	Single Family	No
342 N. Perry St.	National	Standard	Single Family	Single Family	No
360 N. Perry St.	Eclectic (Craftsman)	Substandard	Single Family	Single Family	No
374 N. Perry St.	Modern	Standard	Commercial	Unknown	Yes
175 Oak St.	National	Standard	Office	Single Family	Yes
142 Oak St.	Folk Victorian	Standard	Single Family	Single Family	No
164 Oak St.	Modern	Standard	Single Family	Single Family	No
165 Oak St.	National	Substandard	Single Family	Single Family	No
145 Oak St.	National	Standard	Single Family	Single Family	No
112 Oak St.	Folk Victorian	Standard	Single Family	Single Family	No
140 Oak St.	Folk Victorian	Substandard	Single Family	Single Family	No
164 Oak St.	National (Greek Revival)	Substandard	Office	Single Family	No
190 Oak St.	Eclectic (Craftsman)	Substandard	Single Family	Single Family	No

Historic Inventory - Architectural Styles

Colonial (Adam)



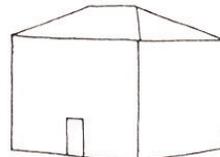
SIDE-GABLED ROOF



HIPPED ROOF, TWO-STORY



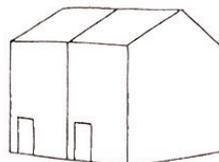
HIPPED ROOF, THREE-STORY



CENTERED GABLE



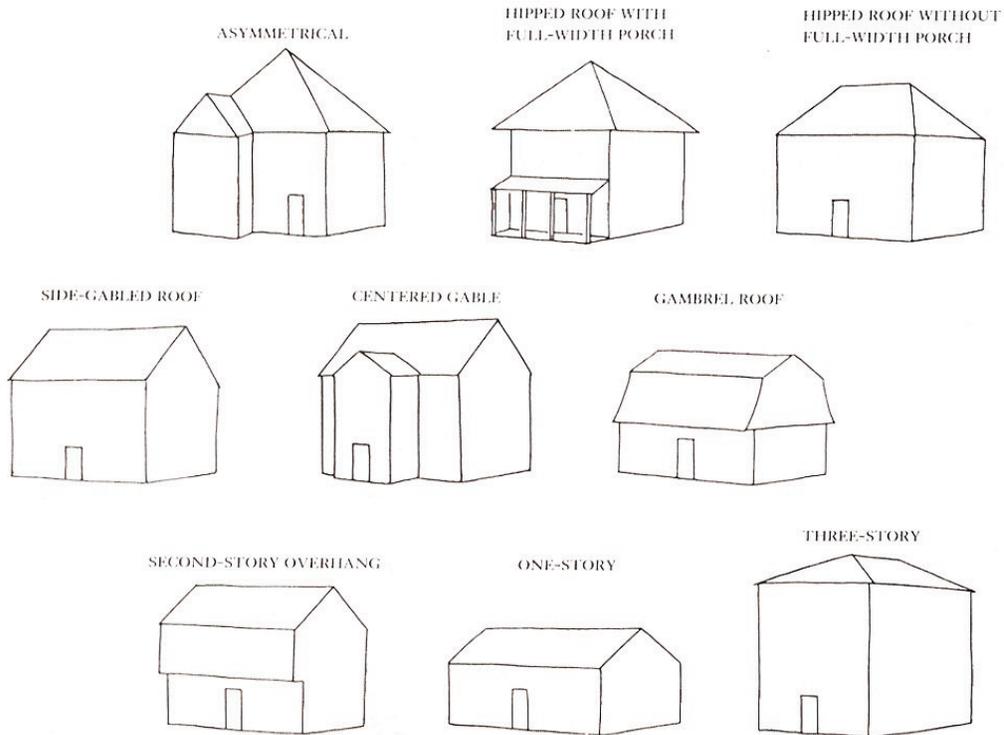
TOWN HOUSE



Source: A Field Guide to American Houses. Virginia and Lee McAlester, 2002.

Historic Inventory - Architectural Styles

Eclectic (Colonial)



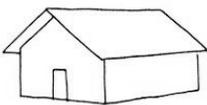
Source: A Field Guide to American Houses. Virginia and Lee McAlester, 2002.

Historic Inventory - Architectural Styles

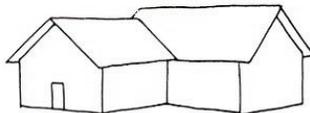
Eclectic (Craftsman)



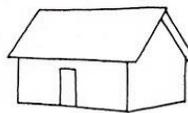
FRONT-GABLED ROOF



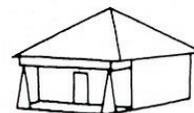
CROSS-GABLED ROOF



SIDE-GABLED ROOF



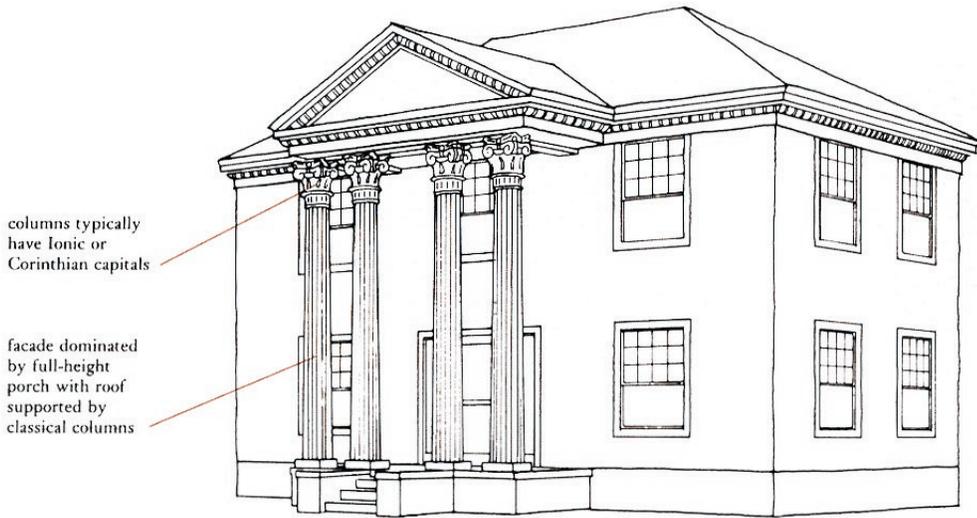
HIPPED ROOF



Source: A Field Guide to American Houses. Virginia and Lee McAlester, 2002.

Historic Inventory - Architectural Styles

Eclectic (Neoclassical)

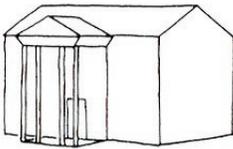


columns typically have Ionic or Corinthian capitals

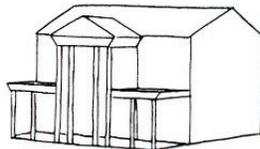
facade dominated by full-height porch with roof supported by classical columns

facade with symmetrically balanced windows and center door

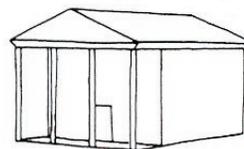
FULL-HEIGHT ENTRY PORCH



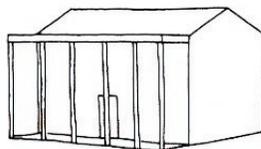
FULL-HEIGHT ENTRY PORCH WITH LOWER FULL-WIDTH PORCH



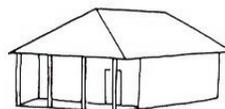
FRONT-GABLED ROOF



FULL-FACADE PORCH



ONE-STORY



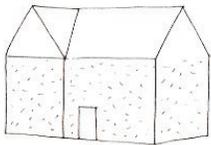
Source: A Field Guide to American Houses. Virginia and Lee McAlester, 2002.

Historic Inventory - Architectural Styles

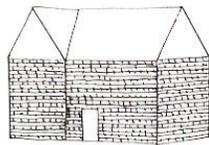
Eclectic (Tudor)



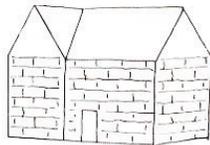
STUCCO WALL CLADDING



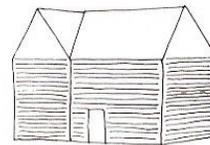
BRICK WALL CLADDING



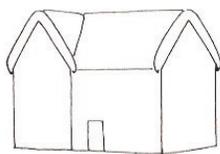
STONE WALL CLADDING



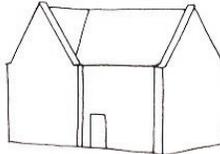
WOODEN WALL CLADDING



FALSE THATCHED ROOF



PARAPETED GABLES

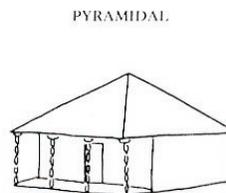
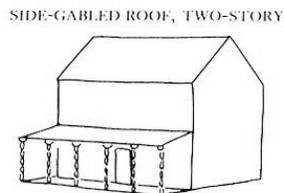
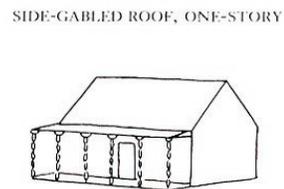
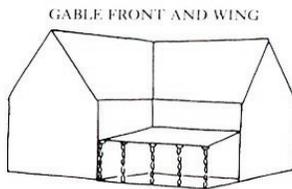


Source: A Field Guide to American Houses. Virginia and Lee McAlester, 2002.

Historic Inventory - Architectural Styles

Folk Victorian

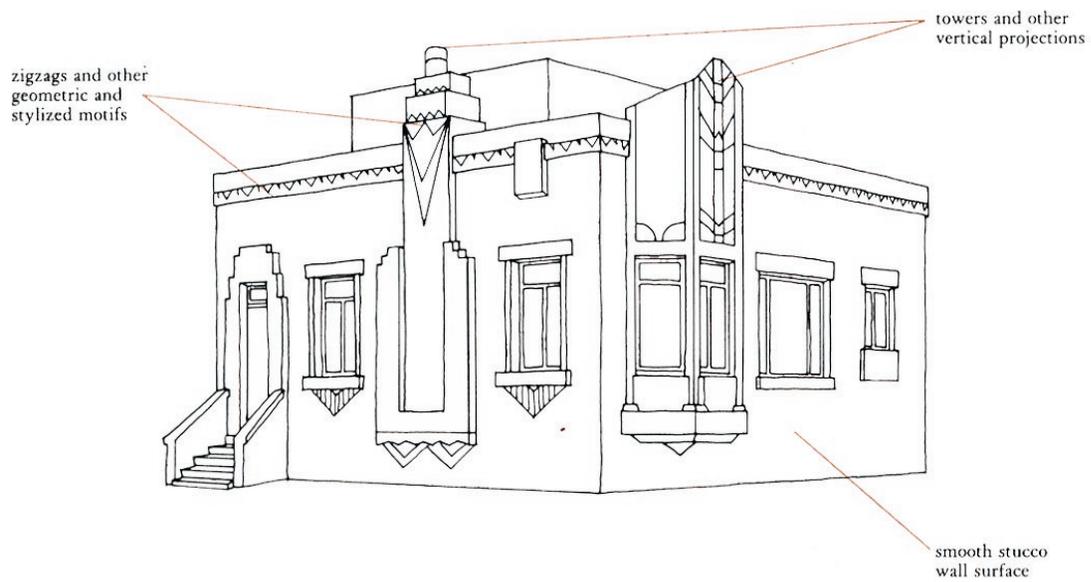
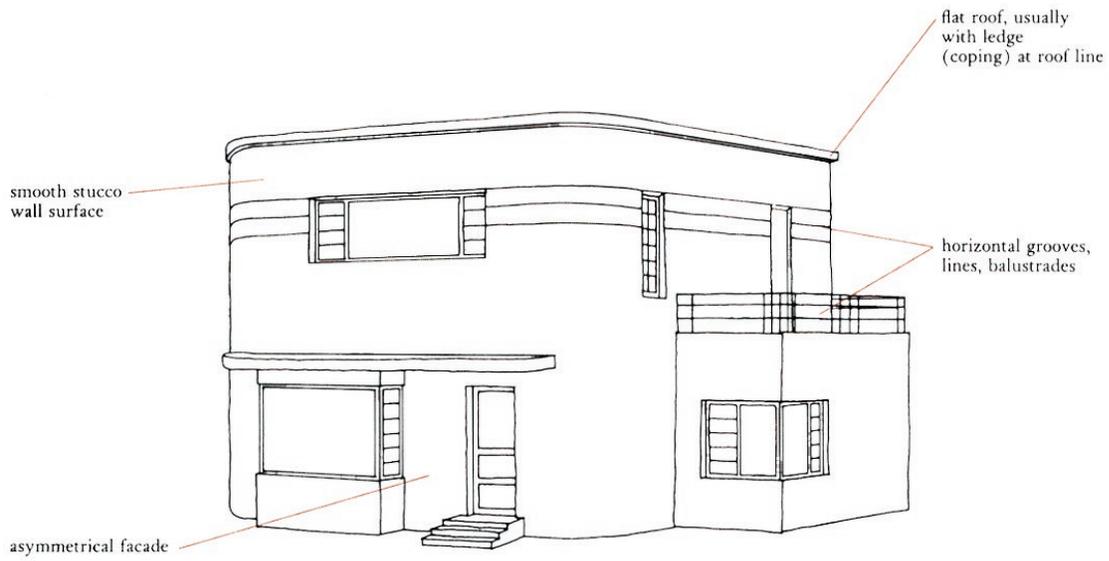
Folk Victorian



Source: A Field Guide to American Houses. Virginia and Lee McAlester, 2002.

Historic Inventory - Architectural Styles

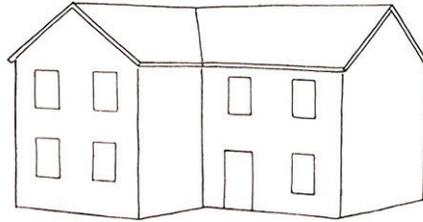
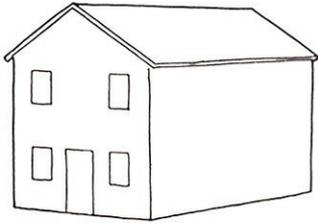
Modern



Source: A Field Guide to American Houses. Virginia and Lee McAlester, 2002.

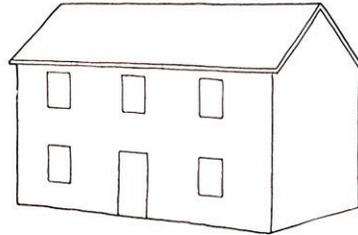
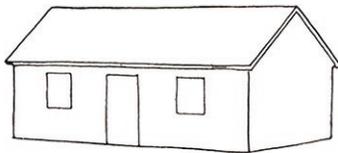
Historic Inventory - Architectural Styles

National



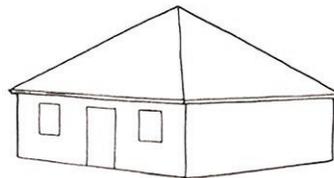
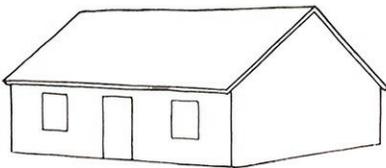
GABLE-FRONT

GABLE-FRONT-&-WING



HALL-&-PARLOR

I-HOUSE



MASSED-PLAN, SIDE-GABLED

PYRAMIDAL

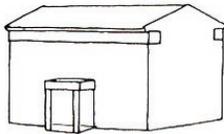
Source: A Field Guide to American Houses. Virginia and Lee McAlester, 2002.

Historic Inventory - Architectural Styles

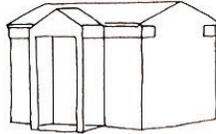
Romantic (Greek Revival)



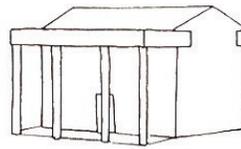
ENTRY PORCH LESS THAN FULL HEIGHT, OR ABSENT



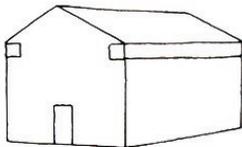
FULL-HEIGHT ENTRY PORCH



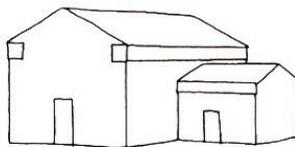
FULL-FACADE PORCH



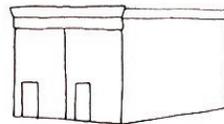
FRONT-GABLED ROOF



GABLE FRONT AND WING



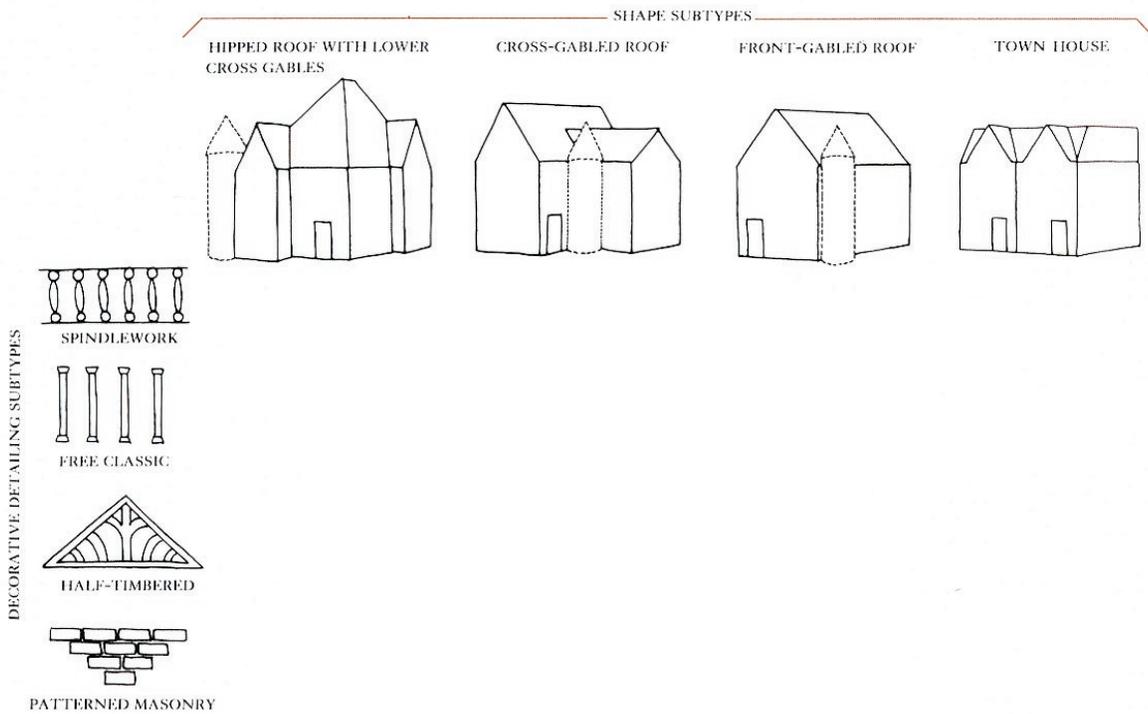
TOWN HOUSE



Source: A Field Guide to American Houses. Virginia and Lee McAlester, 2002.

Historic Inventory - Architectural Styles

Victorian (Queen Anne)



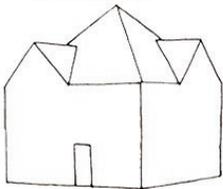
Source: A Field Guide to American Houses. Virginia and Lee McAlester, 2002.

Historic Inventory - Architectural Styles

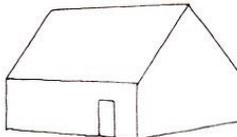
Victorian (Shingle)



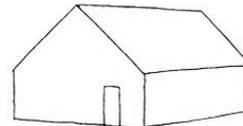
HIPPED ROOF WITH CROSS GABLES



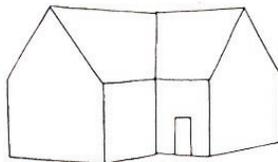
SIDE-GABLED ROOF



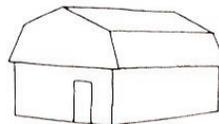
FRONT-GABLED ROOF



CROSS-GABLED ROOF



GAMBREL ROOF



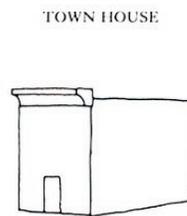
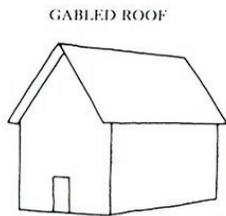
Source: A Field Guide to American Houses. Virginia and Lee McAlester, 2002.

Historic Inventory - Architectural Styles

Victorian (Stick)



all identifying features rarely present in combination



Source: A Field Guide to American Houses. Virginia and Lee McAlester, 2002.