



LILBURN CID

LCI Major
Plan Update

November 2022





LILBURN CID

LCI Major Plan Update

November 2022

Prepared by Sizemore Group

in association with Kimley-Horn & Sycamore Consulting



CREDITS

CITY OF LILBURN

Mayor and Council

Tim Dunn
Mayor
Yoon-Mi Hampton
Council Post 1
Dr. Scott Batterton
Council Post 2, Mayor Pro-Term
Michael Hart
Council Post 3
Emil Powella
Council Post 4

Staff

Joellen Wilson
Director of Planning
Jenny Simpkins
City Manager
Reid Turner
Planner

LILBURN CID

Tad Leithead
Project Manager
Larry Kaiser, PE
President of Metro South CID

GWINNETT COUNTY

Jerry Oberholtzer
Manager of Transportation Planning

CONSULTANT TEAM

SIZEMORE GROUP

Bill de St. Aubin, AIA, LEED AP
Principal-in-Charge
Deanna Murphy, AICP
Project Manager & Lead Planner
Nick Miller
Planner
Nishant Ostwal
Planner
Ashlyn Oakes
Planner

CONSULTANT TEAM (CONTINUED)

SYCAMORE CONSULTING

Ed Caddell
Community Engagement Specialist

KIMLEY-HORN

Cristina Pastore, AICP, PE
Traffic Engineer & Transportation Planner
Jon Tuley, AICP
Economic Development & Market Analysis
Cole Smith, AICP
Transportation Planner
Chris Fuga, AICP
Economic Development & Market Analysis

PAG GROUP

David Freeman
LCID Board Member
Miguel Romero
Taqueria los Hermanos
Jack Bolton
Former Lilburn Mayor
Tim Dunn
Current Lilburn Mayor
Arturo Adonay
Plaza Las Americas
Elmer Nash
DDA Chairman
Sandra Waldrop
Lilburn Business Assoc. President
Jim Vaught
Providence Christian Academy, LCID Board
Chairman
Anand Mehta
BAPS Mandir, LCID Board Member
Dan Bollinger
Resident, Lilburn Planning Commission
Tom Mills
DDA Board Member
Yoon-mi Hampton
Lilburn City Council Member
Ed O'Conner
LCID Board Member

CONTENTS

INTRODUCTION	4	RECOMMENDATIONS	76
What is a CID?	5	Development Recommendations	77
The Lilburn CID (LCID)	5	Uptown Lilburn Node	81
Study Area Context	5	Old Town Lilburn Node	84
The Process	6	Hotel District Node	86
LCI Program Goals	6	Midtown Shopping District Node	89
Community Vision	6	Technology Park Node	91
Market Study Findings	7	Arts District Node	93
EXISTING CONDITIONS	10	Land Use & Zoning Recommendations	94
Existing Studies	11	Arts & Culture Recommendations	94
Timeline of Existing Studies	15	Parks & Greenspace Recommendations	96
List of Project Accomplishments	16	Transportation Recommendations	100
Historic Resources	36	Five Year Priority Recommendations	101
Assets & Opportunities	42	IMPLEMENTATION PLAN	110
Transportation	48	Implementation Strategies	111
MARKET ANALYSIS	54	Organizational	111
Retail Trends	55	Funding Strategies	111
Housing Trends	55	Work Program And Five-Year Schedule	111
Office Trends	58	Priority Projects - 100 Day Action Plan	112
Development Tools	58	Other Local Initiatives	113
Focus Areas For Redevelopment	59	Land Use & Zoning	113
Summary & Recommendations	59	Economic Development	115
Other Notable Trends & Data	60	Housing Projects/Initiatives	117
COMMUNITY ENGAGEMENT	62	Additional Items	117
The WHO	63	Transportation Project List	118
The HOW	64	INDICES	122
Community Survey	68		
The WHEN	73		
The WHAT	74		

INTRODUCTION

The Lilburn Community Improvement District (CID), City of Lilburn, and Gwinnett County have invested in improvements throughout the Lilburn CID Livable Centers Initiative Study Area – bringing new life, access, and beautification with gateway signage, sidewalks, and roadway improvements. The original 2009 LCI - Highway 29 Boulevard of Opportunity Corridor Study, has accomplished many projects to beautify and improve accessibility in the Study Area, particularly focused on Highway 29, from landscape improvements to right-of-way maintenance clean-up tasks to sidewalk and roadway improvements.

Downtown Lilburn provides a quaint small-town feel while providing great amenities for the community, from restaurants to shops to the City Park. Outside of these area investments, however, the Study Area is dominated by large auto-oriented corridors with large parking lots fronting the roadway and uses designed with auto convenience in mind. This master plan, focused on Highway 29, aims to create a contiguous feel within the Study Area, defining a “there” that excites, celebrates, and grows the Lilburn community.

WHAT IS A CID?

A CID is a quasi-governmental entity formed by commercial property owners with the authorization of the local government or municipality. CIDs often are operated by non-profit partnership organizations and overseen by a board of directors.

CIDs are geographically defined districts in which commercial property owners vote to self-impose taxes or assessments. The members vote to choose the additional services they want to invest in. Once a measure is enacted; where the number of parcels within the district meet or exceed the threshold of 75% assessed value representing 50%+1 of the parcels, all of these members of the CID are obliged to contribute.

Like a property tax, the assessment is levied on the commercial property owners who can pass it on to their tenants.

THE LILBURN CID (LCID)

Established in 2010, the Lilburn CID is committed to creating a Greater Lilburn that allows family and businesses to prosper. The LCID was formed by a collaboration of concerned business owners, all of whom are actively involved in other community groups, committees, city and county government to assist the City of Lilburn and Gwinnett County in making improvements to the betterment of the community.

STUDY AREA CONTEXT

The Study Area is defined by the legal boundaries of the LCID, as seen in Figures 1 and 2. Lilburn is located in Gwinnett County, just 23 miles northeast of downtown Atlanta, 4 miles from Interstate 85 and is bisected by Lawrenceville Highway. The city is defined by its proximity to the economic core of the fast-growing Atlanta region, its extremely diverse community, and small-town feel. Key assets in the Study Area assets include Old Town Lilburn, BAPS Mandir Hindu Temple, Plaza Las Americas, a variety of trails and parks including Lilburn City Park, Jackson Creek Trail, and Camp Creek Greenway

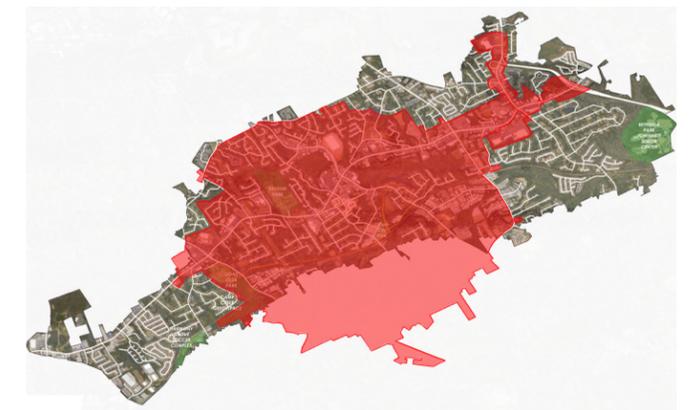


Figure 1. The Lilburn CID and the City of Lilburn (shown in red)

Trail. Notably, the BAPS Mandir Hindu Temple is one of biggest attractions in Gwinnett County, attracting over 200,000 visitors every year.

As one of the most diverse cities in the most diverse county in the State of Georgia, Lilburn has the opportunity to create a rich identity that reflects the people who live here. This diverse population, alongside the family-oriented environment, and intimate community ensure that the city is well positioned for future growth. Despite this fact, challenges still remain, such as land-use incompatibility, and deteriorating strip centers found throughout the Lilburn CID. Furthermore the Study Area itself is bounded by a multi-lane, high-speed parkway that creates unsafe pedestrian environments. This plan is to address these shortcomings and address them as opportunities to become the livable, walkable, and accessible corridor that it has the potential to become.

THE PROCESS

Three primary requirements guided the goals for this process. These include:

- The LCI Program Goals
- The Community Vision
- The Market Study Findings

The focus and direction for the master plan development lies where the goals of the LCI Program, the Market Study, and Community Vision overlap. Recommendations within this report will focus on implementable actions to be achieved in the next 5-10 years, working towards a 25-year vision.

LCI PROGRAM GOALS

The Atlanta Regional Commission's Livable Centers Initiative (LCI) Program provides planning grants for local government and non-profits to achieve the following goals:

1. Enhance pedestrian and bicycle connectivity throughout the Study Area, including safety along and crossing Highway 29.
2. Expand trail connectivity throughout the community.
3. Maintain the vibrant historic character of Old Town and expand this vibrancy/character to Highway 29.
4. Attract mixed-use, attractive development with higher quality retail and restaurants along Highway 29.
5. Celebrate and enhance the cultural character of ethnic/cultural destinations along Highway 29.

Once an LCI plan has been adopted by the governing jurisdiction LCI recommendations are eligible for competitive transportation funding grants through the ARC. Transportation recommendations that best achieve the focus goals of this process are made in this plan.

COMMUNITY VISION

An extensive community engagement program was undertaken to involve all stakeholders in the study process. Through this effort, a clearly articulated and community supported vision for the Study Area was identified, along with various issues, needs, and aspirations addressed in the master plan. This involved stakeholder meetings, interviews, visioning sessions, a Design Workshop, draft plan presentation sessions, attendance at community events/festivals, and online surveys. This collaborative effort was an integral part of gaining consensus and support of the various stakeholders in the community. Below is a list of project goals identified through the community process:

- Ideas & Suggestions
- Safety Concerns
- Mobility Issues
- Development Potential/Concerns
- Something I Like
- Destinations/Hotspots

MARKET STUDY FINDINGS

In order to develop a realistic vision, a predictive Market Analysis was conducted. Through this analysis demand trends were discovered. The demand trends are:

- About 45% of all households have children living at home with a larger average household size is larger than the county and region. This demonstrates that the area is attractive to families.
- There has been a significant increase in the size of the population 55 and older, accounting for most of the Study Area's population growth
- Median household income is lower than the county and the region
- Households earning \$50-\$75k represent the largest share in the Study Area
- Low retail vacancy rates and competitive rental rates indicate that the Study Area may support additional, limited, small-scale retail
- The Study Area includes many standalone retail spaces or space that is occupied by non-retail use (professional office, etc.)
- Demographic trends and housing inventory indicate that denser, single-family infill development (townhomes) may be the most viable
- Townhomes can cater to the largest market segments (young families just starting out) and the fastest-growing demographic (senior residents)
- The Lilburn Study Area has not added new office space in the last five years
- The Study Area does not have a technology park; however, the growing population may be able to support one

The remainder of this document provides a summary of existing conditions analysis, market analysis, community participation, recommendations, and implementation strategy.

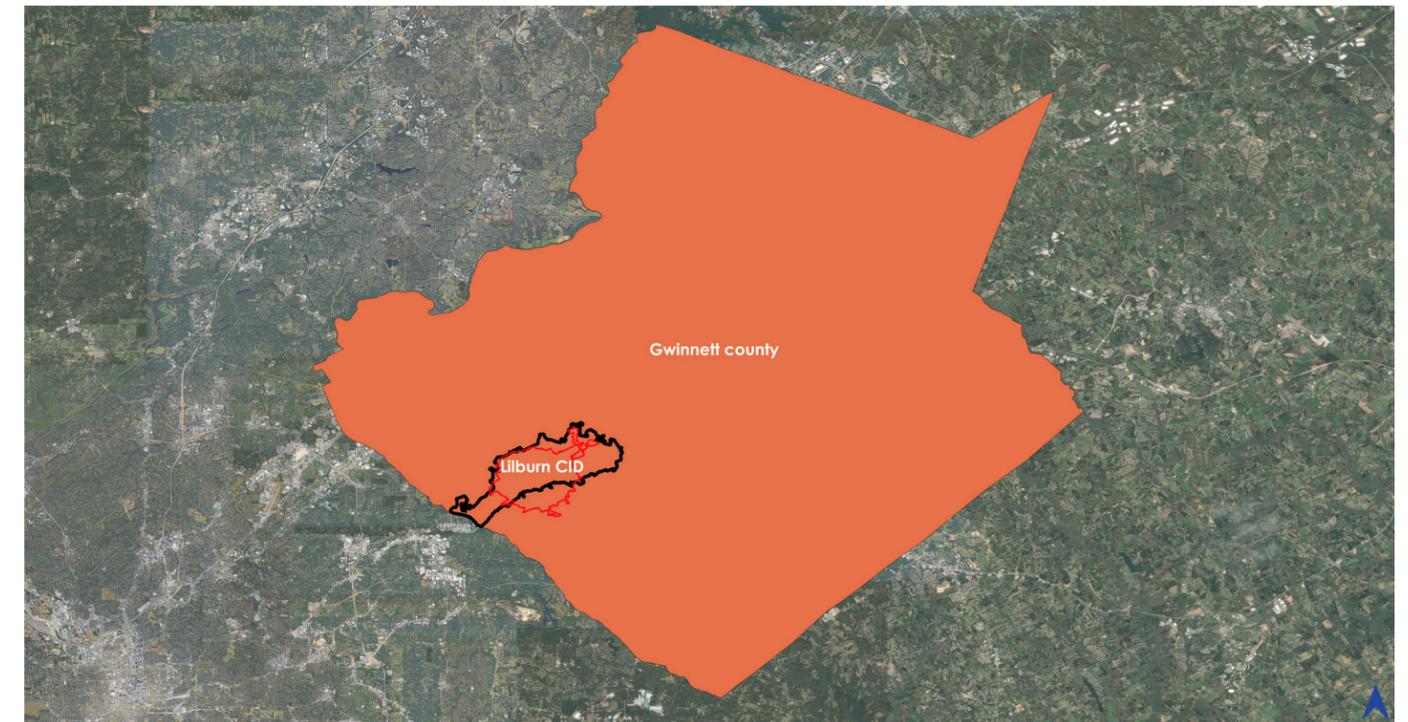
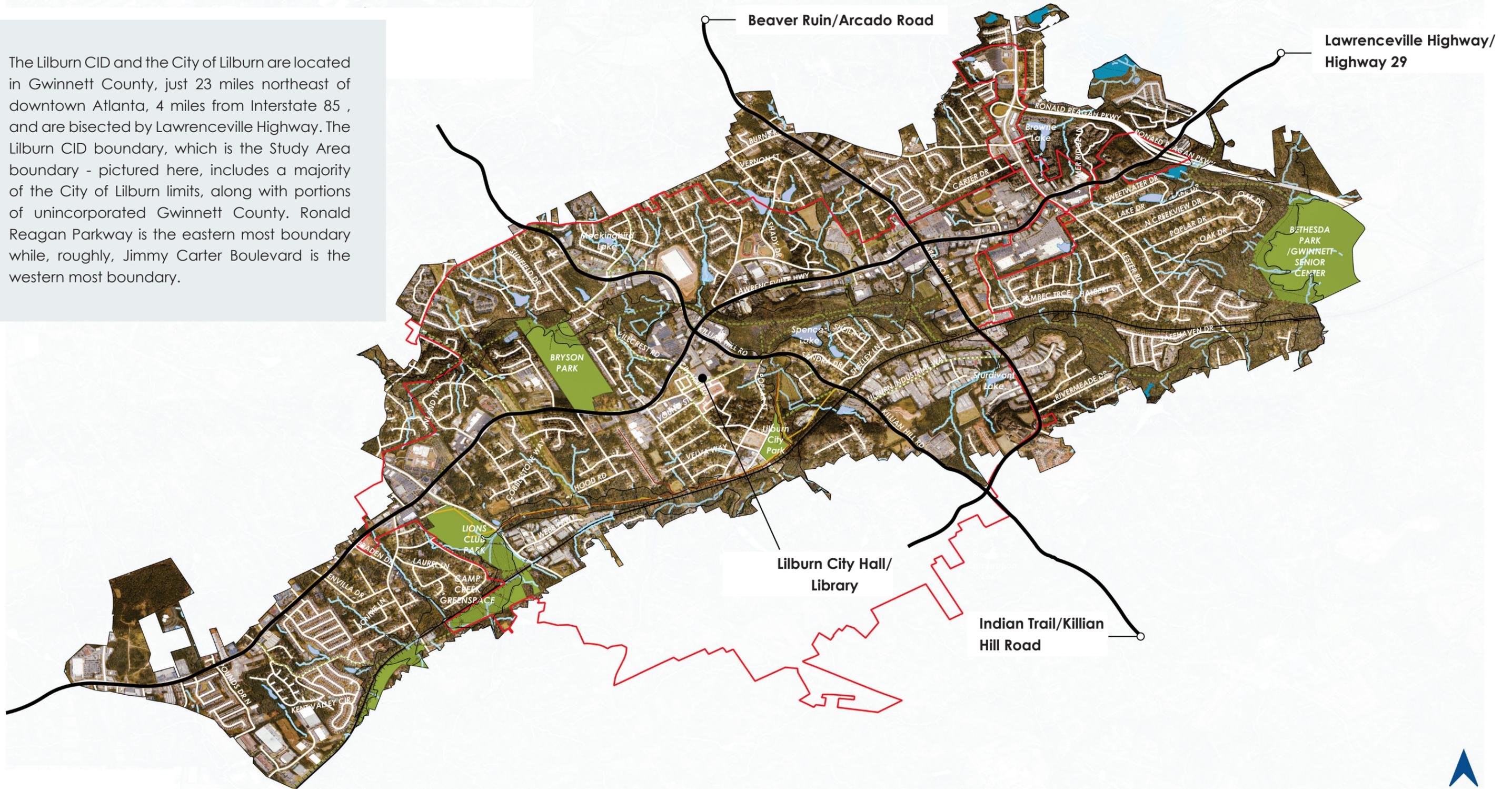


Figure 2. Study Area Greater Context

The Lilburn CID and the City of Lilburn are located in Gwinnett County, just 23 miles northeast of downtown Atlanta, 4 miles from Interstate 85, and are bisected by Lawrenceville Highway. The Lilburn CID boundary, which is the Study Area boundary - pictured here, includes a majority of the City of Lilburn limits, along with portions of unincorporated Gwinnett County. Ronald Reagan Parkway is the eastern most boundary while, roughly, Jimmy Carter Boulevard is the western most boundary.



LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

1. STUDY AREA



- City of Lilburn
- Swamp/Marsh
- Railroads
- Lilburn CID
- Floodplain
- Proposed Trails
- Stream
- Roads
- Parks
- Lake/Pond
- Existing Trails

EXISTING CONDITIONS

The following pages illustrate the existing conditions for the Lilburn CID Study Area. Reviewing existing plans as well as land use, zoning, and mobility features is critical to understanding growth and development possibilities. They are mapped in this section so that the City of Lilburn can factor them into recommendations.

EXISTING STUDIES

The Lilburn CID was first established in April 2010. Since its inception, several plans and studies have been completed impacting the 6,133 acre area. These plans vary from corridor specific studies to plans that address topics across the City of Lilburn. During the beginning stages of this process these plans were reviewed to inform the process and recommendations of the 2022 LCI Update.

CITY OF LILBURN'S TECHNICAL MEMORANDUM: CAMP CREEK STREAMBANK STABILIZATION ASSESSMENT (2022)

This memorandum provides information on necessary streambank stabilization measures for the streambank stabilization section of Camp Creek Greenway Trail. Despite two previous restoration efforts involving this 890-foot segment within Lilburn City Park, areas of heavy bank erosion and sedimentation remain. The City of Lilburn completed this plan to develop alternative solutions to improve the streambank stabilization and restoration at the Camp Creek Streambank.

GWINNETT COUNTY'S SATELLITE BOULEVARD TO JIMMY CARTER BOULEVARD BRT CORRIDOR STUDY (2020)

The Satellite Boulevard Bus Rapid Transit (BRT) Corridor Study (shown in Figure 3) is a detailed market assessment to understand the corridor's past and future development trajectory, and how best to anticipate and leverage the transformative impact of the Gwinnett BRT to maximize the Transit Oriented Development (TOD) potential of the Study Area. Through careful understanding of the Study Area's past development and real estate supply, future market projections, and the identification of strategic redevelopment opportunities, the BRT Study commissioned by Gwinnett County reimagines the future of the three sub areas. The goal of the supply analysis is to identify key attributes of the real estate supply across four core real estate categories (residential, office, hotel, and retail) that help to inform the Study Area's readiness to support transit-oriented development and the development characteristics that may need to evolve for the Study Area to support TOD in the future.

CITY OF LILBURN COMPREHENSIVE PLAN (2019)

The Five-Year update of the City of Lilburn's Comprehensive Plan was developed to maintain the City's existing quality of life, provide recommendations for future growth, and

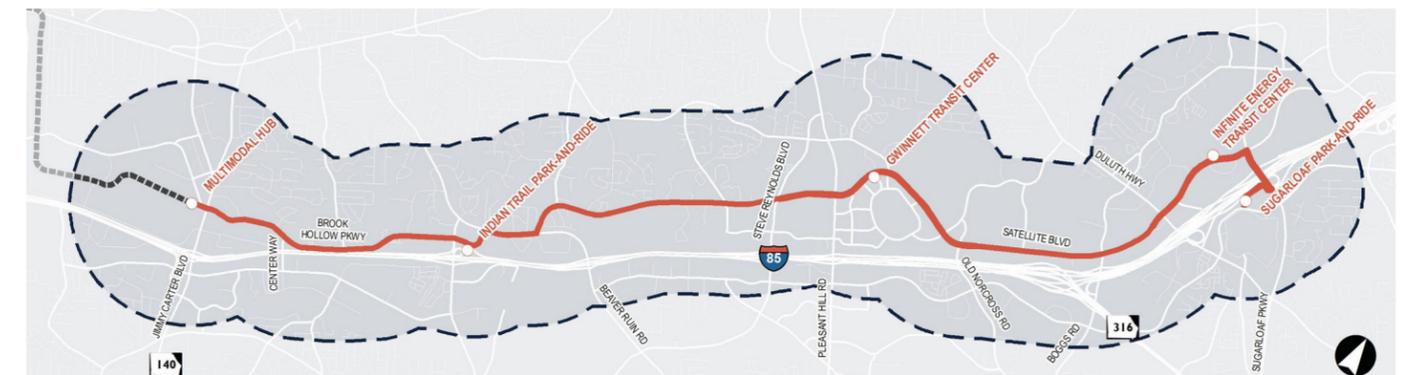


Figure 3. Satellite Boulevard to Jimmy Carter Boulevard BRT Corridor Study Area

identify new ways to encourage sustainable development. Following the city's vision for "a vibrant city where businesses prosper, where safety is a lifestyle, and where friends share life together in a community that will span the generations", the plan defined distinct character areas requiring special attention and outlined narratives and strategies to accomplish the vision for future development in Lilburn.

GWINNETT COUNTY 2040 UNIFIED PLAN (2019)

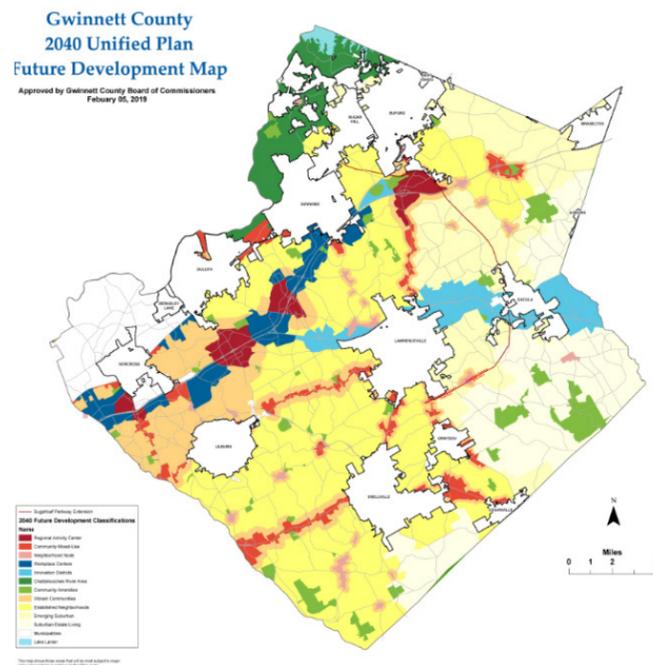


Figure 4 Gwinnett County 2040 Unified Plan Future Development Map

As the county's comprehensive plan, the 2040 Unified Plan guides progress and development county-wide on multiple fronts through 2040. Shown in Figure 4, the plan provides a blueprint for the County's growth and development over the next two decades, anticipates future needs and establishes short-term and long-term goals for Gwinnett County. The 2040 Unified Plan also ties the following plans into a single, coordinated vision: the Comprehensive Transportation Plan,

Connect Gwinnett: Transit Plan, County-wide Trails Master Plan and water and sewer plans. The Unified Plan also addresses community goals, needs and opportunities, housing, transportation, economic development and land use and establishes a community work program.

LILBURN CID'S MANDIR DISTRICT 2016 STUDY

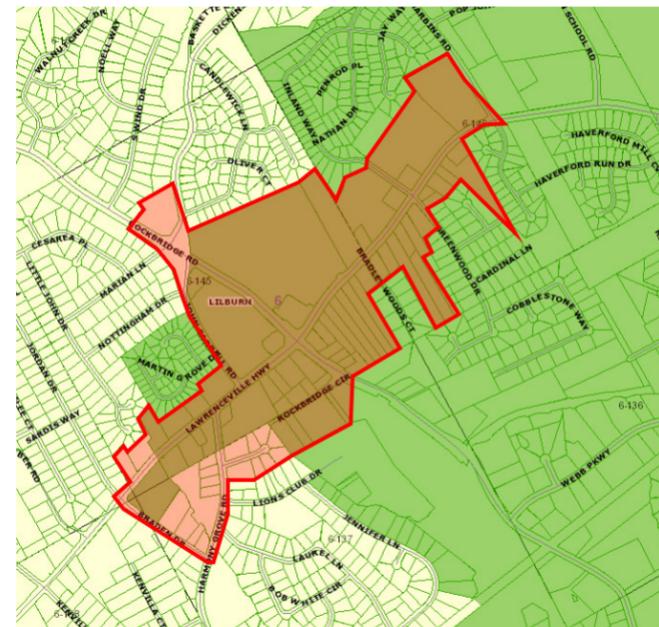


Figure 5. Mandir District 2016 Study Area

The Mandir District 2016 Study is an effort by the Lilburn CID to leverage the BAPS Shri Swaminarayan Mandir Atlanta Temple to encourage and promote the improvement and development of the LCID by addressing the area surrounding the temple (shown in Figure 5). The Mandir Study examines existing transportation and market conditions and includes recommendations for transportation and mobility enhancements, landscaping, land use, branding, signage, and economic development.

CITY OF LILBURN'S STRATEGIC BUSINESS PLAN (2014)

The City of Lilburn's Strategic Business Plan, is the organization's strategy to allocate limited resources to achieve specific goals towards our vision. After an update of the Comprehensive Plan and a study of potential redevelopment, the Strategic Business Plan sets directional goals and accountability measures used to track development progress in the city. The vision and mission statement as well as the values and strategic objectives discovered during this project are meant to assist the city in communicating its direction both internally and to the greater public.

LILBURN CID'S FINAL REPORT HIGHWAY 29 ACCESS MANAGEMENT PLAN (2013)

The Highway 29 Access Management Plan aims to transform the Highway 29 corridor into a facility that maximizes the ability of all people to use the roadway for all purposes. Multiple land uses are present along the highway, serving a variety of purposes. The Plan provides the Lilburn Community Improvement District with a strategy to implement access management along the Highway 29 corridor through a combination of traffic engineering measures, site development improvements and modifications, and close coordination between government and property owners.

LILBURN CID'S HIGHWAY 29 BOULEVARD OF OPPORTUNITY CORRIDOR STUDY (2011)

The Highway 29 Boulevard of Opportunity Corridor Study, depicted in Figure 6, provides land use, mobility and urban design recommendations and implementation strategies for the four-mile corridor between Rockbridge Road and Ronald Reagan Parkway. The overarching goal

of the Highway 29 Corridor Study is to create a regional model for how to effectively re-market, re-imagine and re-invigorate a community through the transformation of a currently auto-dominated street into a prestigious corridor. Some of the recommendations included creating an expanded multi-use trail network and implementing complete streets.

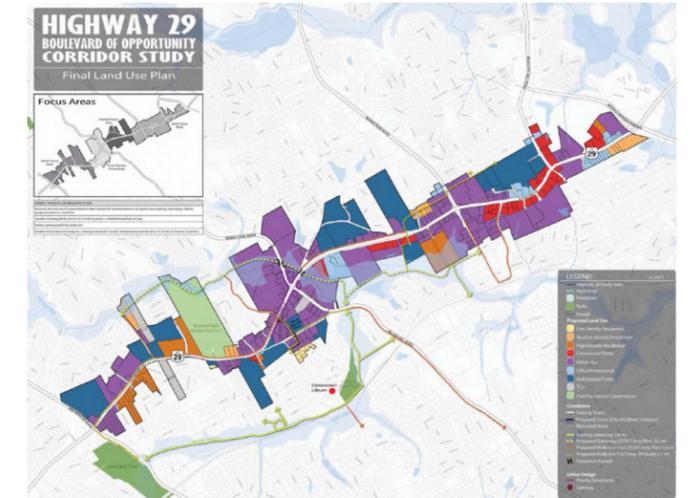


Figure 6. Highway 29 Boulevard of Opportunity Corridor Study Final Land Use Plan

PLEASANT HILL ROAD SMALL AREA PLAN STUDY (2018)

In 2018 LCID conducted a study along the Pleasant Hill Road corridor between US-29 and Cruse Road to determine areas of improvement for transportation and land use. Recommended improvement projects include sidewalk extensions along Pleasant Hill Road under the Ronald Regan Parkway and a bus pull-off in front of Plaza Las Americas.

LILBURN CID'S STATE ROUTE 8/LAWRENCEVILLE HIGHWAY ROAD SAFETY AUDIT

The State Route (SR) 8/Lawrenceville Highway Road Safety Audit visually examines the Safety Conditions of Lawrenceville Highway along this corridor. Within this report are figures looking at Driveway Density and Crash Traffic data for each Segment and Intersection in the Corridor.

TIMELINE OF EXISTING STUDIES

State Route 8/Lawrenceville Highway Road Safety Audit



Final Report Highway 29 Access Management Plan



Mandir District 2016 Study



Pleasant Hill Road Small Area Plan Study



City of Lilburn Comprehensive Plan



Lilburn LCI Major Plan Update



2011

2013

2014

2016

2018

2019

2020

2022



Highway 29 Boulevard of Opportunity Corridor Study



Lilburn Strategic Business Plan



Gwinnett County 2040 Unified Plan



Satellite Boulevard to Jimmy Carter Boulevard BRT Corridor Study

LIST OF PROJECT ACCOMPLISHMENTS

As a part of the 2011 Highway 29 Boulevard of Opportunity Corridor Study, the City of Lilburn provided an action-plan focused on accomplishing the vision set forth by that LCI Study. Those action steps were organized by Transportation Initiatives, Civic Initiatives, and Land Use Initiatives. The following tables provide an update on the status of those projects, whether complete, in progress, no longer relevant, not started.

Table 1. Land Use & Housing Initiatives

Recommendations	Action Items	Engineering Study Year	Construction Year	Status
Encourage mixed-use development in the Old Town area.	Actively recruit mixed-use developers	N/A	N/A	Ongoing
	Modify liquor law minimum seating requirements to allow outdoor seating to count toward minimum requirements	N/A	N/A	Complete
Encourage the long-term redevelopment of the shopping center area.	Identify the shopping center area as a redevelopment node on the Future Comprehensive Plan Map	N/A	N/A	Complete
Ensure that existing stable residential areas are protected in future land use plan	Discourage rezoning of existing neighborhoods	N/A	N/A	Ongoing
Incorporate Town Center Plan recommendations into Comprehensive Plan	1. Identify the Old Town and Main and Church Street areas on the Future Land Use Map as mixed-use nodes.	N/A	N/A	Complete
	2. Identify the Church Street residential area as a Traditional Neighborhood	N/A	N/A	Complete
	3. Incorporate mixed-use and residential overlays into zoning map	N/A	N/A	Complete

Table 2. Civic Initiatives

Recommendations	Action Items	Engineering Study Year	Construction Year	Status
Increase code enforcement and maintenance for both commercial and residential areas.	1. Conduct a tree inventory for the Study Area for trees along road rights-of-way	N/A	N/A	Complete
	2. Prepare guidelines to preserve the tree canopy along public right of-way based on results from the existing tree inventory.	N/A	N/A	Complete
	3. Meet with neighborhood and business associations on request to discuss system and specific violations	N/A	N/A	Ongoing
Protect stable residential neighborhoods.	1. Encourage home ownership by distributing information on housing programs available through the Georgia Department of Community Affairs	N/A	N/A	Ongoing
	2. Encourage the reduction of septic systems throughout Lilburn	N/A	N/A	Ongoing
Encourage the development of neighborhood crime watch programs.	1. Provide training for neighborhood associations through a "citizens police academy"	N/A	N/A	Ongoing
	2. Encourage the participation of neighborhood associations in the Neighborhood Watch Program.	N/A	N/A	Ongoing

Table 2. Civic Initiatives (continued)

Recommendations	Action Items	Engineering Study Year	Construction Year	Status
Increase affordability of sewer connection fees	Initiate discussion of public sewer installation/ connection fee reductions within activity and redevelopment centers at the Gwinnett Municipal Association meetings	N/A	N/A	Ongoing
Encourage volunteer activity toward the beautification and greening of neighborhoods throughout Lilburn.	Sponsor an annual "Tree Planting Day" in October as part of the Lilburn Daze Festival	N/A	N/A	Ongoing

Table 3. Marketing Initiatives

Recommendations	Action Items	Engineering Study Year	Construction Year	Status
Develop a public relations program to promote the recommendations of the Market Analysis and Business Cluster Plan to stakeholders, real estate professionals, developers, financial backers, etc.	1. Promote Lilburn's brand Identified in this plan	N/A	N/A	Ongoing
	2. Develop and Implement an Image Campaign	N/A	N/A	Complete
	3. Develop and adopt collateral marketing material including prospect packages, new business packages, market opportunity fact sheets and media packages	N/A	N/A	Complete
	4. Organize a speaker's bureau with an ongoing presentation schedule to publicize the effort, progress and results of the Town Center Plan	N/A	N/A	Ongoing

Table 3. Marketing Initiatives (continued)

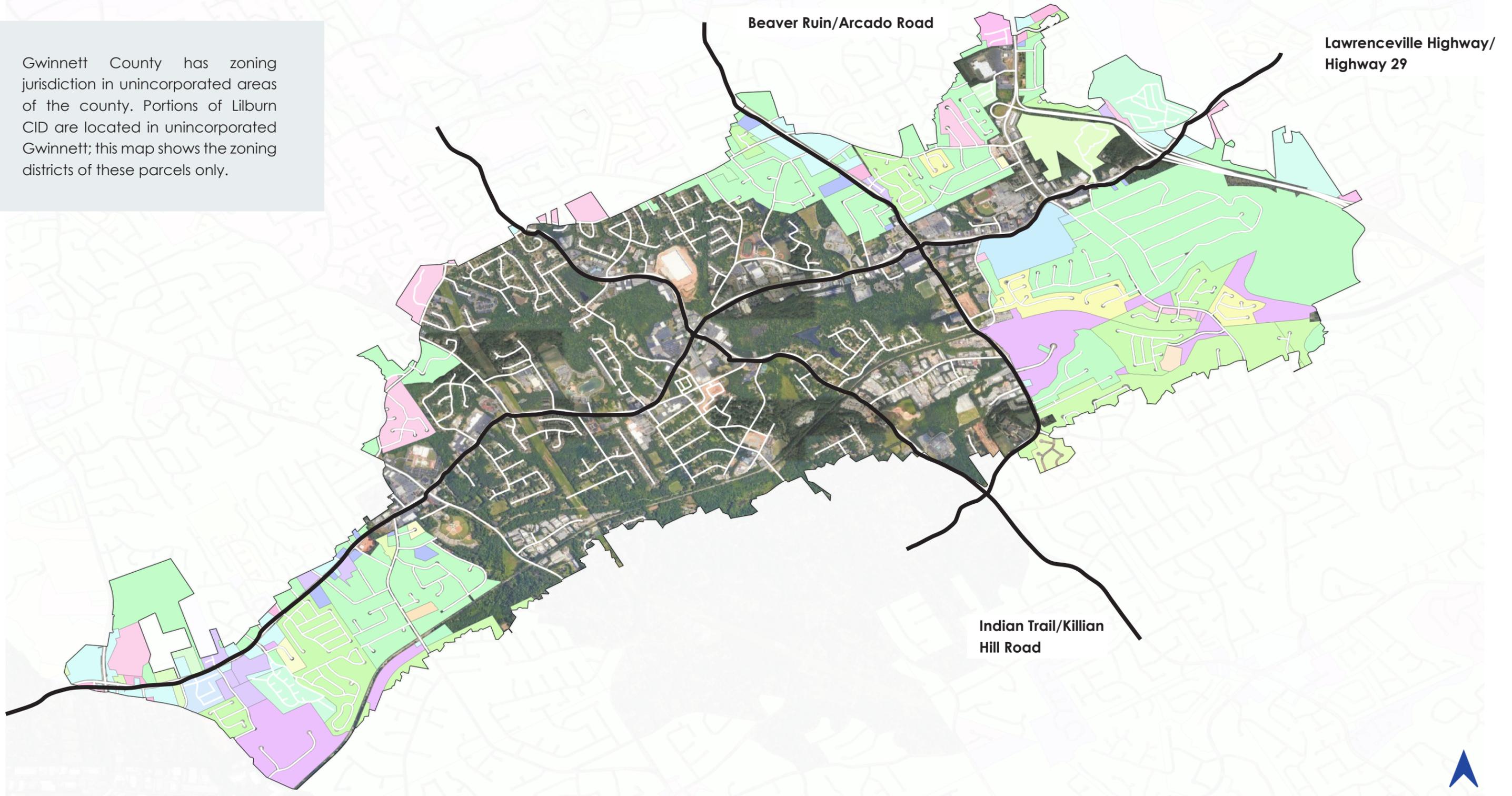
Recommendations	Action Items	Engineering Study Year	Construction Year	Status
Develop a recruitment campaign focused on recruiting businesses identified in the Business Cluster Plan including retail and/or service	1. Organize and train a Business Development Team	N/A	N/A	Not started
	2. Prepare a recruitment package based on the Market Analysis and Business Cluster Plan	N/A	N/A	Not started
	3. Create and maintain a referral network of brokers, other economic development agencies, leasing offices, etc.	N/A	N/A	Not started
	4. Prepare a sales program to identify and court prospects with ability to track prospects	N/A	N/A	Not started
	5. Create and maintain an accurate inventory of available real estate in the Old Town Lilburn area.	N/A	N/A	Ongoing
Promote start-up businesses in the Study Area for selected markets	1. Target businesses based on finalized market analysis	N/A	N/A	No longer relevant

Table 4. Transportation Project Initiatives

Recommendations	Action Items	Engineering Study Year	Construction Year	Status
Establish an Old Town Lilburn network of on-road bicycle routes.	1. Install standard "Share the Road" and "Bike Route" signs along local streets	N/A	N/A	Complete
	2. Install bike lane along Killian Hill Road from Hillcrest Road to Lilburn Industrial Way (4 feet wide)	2008	2010	Complete
Implement Phase I (primary) sidewalk and streetscaping improvements in Old Town District.	1. Main Street from railroad line to Church St.	2008	2010	Complete
	2. Third Street (Lula) from First Avenue to City Park	2008	2010	Complete
	3. First Avenue from Third Street (Lula) to Main St.	2008	2010	Complete
	4. Railroad Avenue from Third Street (Lula) to Main St.	2008	2010	Complete
Implement Phase II (secondary) sidewalk and streetscaping improvements in Old Town Lilburn area.	Poplar Street from Killian Hill Road to Third Street (Lula)	2009	2011	Complete
Expand sidewalk network	Extend existing sidewalk on Killian Hill Road from Poplar Street north to U.S. 29	2009	2011	Complete
Develop multiuse trail to connect Old Town to Killian Hill.	Develop park areas and pedestrian amenities along Camp Creek Greenway	2009	2013	Complete
Review Killian Hill Road/Church Street for future signalization.	1. Conduct a traffic signal warrant study	N/A	N/A	Complete
	2. If signal is warranted, design and install traffic signal	N/A	N/A	No longer relevant

Recommendations	Action Items	Engineering Study Year	Construction Year	Status
Encourage pedestrian connectivity and architectural consistency between commuter rail station and Old Town Lilburn.	1. Develop Park and Ride/ Transit Stop/Transit Oriented Development on Jackson Property	2010		
	2. Construct multiuse trail between Jackson Property and Old Town Lilburn (including pedestrian bridge over creek)	2009	2011	
	3. Initiate discussions with the Georgia Rail Passenger Authority to accept architectural standards that are consistent with Old Town Lilburn for the proposed rail station	Ongoing		
Develop a parking study that will identify and meet current and future needs.	1. Perform Parking Needs Analysis and Management Plan	N/A	N/A	Complete
Develop gateways and directional signage to mark the entrances to the Old Town Lilburn.	1. Camp Creek Road 100 feet back from rail line	N/A	N/A	Complete
	2. Poplar Street and Killian Hill Road	N/A	N/A	Complete
Place pedestrian-oriented information kiosks in key gathering places downtown.	Install kiosk at Calvin Fitchett Municipal Complex	N/A	N/A	No longer relevant
	Install kiosk at Community Focal Point (TBD)	N/A	N/A	Complete
Identify historical landmarks and districts.	1. Encourage private homeowners to apply for and install historical markers	N/A	N/A	Ongoing

Gwinnett County has zoning jurisdiction in unincorporated areas of the county. Portions of Lilburn CID are located in unincorporated Gwinnett; this map shows the zoning districts of these parcels only.



LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

2. COUNTY EXISTING ZONING

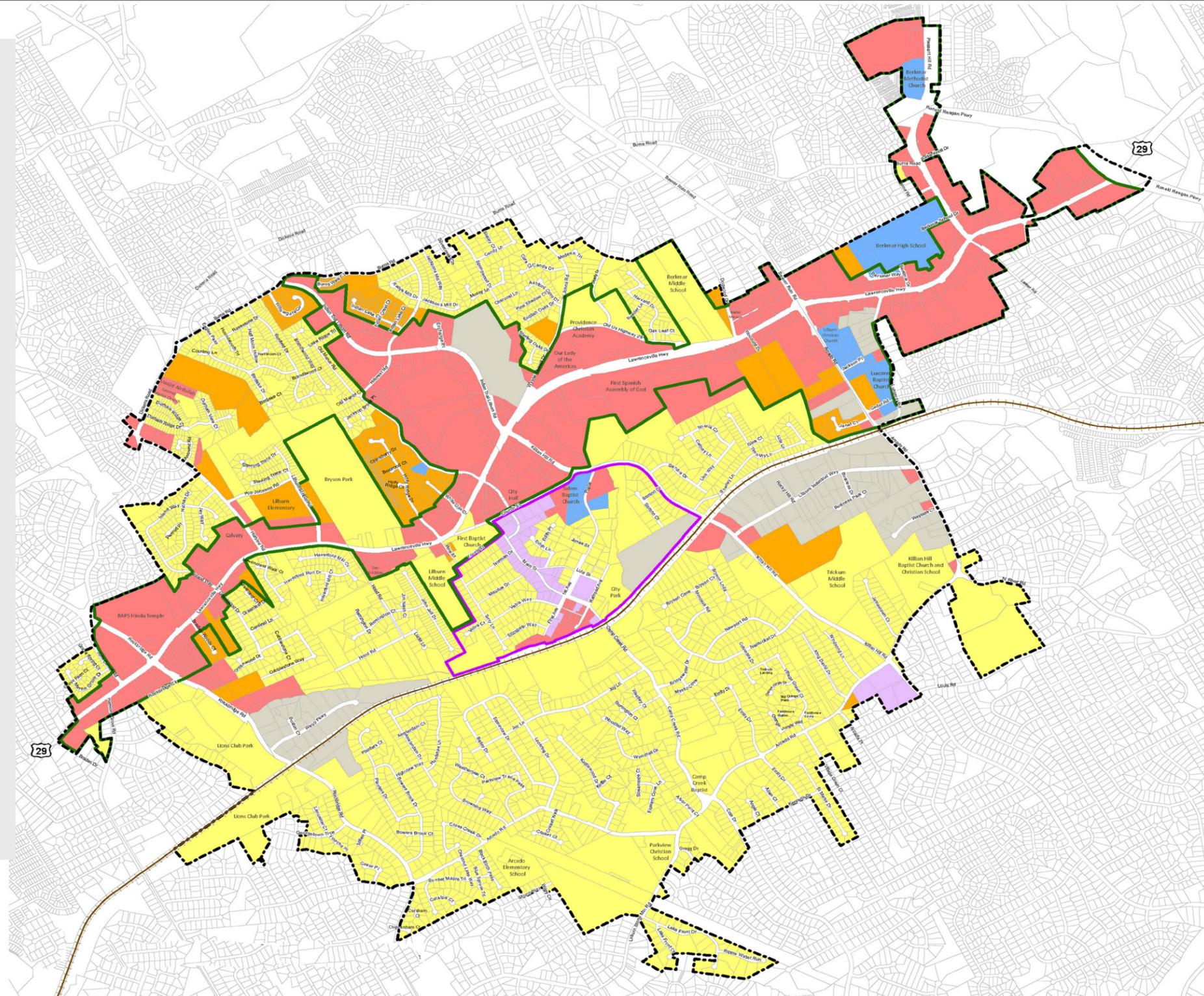
C1	M1	OI	R100MOD	RL5MOD	RM6
C2	M2	OSC	R2	RA200	RM8
C3	MH	PRD	R60	RM	RMD
CB	MU	R1	R75	RM10	RTH
HS	NS	R100	R75CLU	RM13	RZT
IA	OBP	R100CSO	R75CSO	RM24	TND

Existing Conditions

Existing Conditions

Shown here is the City of Lilburn zoning map. The properties along the Highway 29 corridor are primarily zoned CB (Commercial Business) and are governed by the US-29 Overlay. The majority of the City is zoned as R1 (Residential), with IA (Industrial Activity) along the railroad.

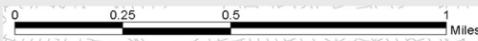
The City of Lilburn has invested in guidelines specific to the Highway 29 Corridor and Old Town Lilburn forming the US-29 Overlay and the Old Town Overlay. The purpose of the US-29 Overlay is to allow the Highway 29 Corridor to be the commercial heart of Lilburn, relative to transportation, economic development, and the regional perception of the community. The purpose of the Old Town Overlay is to preserve the historic features of Main Street and Old Town, and allow for mixed-use development projects that will create a main street character, spark community interaction, encourage the use of pedestrian and bicycle transportation, and inspire land uses that serve the needs of local residents.



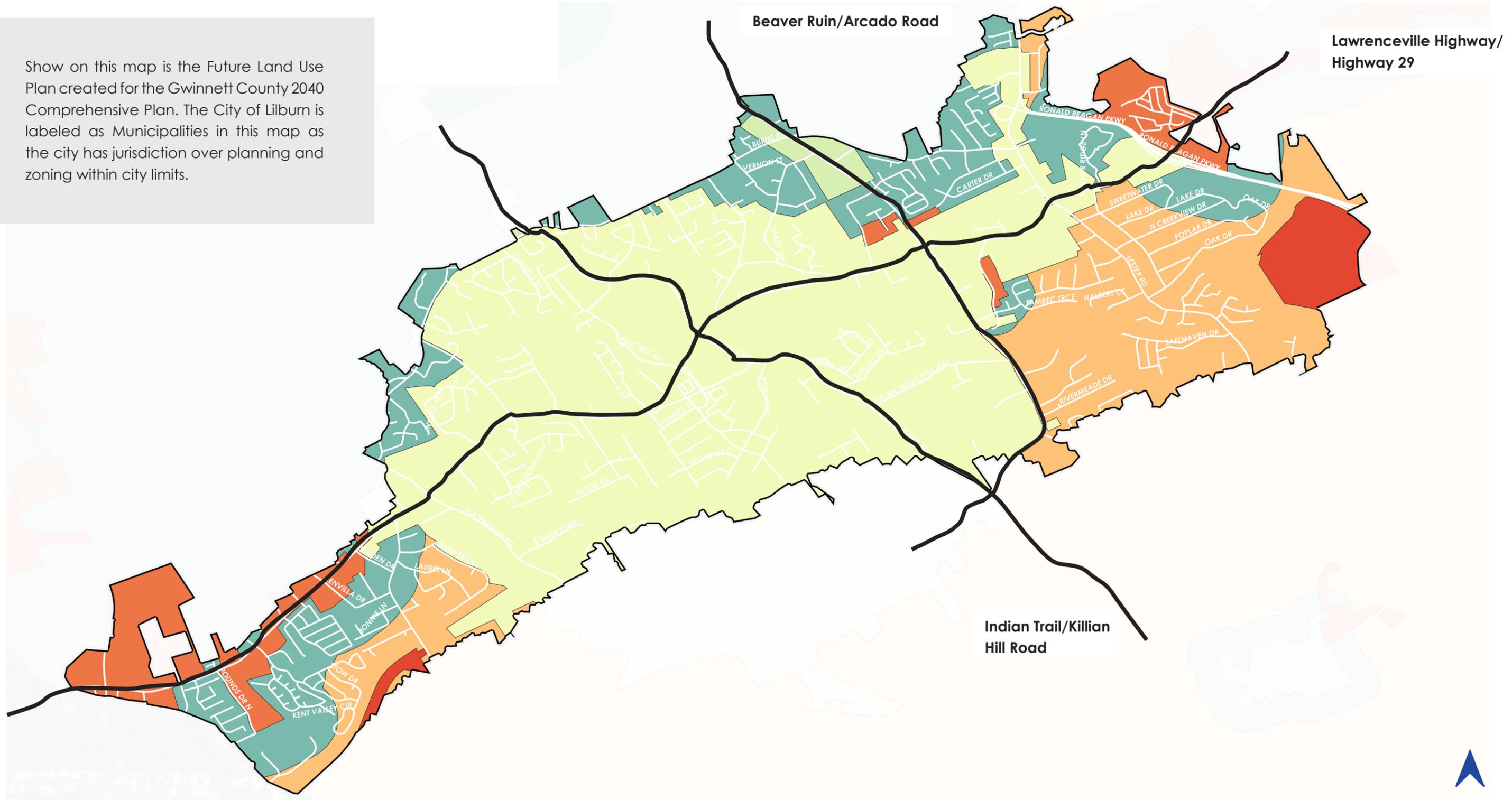
LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

3. CITY EXISTING ZONING

- CB
- O/I
- R1
- US- 29 Overlay
- Old Town Overlay
- IA
- MU
- R2
- Railroads
- Lilburn City Limits



Show on this map is the Future Land Use Plan created for the Gwinnett County 2040 Comprehensive Plan. The City of Lilburn is labeled as Municipalities in this map as the city has jurisdiction over planning and zoning within city limits.



LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

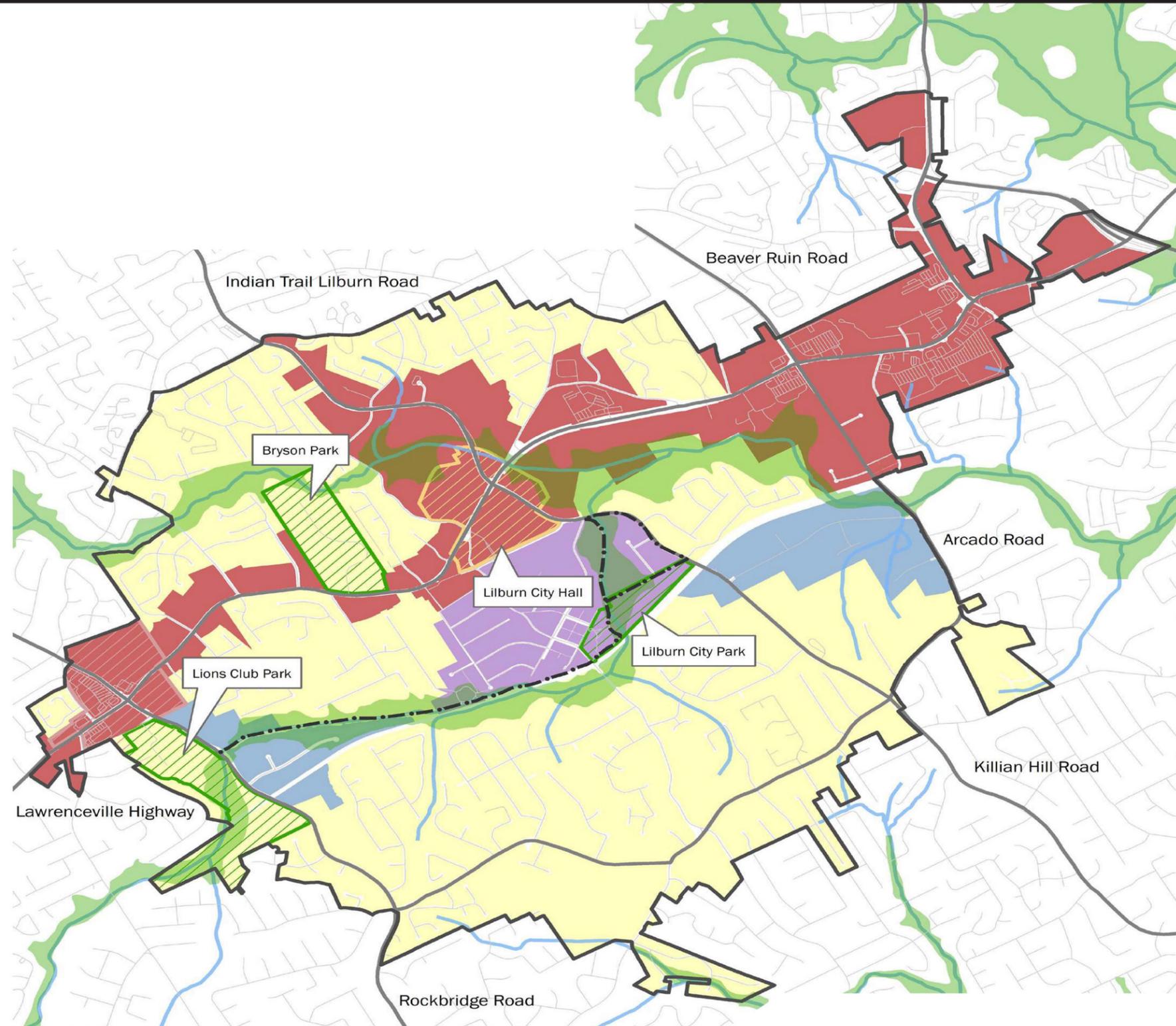
4. COUNTY FUTURE LAND USE



- Community Amenities
- Neighborhood Node
- Community Mixed-Use
- Vibrant Communities
- Established Neighborhoods
- Workspace Centers
- Municipalities

There are five(5) Character Areas established in the 2018 Lilburn Comprehensive Plan. Those character areas are:

- Established Residential – A corridor of focus, meant to support both small- and large-scale retail and commercial development, and encourage new mixed-use development; presents opportunities for multi-story, mixed use redevelopment at major intersections.
- Lawrenceville Highway Overlay – Encourages commercial development fronting US-29/ Lawrenceville Highway and focuses on redevelopment potential at major intersections.
- Lawrenceville Highway & Indian Trail/Killian Hill Road - Identified as a prime location for both greenway and urban trail connectivity and streetscape enhancements. Higher density, multi-story mixed use redevelopment should be encouraged at this location. This area should encourage opportunities for new housing and density to support a vibrant mix of new uses.
- Old Town Overlay – Encourages commercial and residential mixed-use development that reflects the City's architectural and cultural heritage. The community's identity should be reinforced through physical design of the area.
- Manufacturing, Service, and Technology – Area for the existing uses outside the Lawrenceville Highway Corridor including light industrial, manufacturing, and warehouse districts.

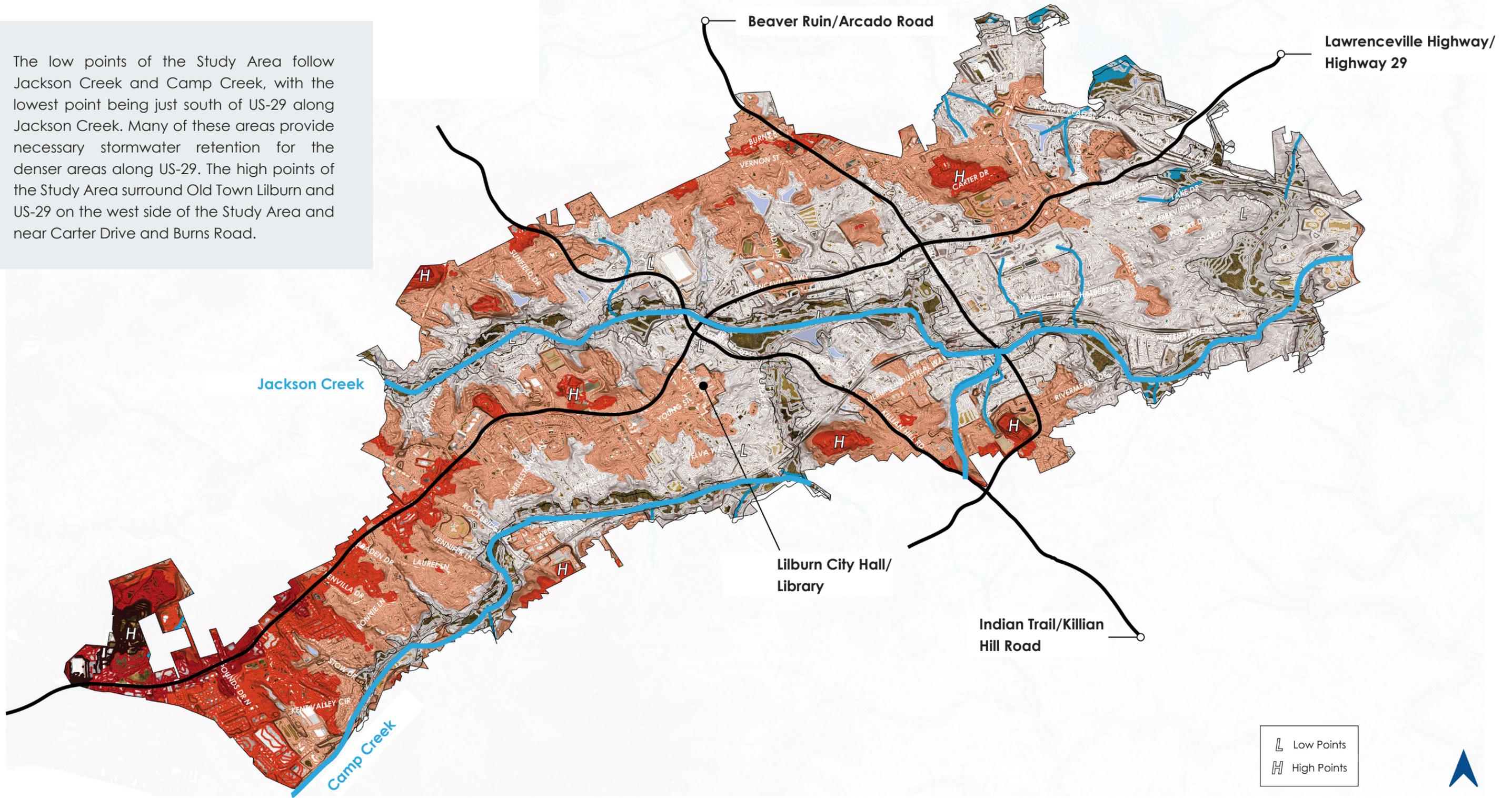


LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

5. CITY CHARACTER AREA MAP



The low points of the Study Area follow Jackson Creek and Camp Creek, with the lowest point being just south of US-29 along Jackson Creek. Many of these areas provide necessary stormwater retention for the denser areas along US-29. The high points of the Study Area surround Old Town Lilburn and US-29 on the west side of the Study Area and near Carter Drive and Burns Road.



LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

6. TOPOGRAPHY



Existing Conditions

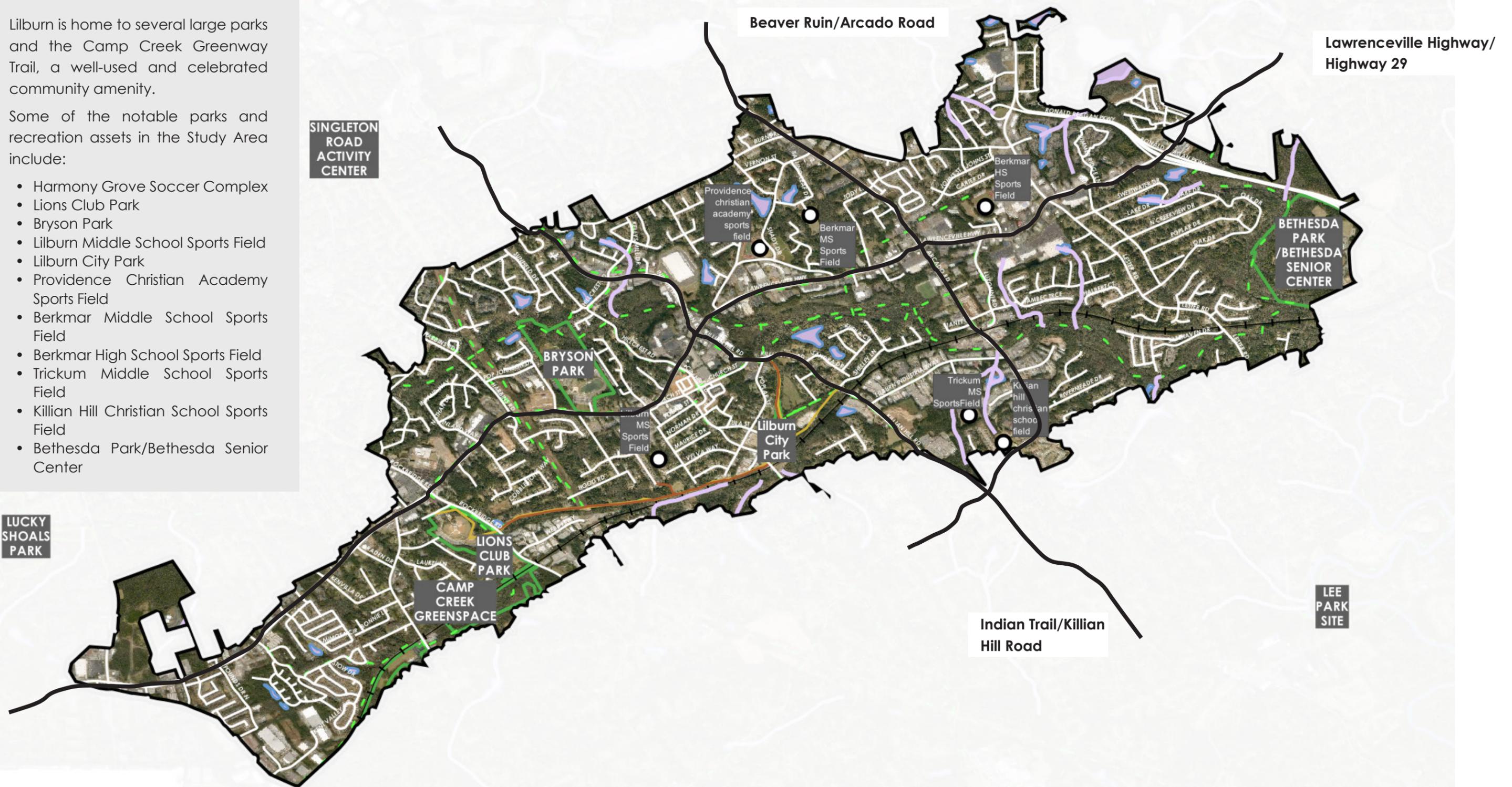


Existing Conditions

Lilburn is home to several large parks and the Camp Creek Greenway Trail, a well-used and celebrated community amenity.

Some of the notable parks and recreation assets in the Study Area include:

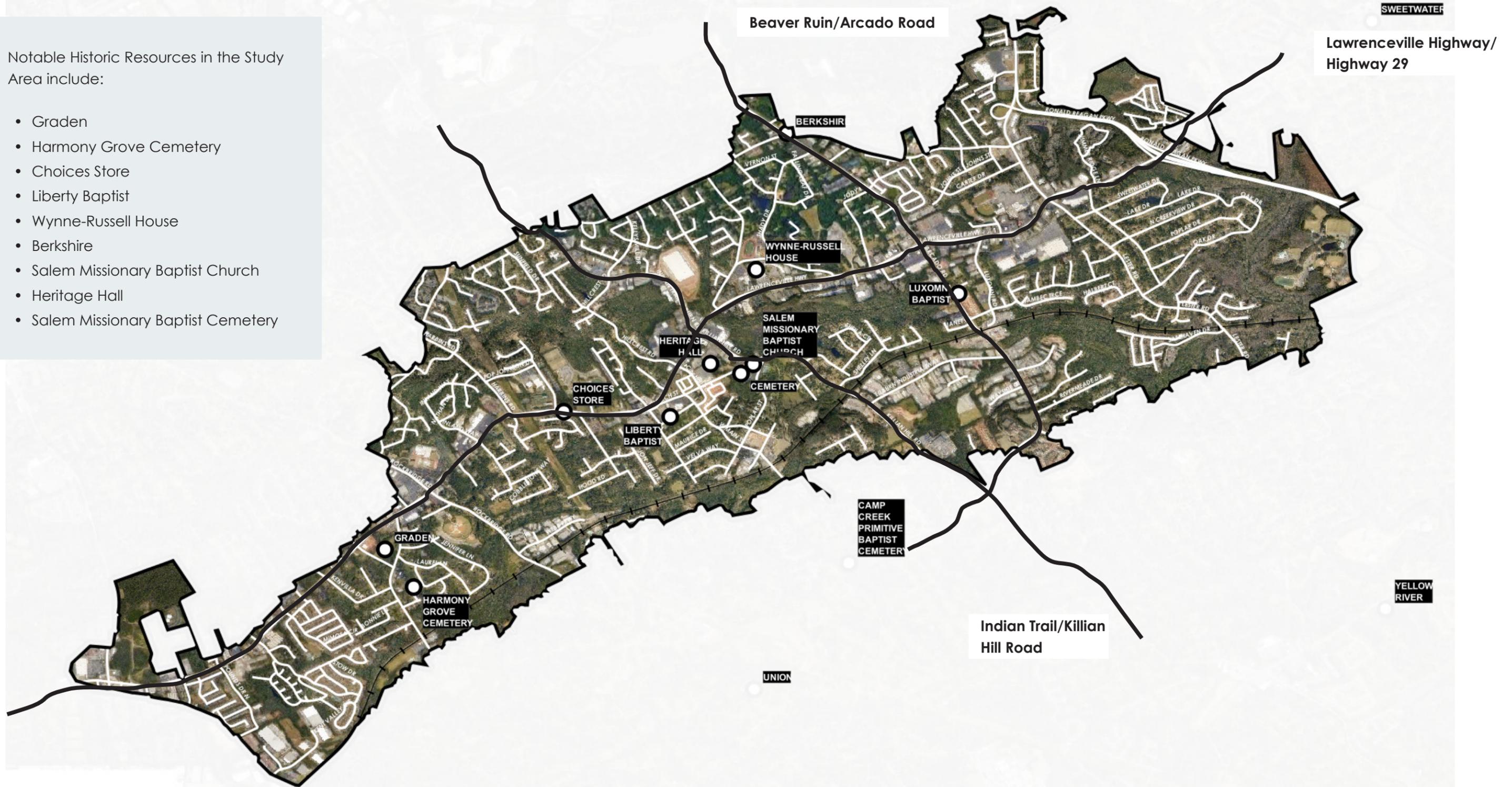
- Harmony Grove Soccer Complex
- Lions Club Park
- Bryson Park
- Lilburn Middle School Sports Field
- Lilburn City Park
- Providence Christian Academy Sports Field
- Berkmar Middle School Sports Field
- Berkmar High School Sports Field
- Trickum Middle School Sports Field
- Killian Hill Christian School Sports Field
- Bethesda Park/Bethesda Senior Center



7. PARKS AND RECREATION

Notable Historic Resources in the Study Area include:

- Graden
- Harmony Grove Cemetery
- Choices Store
- Liberty Baptist
- Wynne-Russell House
- Berkshire
- Salem Missionary Baptist Church
- Heritage Hall
- Salem Missionary Baptist Cemetery



8. HISTORIC RESOURCES

- City of Lilburn
- Lilburn CID
- Historic Sites
- Railroads
- Roads

HISTORIC RESOURCES

The Study Area has several historic resources that are important to the City of Lilburn, depicted in Map 8, and together help make up the rich cultural fabric of this diverse community. Some of these Historic Resources, shown in Figures 8 through 10, include:

Harmony Grove Cemetery: Cemetery of the Historic Harmony Grove Church, existing in Lilburn since 1836.

Liberty Baptist: Now known as Lilburn First Baptist Church, Liberty was first organized in 1840 in Lilburn.

Wynne-Russell House: Built in 1826, and on the National Register of Historic Places, the Wynne-Russell House is now used as an event space available for rental for small groups.

Salem Missionary Baptist Church Around 1838, a small place of worship was established by slaves

in Lilburn. This place of worship and its community would later become Salem Missionary Baptist Church. Across two centuries, the church would develop a rich history and serve as a place of rest, refuge and worship for African Americans who attend Salem Missionary in Lilburn.

Heritage Hall Heritage Hall: is the museum for Salem Missionary Baptist Church. This museum has plans to form a professional organization and become the regional museum of African American history in Gwinnett.

Salem Missionary Baptist Church Cemetery: The cemetery associated with Salem Missionary Baptist Church.

Luxomni: An unincorporated community founded in 1891 around a rail depot. Located a mile east of Lilburn City boundaries, the community has largely been absorbed into the Lilburn and Gwinnett Community.



Figures 8 and 9. Wynne Russell House and Choices Store in the 1830s

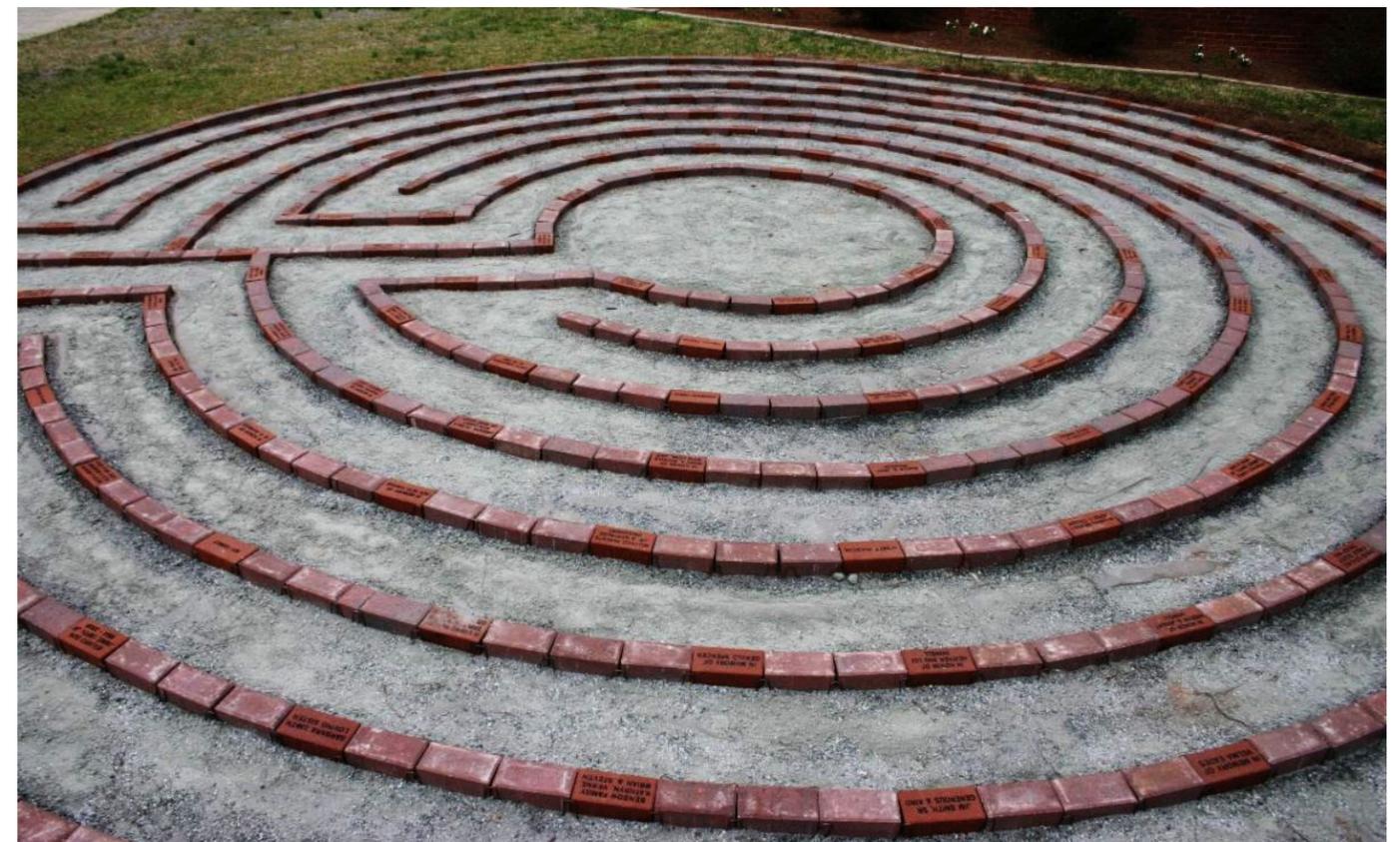


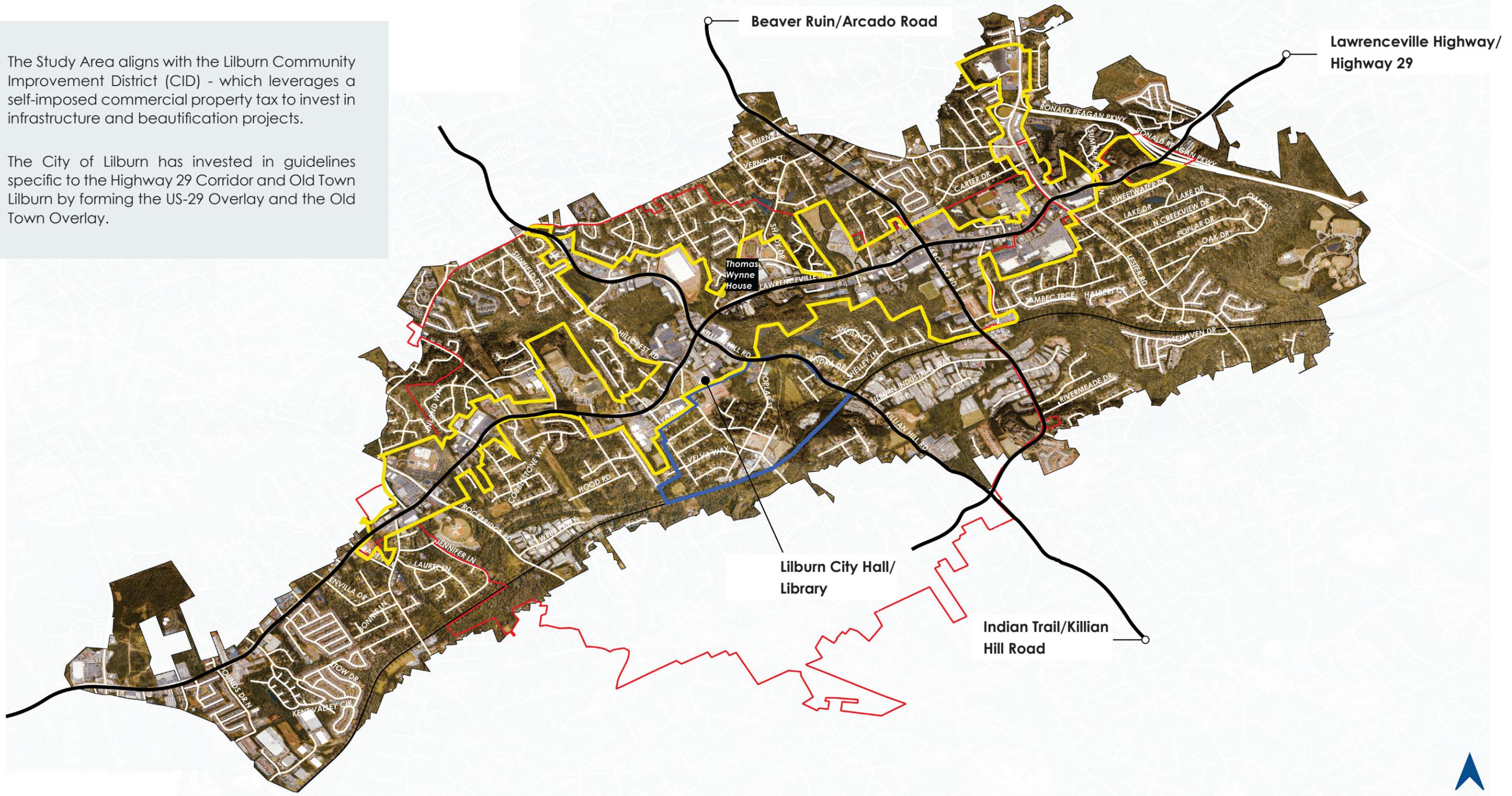
Figure 10. Harmony Grove Cemetery



Figure 7. Luxomni Baptist Church

The Study Area aligns with the Lilburn Community Improvement District (CID) - which leverages a self-imposed commercial property tax to invest in infrastructure and beautification projects.

The City of Lilburn has invested in guidelines specific to the Highway 29 Corridor and Old Town Lilburn by forming the US-29 Overlay and the Old Town Overlay.



LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

9. ECONOMIC DEVELOPMENT OPPORTUNITIES

- City of Lilburn
- Lilburn CID
- Old Town Overlay
- US-29 Overlay
- Railroads
- Roads
- Historic Homes

Notable Assets and Opportunities in the Study Area include:

- Harmony Grove United Methodist School
- Publix
- BAPS Mandir
- Lilburn Elementary School
- Lilburn Middle School
- Nam Dae Mun
- Old Town Lilburn
- Lilburn City Hall/Library
- Salem Missionary Baptist Church
- Heritage Hall
- Salem Missionary Baptist Cemetery
- Fleet Pride Distribution Center
- Providence Christian Academy
- Berkmar Middle School
- City of Knowledge Islamic School
- Atlanta Eagles Soccer Academy
- Trickum Middle School
- Killian Hill Christian School
- Berkmar High School
- Legacy of Purpose Preparatory Academy
- Plaza Las Americas



LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

10. ASSETS & OPPORTUNITIES



ASSETS & OPPORTUNITIES

As shown in Map 10, the Study Area has several the notable assets and opportunities leveraged in this plan that may allow for the future growth and success of the City of Lilburn. These assets and opportunities, shown in Figures 14, include:

Harmony Grove United Methodist School: Beginning in 1836 as Crossroads Church, and in its present location of Harmony Grove Road since 1881, Harmony Grove has for over a century been apart of the Lilburn community.

Publix: The largest U.S. employee-owned company and grocery store chain serving the Lilburn community.

BAPS Mandir: One of the largest tourist destinations in Gwinnett County since its inauguration in 2007, the BAPS Shri Swaminarayan Mandir Atlanta attracts over 200,000 visitors annually.

Lilburn Elementary School: Gwinnett County Public Elementary School located in Lilburn.

Lilburn Middle School: Gwinnett County Public Middle School serving the City of Lilburn.

Nam Dae Mun: A large local grocery store equipped with International Foods.

Old Town Lilburn: Serving as the city's downtown, this area is the heart of the city, and includes Lilburn City Park

Lilburn City Hall: The 47,000 SF catalytic project was completed in Fall of 2016, not only providing office space to city staff but also is the location of the 20,000 SF Gwinnett County public library.

Salem Missionary Baptist Church Around 1838, a small place of worship was established by slaves in Lilburn. This place of worship and its community would later become Salem Missionary Baptist Church. Across two centuries, the church would develop a rich history and serve as a place of rest, refuge and worship for African Americans who attend Salem Missionary in Lilburn.

Heritage Hall Heritage Hall: is the museum for Salem Missionary Baptist Church. This museum has plans to form a professional organization and become the regional museum of African American history in Gwinnett.

Salem Missionary Baptist Church Cemetery: The cemetery associated with Salem Missionary Baptist Church.

Fleet Pride Distribution Center: 250,000 SF Distribution Center opened in 2018/19 in the City of Lilburn.

Providence Christian Academy: Private, Non-Denominational Christian School founded in 1991 providing schooling for students grades K-12.

Berkmar Middle School: Gwinnett County Public Middle School located within the city limits.

City of Knowledge Islamic School: Private Islamic School educating student's grades K-6.

Atlanta Eagles Soccer Academy: Local soccer program equipped with 2 regulation-sized soccer fields and a 16,000 SF indoor soccer facility.

Trickum Middle School: Gwinnett County Public Middle School located within the city limits.

Killian Hill Christian School: Highly-ranked private school providing K-12 education.

Berkmar High School: Gwinnett County Public High School located within the city limits.

Legacy of Purpose Preparatory Academy: International Pre-School educating students PK-5.

Plaza Las Americas: 136,000 SF Multi-Cultural destination of restaurants, shops and entertainment. The facility hosts performances, classes, and events.



Figures 11 and 12. BAPS Shri Swaminarayan Mandir and Plaza Las Americas



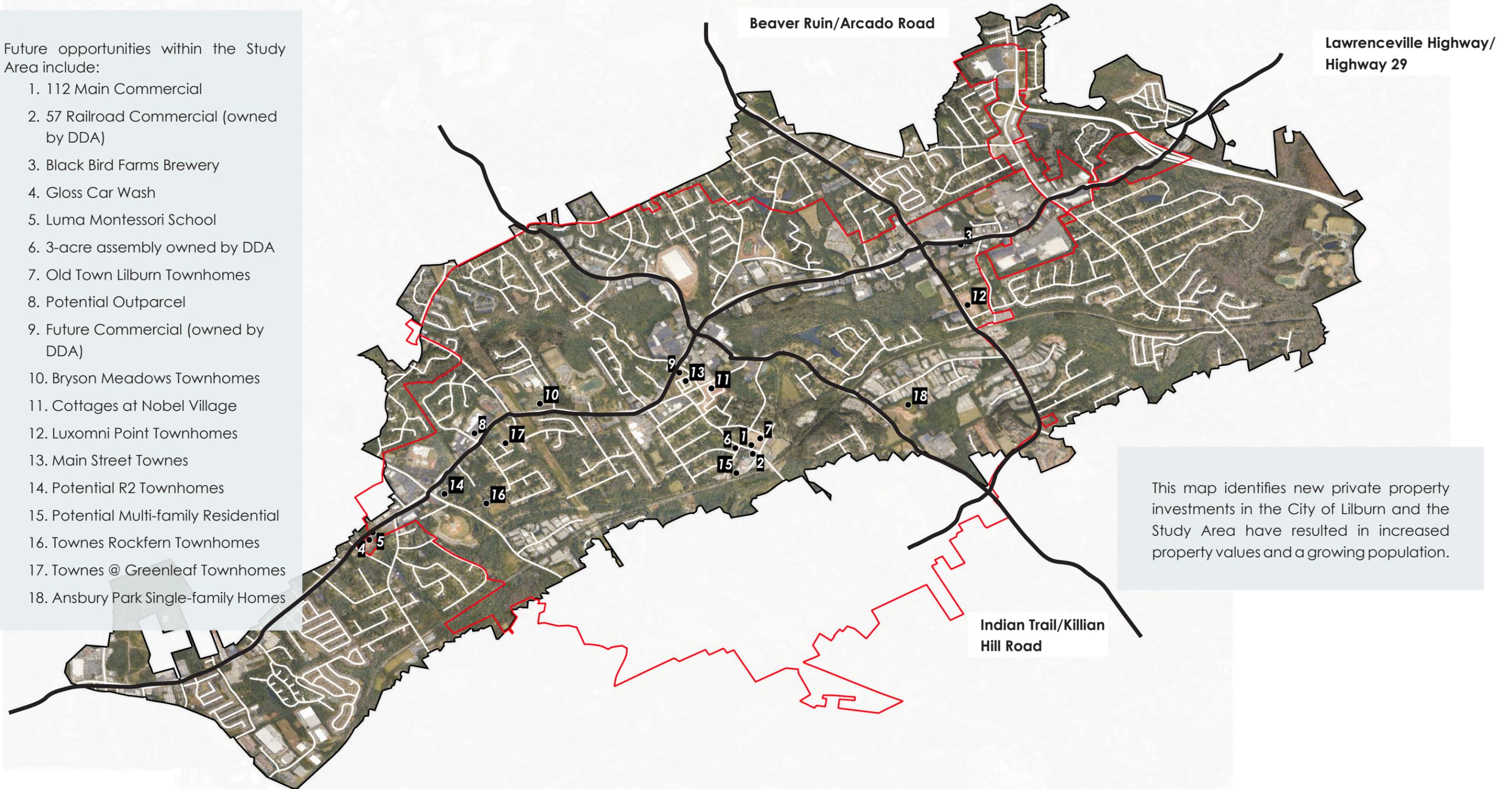
Figure 13. Lilburn City Hall



Figure 14. Killian Hill Baptist Church & Christian School

Future opportunities within the Study Area include:

1. 112 Main Commercial
2. 57 Railroad Commercial (owned by DDA)
3. Black Bird Farms Brewery
4. Gloss Car Wash
5. Luma Montessori School
6. 3-acre assembly owned by DDA
7. Old Town Lilburn Townhomes
8. Potential Outparcel
9. Future Commercial (owned by DDA)
10. Bryson Meadows Townhomes
11. Cottages at Nobel Village
12. Luxomni Point Townhomes
13. Main Street Townes
14. Potential R2 Townhomes
15. Potential Multi-family Residential
16. Townes Rockfern Townhomes
17. Townes @ Greenleaf Townhomes
18. Ansbury Park Single-family Homes

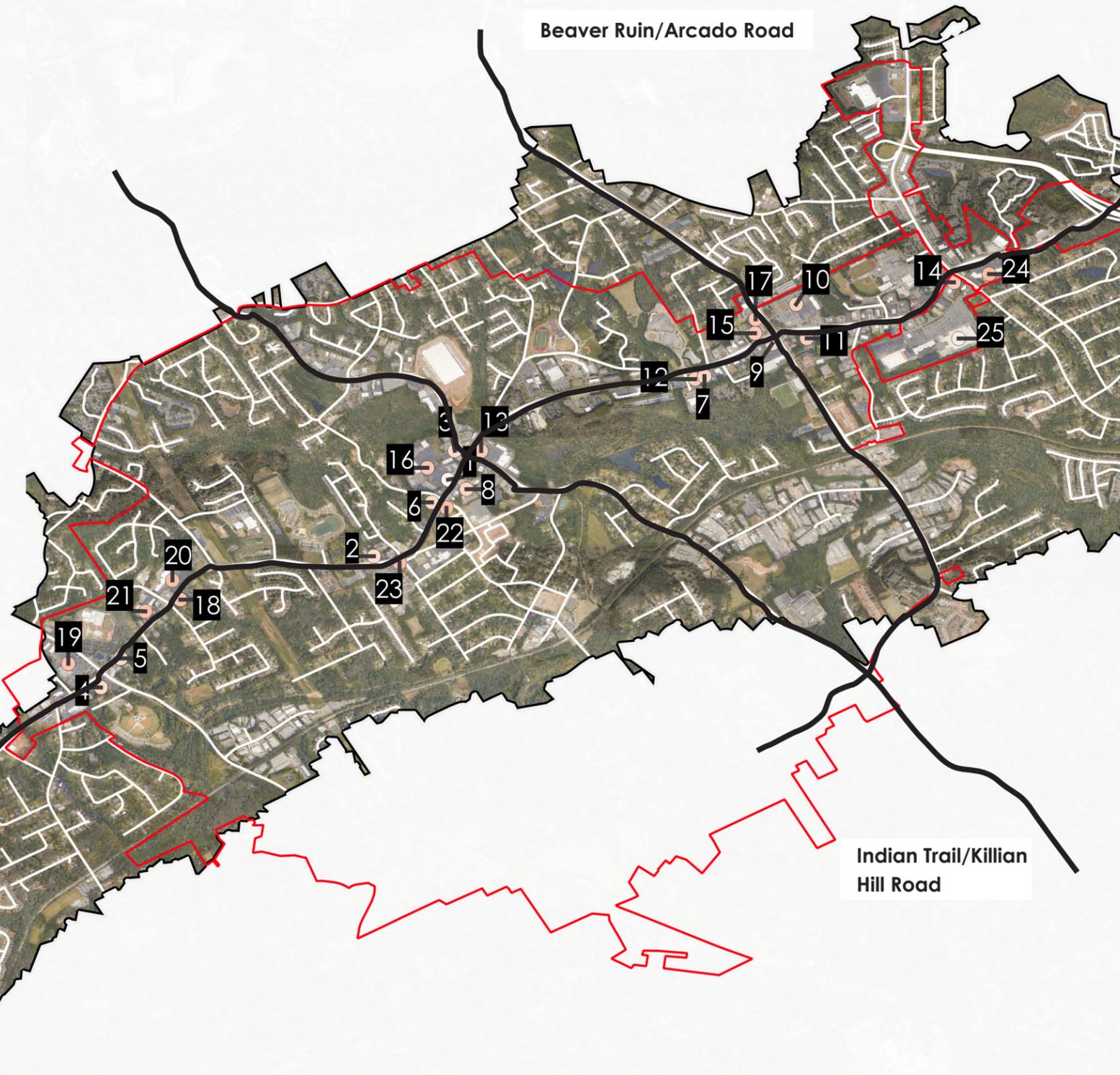


LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

11. FUTURE OPPORTUNITIES

- City of Lilburn
- Lilburn CID
- Railroads
- Roads

The CID and City, as of the writing of this report, are working with a retail strategy group to identify what types of retail are missing in the area, and how to attract additional retail investment. The adjacent map highlights retail sites that are currently under-performing in the Study Area. Many of these sites are centered around major intersection nodes, including Highway 29 at Rockbridge Road, Highway 29 at Hillcrest Road/Main Street and Indian Trail Lilburn Road/Killian Hill Road, Highway 29 at Beaver Ruin Road/Arcado Road, and Highway 29 at Pleasant Hill Road/Lester Road.



- Future opportunities within the Study Area include:
1. 0.7 acres
 2. 0.92-acre Skyline Seven Site
 3. 483 Indian Trail Lilburn Road
 4. 5514 Lawrenceville Highway
 5. 7-acre development site
 6. Advance Auto Building
 7. Appliance Solution Building
 8. Ashley Square Shopping Center
 9. Atlanta Check Cash Building
 10. Beaver Ruin Village
 11. Beaver Ruin Village 2
 12. Former Bank
 13. Former CVS
 14. Former Walgreens
 15. Indian Trail Shopping Center
 16. John Le Property
 17. KW Commercial Land
 18. Lilburn Corners Shopping Center
 19. Lilburn Square Shopping Center
 20. Lilburn Square Shopping Center 2
 21. Mixed Use Projects
 22. Pine Street Development Site
 23. Pleasant Hill Shopping Center
 24. Pleasant Hills Shopping Center
 25. Wal-mart Supercenter

LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

12. PROPERTY TO UTILIZE

- City of Lilburn
- Lilburn CID
- Railroads
- Roads

TRANSPORTATION

The Lilburn LCI centers along the approximately 6.5 miles of Lawrenceville Highway (SR 8/US 29), a major arterial in southern Gwinnett County. Other additional arterials that provide regional north-south connectivity include Ronald Reagan Parkway, Pleasant Hill Road/Lester Road, Beaver Ruin Road/Arcado Road, Indian Trail-Lilburn Rd/Killian Hill Road, Rockbridge Road, and Jimmy Carter Boulevard/Mountain Industrial Boulevard at the DeKalb County border. Many of the names of these north-south roads change at Lawrenceville Highway. Ronald Reagan Parkway is a limited access highway that begins/ends at Pleasant Hill Road. All these arterials include two-lanes in each direction, with two-way center turn lanes. Lester Road and Arcado Road reduce to one lane in each direction just south of the intersection with Lawrenceville Hwy and are classified as local roads.

Lawrenceville Highway (SR 8/US 29) encounters between 18,750 and 41,000 vehicles per day, also known as Annual Average Daily Traffic (AADT), generally with heavier volumes in the eastern segments of the Study Area.

There are 19 signalized intersections, with a new signal being installed with the realignment of Hood Road and Bryson Park and another that warrants a signal at Lankford Road/Linda Drive.

Crash Data (2018-2020)

Data was pulled from Gears for a 3-year period (2018-2020) and reviewed for consistency and accuracy. The results were 3,714 crashes with 50 involving serious injuries and 9 resulting in a fatality, 3 of which were pedestrians. Of the 3 pedestrian fatalities, one was near a signalized intersection and crosswalk, while the other two were located between signals, one on Indian

Trail/Lilburn Road between Hillcrest Road and Burns Road and the other on Lawrenceville Hwy at Summer Ridge Lane between Ronald Reagan Parkway and Pleasant Hill Road/Lester Road. See the below table for summary.

Table 5. Crash Data (2018 - 2020)

	Total	Serious Injuries	Fatalities
Vehicle	3,714	50	9
Bicycle	4	4	0
Pedestrian	6	6	3

Sidewalks and Trails

Lilburn CID includes 3.58 miles of trail, with the Camp Creek Greenway that connects Killian Hill Road to Lilburn City Park at Old Town Lilburn and Lions Club Park. This trail is part of the larger Gwinnett Trails network plan to link parks and activity centers with off-road and side path trail types for the benefit the county's residents and employees.

Future Lilburn trails currently in design include 4 miles of side path along Indian Trail-Lilburn Road from the Camp Creek Greenway northern trail head and Beaver Ruin Road, just north of I-85. Phase 1 of Indian Trail-Lilburn Road multi-use path design, from Beaver Ruin Road to Burns Road was just completed. Design for the portion of this trail within the CID has not been completed. Additionally, the Singleton Greenway phase 1, 1.36 miles of off-road trail are in design along a utility corridor from the proposed Jackson Creek Greenway, just north of Bryson Park and Lilburn Elementary School to Singleton Road. Of these two projects, 1.5 miles of Indian Trail-Lilburn Road and a little over half a mile of Singleton Greenway phase 1 are within the CID boundaries.

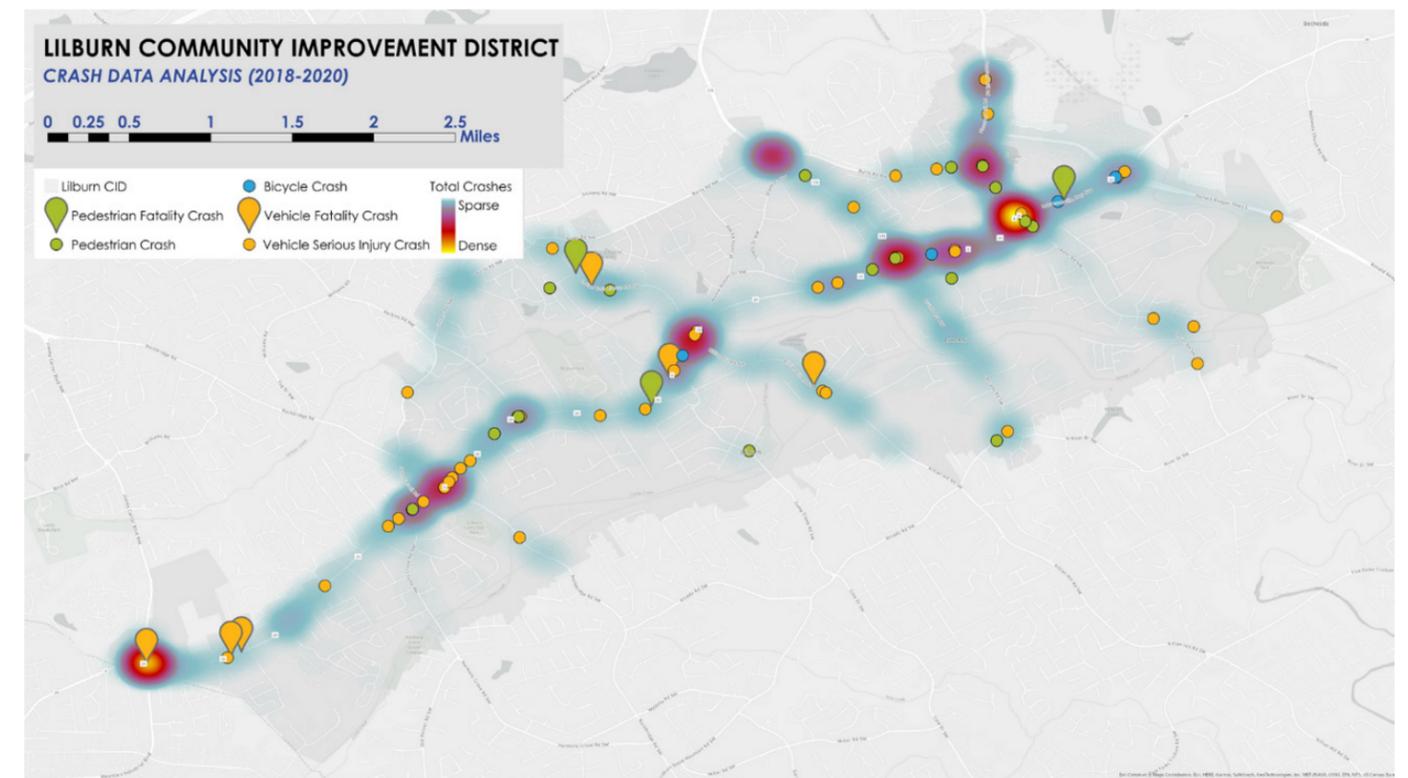


Figure 15. Lilburn CID Crash Data Analysis (2018 - 2020) map

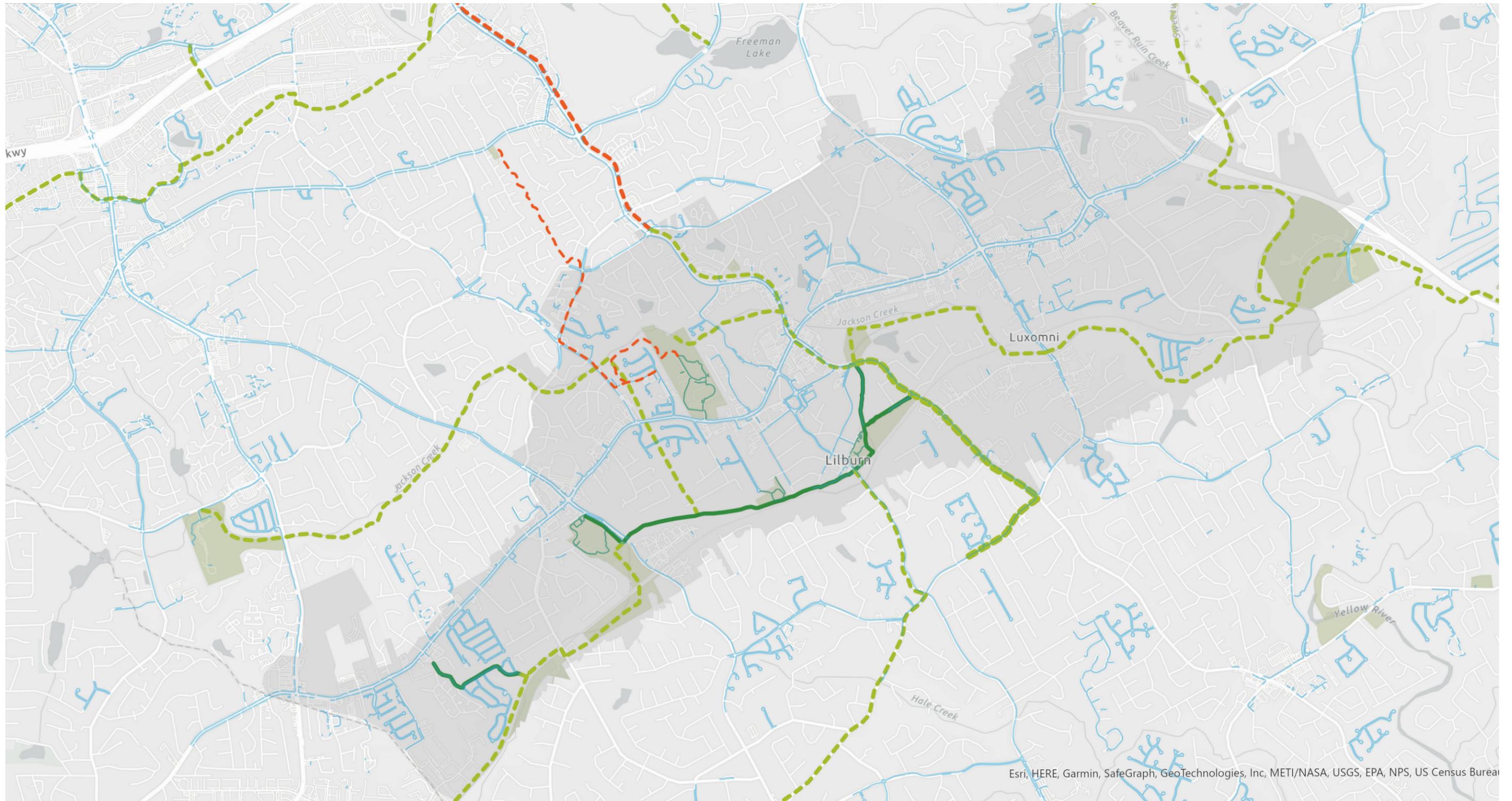
The CID also includes some signalized pedestrian infrastructure with a pedestrian hybrid beacon that allows for safe crossing of Killian Hill Road at the eastern trail head of Camp Creek Greenway. Additionally, a pedestrian hybrid beacon project is currently out-to-bid at the writing of this report for an existing dangerous crossing of the Ronald Reagan Parkway eastbound on-ramp from Pleasant Hill Road. See Map 13 for additional details.

Transit

Lilburn CID is supported by Gwinnett County Transit (GCT) #30 bus. It operates with 30-minute headways along Jimmy Carter Boulevard, Lawrenceville Highway, Pleasant Hill Road, and Burns Road connecting Gwinnett Place Mall with

the Live Oak Parkway and Thompson Parkway. There are 66 bus stops within the CID, with the busiest stops near the intersections of Jimmy Carter Boulevard and Lawrenceville Highway and Pleasant Hill Road and Lawrenceville Highway. The busiest stops on the whole route are at the endpoints, or Live Oak Parkway and Thompson Parkway and Gwinnett Place Mall, indicating that this route supports travel to and from these locations for residents along route.

Route #25 is being considered by GCT as a more direct route to connect Downtown Lilburn with Gwinnett Place Mall and Stone Mountain Park Place and a future #70 bus route in southern Gwinnett County. See Map 14 for additional details.

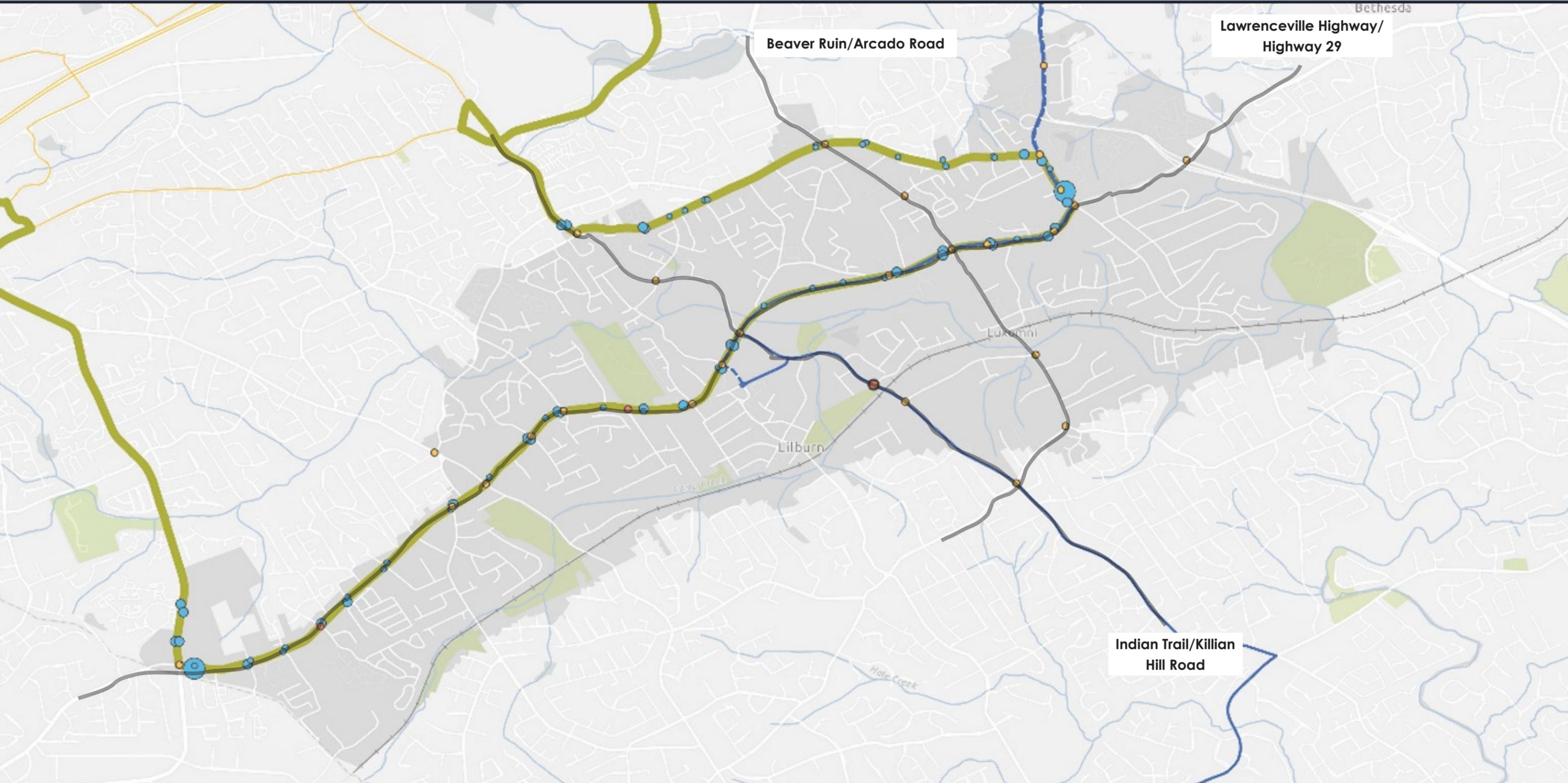


LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

13. SIDEWALKS & TRAILS

Gwinnett Trails

- Lilburn CID
- Parks
- Completed
- In Design
- Proposed
- Proposed, Signature
- Sidewalks
- Streets
- Rivers



LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

14. TRANSIT

Gwinnett County Transit (GCT)

- Lilburn CID
- Parks
- Route #30
- Other GCT Routes
- Route #25 SB (proposed)
- Route #25 NB (proposed)
- Rail
- Streets

Weekday Ridership #30 by Bus Stop

- 0 - 1
- 1 - 5
- > 5

Safe Pedestrian Crossing

- Pedestrian Signal
- Traffic Signal (Existing)
- Traffic Signal (Upcoming)

MARKET ANALYSIS

As part of the complete LCI study, a market analysis was conducted with the purpose of understanding development patterns and market conditions within the Lilburn Study Area. It should be noted that this market analysis includes statistics current to early 2022. More recent studies, such as the 2022 Gwinnett County Housing Study, are not reflected in the following figures and data. The key goals of the market analysis included:

- Identification of the areas in which development could most effectively be targeted to incentivize further investment in the community
- Determination of the types of housing, retail, and office development that would be well-suited to the market conditions of the Study Area
- Creation of a list of best practices & strategies for attracting desired development to key locations within the Study Area

Socioeconomic and development data was used to inform the market analysis. Data was collected from the Lilburn Study Area, Gwinnett County, and the Atlanta Metropolitan Statistical Area (MSA) to identify socioeconomic trends within the Study Area compared to the broader region. Data collected for the analysis included:

- Demographics (using ESRI Business Analyst)
- Employment and wages (using LEHD on the Map and the Georgia Department of Labor)
- Real estate development trends in housing, retail, and office space (using CoStar)

Additionally, Gwinnett County and the City of Lilburn provided data on building permits issued

within the Study Area over the last five years to identify construction patterns. Several local developers were interviewed to create a list of tools and strategies that the City of Lilburn can use to encourage specific types of development.

RETAIL TRENDS

There is a balanced mix of large shopping centers, businesses that reflect the cultural diversity of the area, and single retail parcels within the Study Area. Additionally, the area has relatively low vacancy rates and rent costs that are competitive within Metro Atlanta. This low vacancy rate may be due in part to many non-retail uses located in former retail space. This includes law offices, accountants, clinics, and other similar services. There is anticipated demand for roughly 300,000 square feet of new retail space in the Study Area for the next 20 years. These combined factors indicate that the area may support additional, limited, small-scale retail uses.

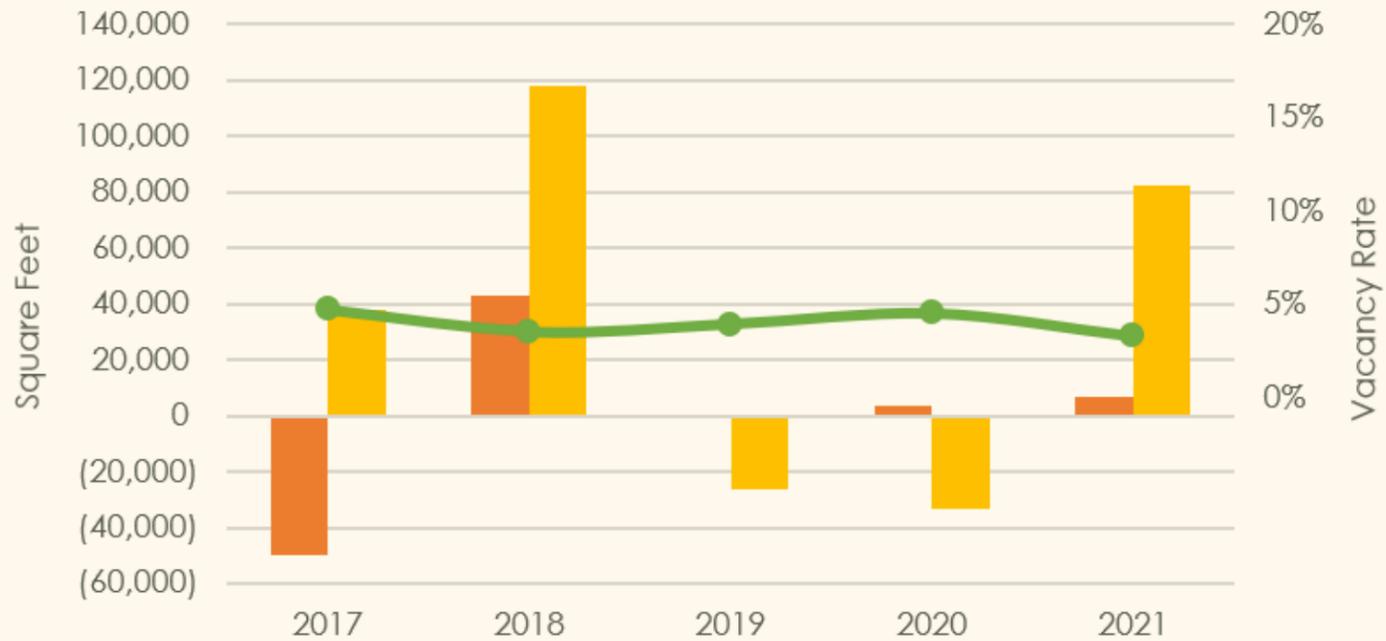
HOUSING TRENDS

There has been a noticeable increase in the number of new townhomes built in Lilburn over the last few years. Most of Lilburn's housing stock is valued at or below \$250,000. This inventory is heavily geared toward young families and senior residents, Lilburn's largest population segment and fastest-growing population segment, respectively. Although townhome construction has increased, no multifamily developments have been built in many years, despite the potential demand, as well as low vacancies and high rents across the rental market in Metro Atlanta. The real estate demand forecast predicts the need for around 4,200 additional housing units over the next 20 years.

RETAIL SPACE AND VACANCY, 2017 - 2021

Source: CoStar; Kimley-Horn

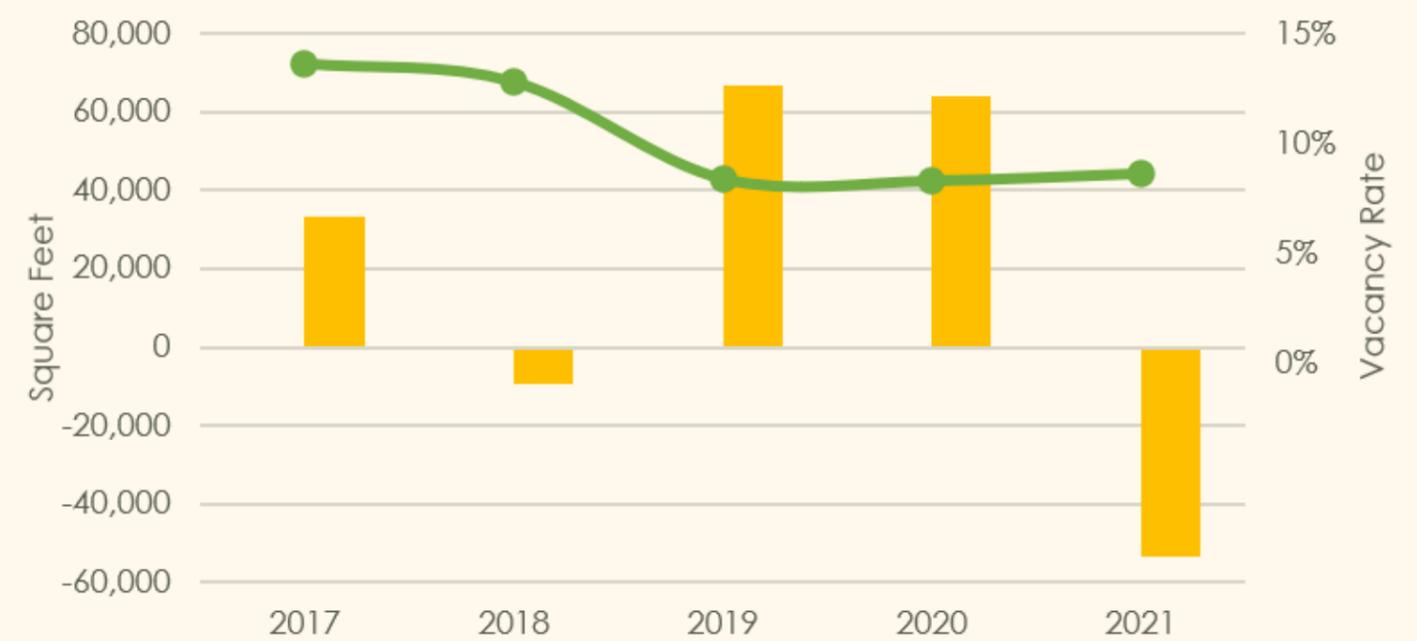
Lilburn Study Area



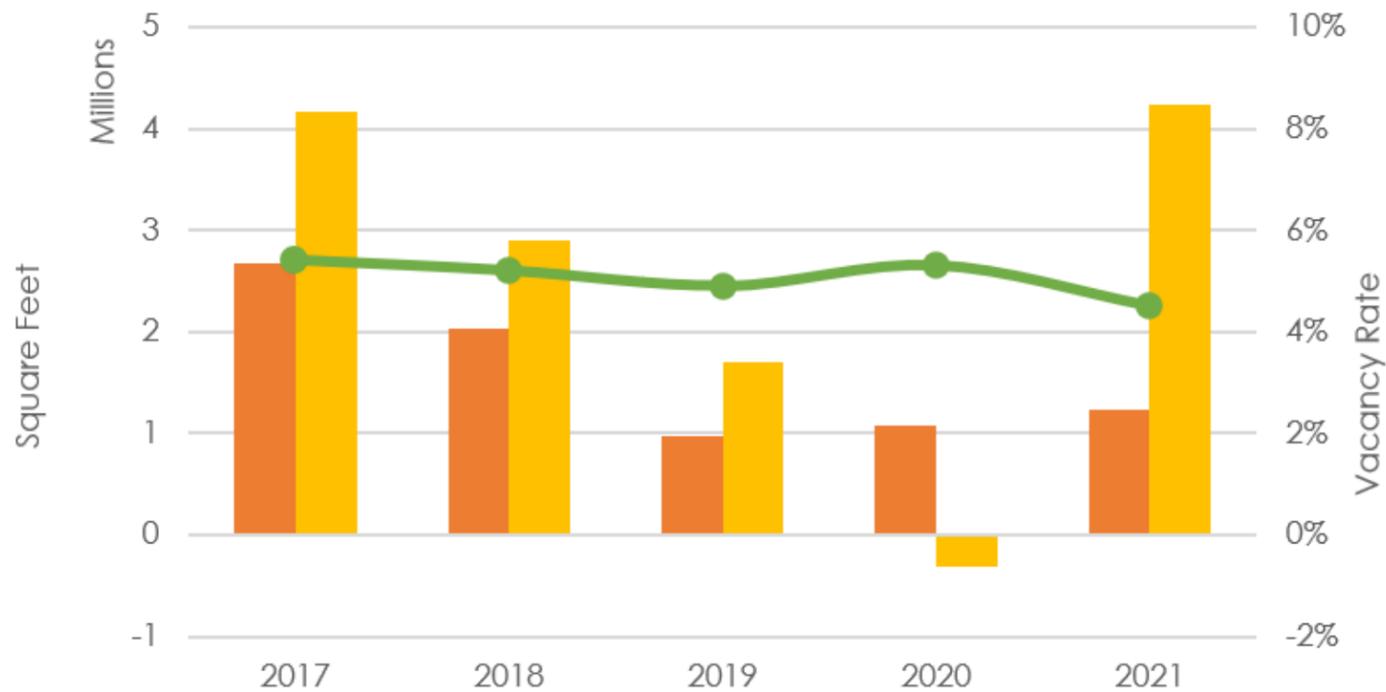
OFFICE SPACE AND VACANCY, 2017 - 2021

Source: CoStar; Kimley-Horn

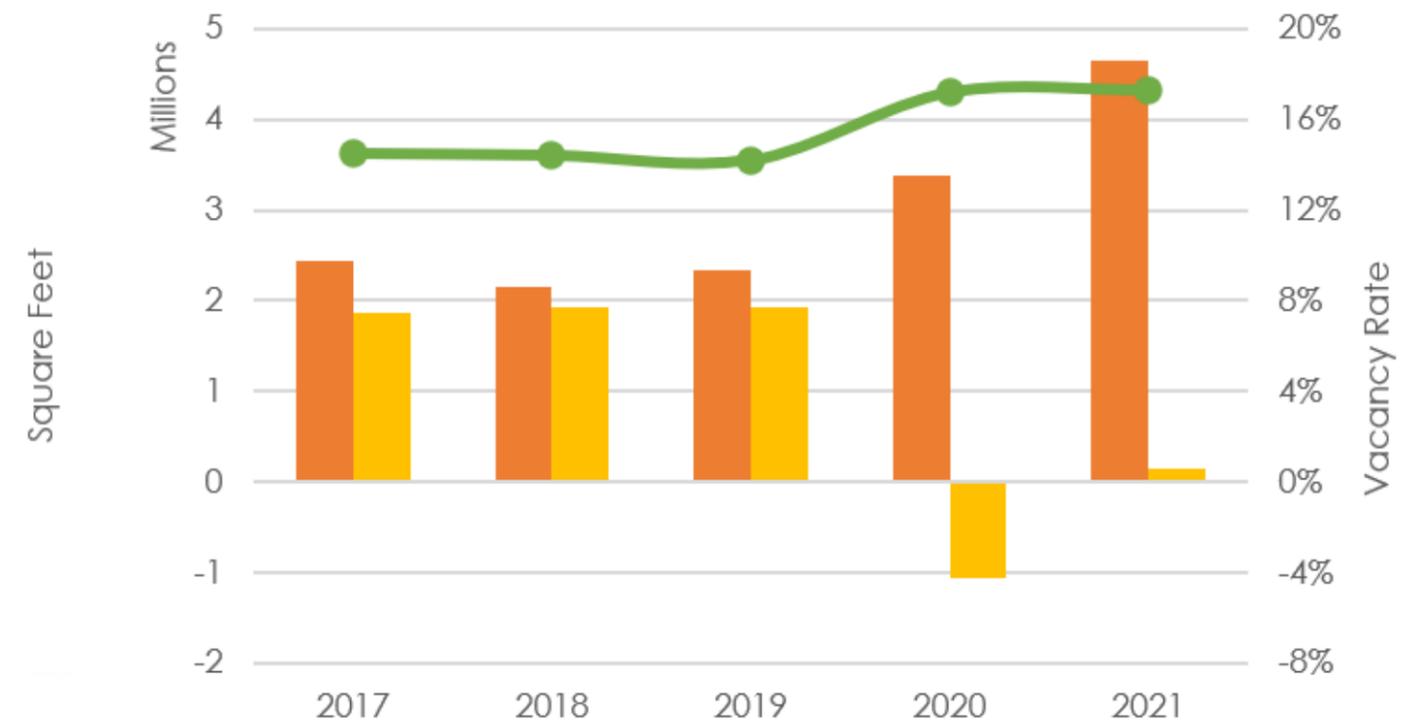
Lilburn Study Area



Metro Atlanta



Metro Atlanta



Net Change in Inventory Net Absorption Vacancy Rate

Net Change in Inventory Net Absorption Vacancy Rate

OFFICE TRENDS

No new office space has been added within the Study Area within the last five years. Despite this, vacancy among office properties in the Study Area remains high. Furthermore, Metro Atlanta as a whole continues to add office space despite high vacancy rates and low net absorption, which has created an excess of inventory across the region. Even with all of this regional development in office space, the Study Area is not perceived to be a favorable location for traditional office development. The 20-year forecast confirms that demand exists for only 200,000 additional square feet of office space in the next two decades. Any office needs in the Study Area are likely to be small-scale professional office that may also be fulfilled by existing retail space.

DEVELOPMENT TOOLS

Several developers who have worked near the Study Area or in peer communities were interviewed to gain a sense of the local development market, perceptions of Lilburn and the Study Area, and identify tools that may be needed within the Study Area to spur development within the city.

Similar to other parts of the Atlanta Region, developers face several risks which could hinder development within Study Area. These include:

- High construction costs, thus making areas which command higher rental rates more attractive and viable
- Difficulty obtaining financing for mixed-use development
- Limited availability of greenfield or “easily developable land”

- Higher-density, walkable development will likely require structured parking
- Potential issues around water, sewer, and stormwater infrastructure
- Urban format multifamily development is not proven in the Lilburn market

Lilburn will need to reduce these risks in order to attract development of the type and quality that the City desires. To do this several tools are available, including:

- Strategic assemblage in key, priority locations
- Tax incentives to reduce developer cost
- Financing options such as tax allocation districts (TADs)
- Issuance of bonds to fund infrastructure improvements
- Providing or partnering with a developer on structured parking
- City provision of improvements such as streetscapes, parks, or trails to make the area more attractive for investment

Several local cities with successful downtown redevelopment and reinvestment have used a mix of all of these tools to attract large-scale developments including Alpharetta, Norcross, Duluth, and College Park. Additionally, it is important that developers see buy-in from the local government and the public to feel comfortable starting a project within the Study Area. Providing education to the public about the project and involving key stakeholders will identify partners who will champion the project and build momentum.

FOCUS AREAS FOR REDEVELOPMENT

Through stakeholder meetings, the City identified seven areas with redevelopment potential:

- Old Town
- Lilburn City Hall/Library
- Indian Trail-Lilburn Rd and Lawrenceville Hwy
- Rockbridge Rd and Lawrenceville Hwy
- Beaver Ruin Rd and Lawrenceville Hwy
- Pleasant Hill Rd and Lawrenceville Hwy
- Existing industrial space east of downtown along Killian Hill Rd

Of these, we identified three key areas on which the City should focus on first. These areas are:

- Old Town
- City Hall area/Uptown
- Indian Trail-Lilburn Rd and Lawrenceville Hwy

These three areas form the core of the Study Area and can help provide development momentum for the broader area. Redevelopment in these areas will provide a focal point for residents and visitors and make the area attractive for additional investment. Given the desire to expand and improve the vitality of Old Town, the City Hall area (Uptown), and the intersection of Indian Trail-Lilburn Road and Lawrenceville Highway, it is recommended to focus on and prioritize development efforts in the following areas:

1. Successful implementation of the Railroad Avenue development
2. Continue to develop denser residential in Old Town and along Main Street
3. Expand on the City Hall investment connecting to Lawrenceville Highway (strategic assemblage).
4. Introduce residential and other uses to nearby shopping centers, while maintaining anchors and key tenants

5. Explore opportunities, costs & investment needed to attract technology related companies to the City. Consider levels of investment made by nearby cities such as the City of Peachtree Corners.

SUMMARY AND RECOMMENDATIONS

Currently, townhomes are the most financially viable real-estate segment in Lilburn, as they are affordable for young families and seniors, the two most significant population segments. Additionally, there is some room for additionally retail development, including space for restaurants and shops in the city core. The City should use the momentum from new housing development to spur additional retail development. To make this happen, the City should:

- Focus on core of Lilburn (Old Town and the City Hall area known as “Uptown”)
- Attract desired development and intensity through strategic actions that reduce risk for developers (structured parking, stormwater facilities, assemblage, etc.)
- Ensure current zoning code allows desired development and streamline approvals for developments that are consistent with the LCI vision
- Continue strategic investments in improved streetscapes, trails, greenspace, and programming within the City (quality of life amenities)
- Partner with the existing culturally diverse businesses, organizations, and communities to ensure that all Lilburn residents are represented

OTHER NOTABLE TRENDS & DATA

Demographic Trends

- About 45% of all households have children living at home with a larger average household size is larger than the county and region. This demonstrates that the area is attractive to families.
- There has been a significant increase in the size of the population 55 and older, accounting for most of the Study Area's population growth
- Median household income is lower than the county and the region
- Households earning \$50-\$75k represent the largest share in the Study Area

Average Household Size, 2021

Source: ESRI BAO



3.16

Lilburn Study Area



2.99

Gwinnett County



2.68

Metro Atlanta

Median Household Income, 2021

Source: ESRI BAO



Lilburn Study Area



Gwinnett County



Metro Atlanta

Population Trends

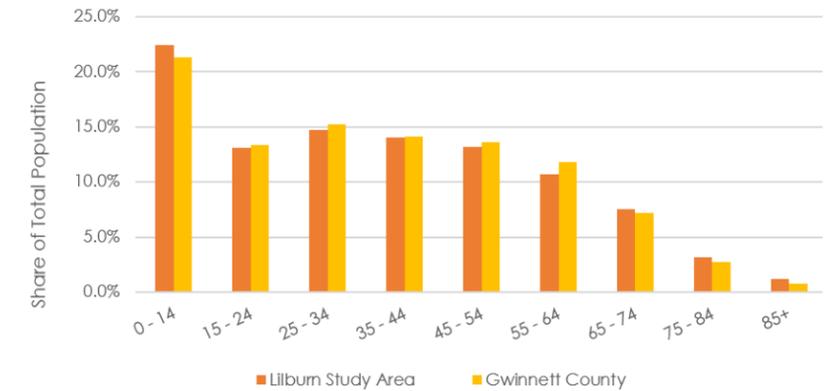
- The Lilburn Study Area has a slightly higher share of children. This demonstrates that the area is attractive to families.
- The number of people 54 and younger has remained mostly the same since 2010
- There has been a significant increase in the size of the population 55 and older, accounting for most of the Study Area's population growth

Housing Inventory

- Lilburn's housing market focuses on home-ownership and housing opportunities for young, growing families
- The majority (65%) of Lilburn's housing stock is valued at and below \$250,000 for an average median home value of \$201,651

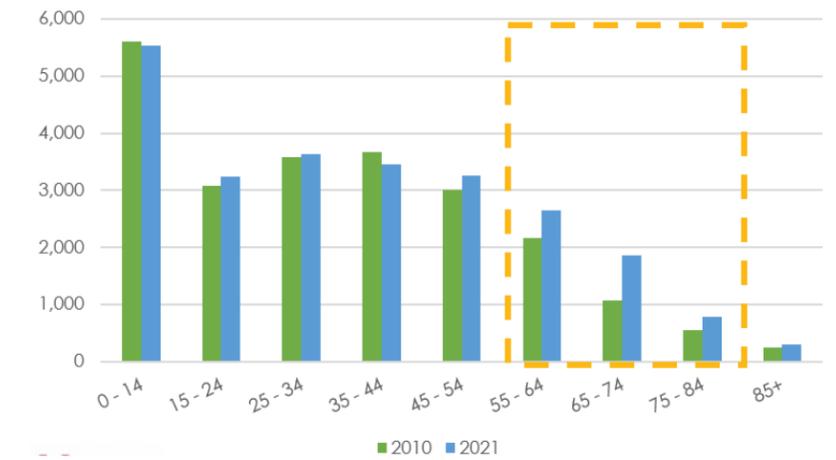
Comparison of Share of Population by Age, 2021

Source: ESRI BAO



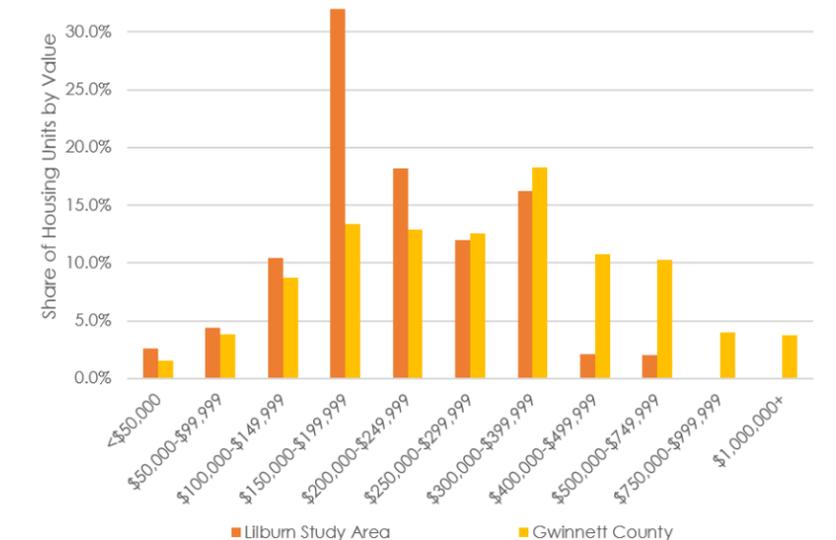
Change in Each Age Range, 2010 - 2021

Source: ESRI BAO



Housing Units by Value, 2021

Source: ESRI BAO



COMMUNITY ENGAGEMENT

Public participation is the foundation for any planning effort, and therefore variety in opportunities for involvement must exist to ensure active and widespread participation. This is especially true regarding the Atlanta Regional Commission's Livable Centers Initiative – LCI studies seek to take a comprehensive look at transportation, housing, and future development (among other topics) while maintaining a focus on equity, inclusion, health, and accessibility.

The Lilburn community is one of diverse backgrounds, wants, and needs, and our engagement strategy was grounded in this fact. Below, we outline the following components of our approach:

- The WHO: key audiences engaged throughout the process;
- The HOW: the engagement tools, techniques, methods, and formats of activities and events;
- The WHEN: the timeline of engagement activities and how they fit into the project's schedule; and
- The WHAT: What we learned and how it shaped our work.

THE WHO

Engaging the community takes a village! Coordination with these key audiences ensured that input was appropriately targeted and gathered from the broad spectrum of Lilburn community members.

Project Management Team (PMT)

A Project Management Team was formed consisting of representatives from the Lilburn CID, City of Lilburn, the ARC, and critical members

of the consultant team. The purpose of the PMT was to discuss the progress of the plan, to brainstorm solutions and strategies to address challenges and needs, and to plan community engagement opportunities at a high level. The PMT met virtually every other week, with additional meetings scheduled as needed prior to advisory group and public meetings.

Project Advisory Group (PAG)

A Project Advisory Group consisting of the PMT, elected officials, City and County technical staff, and community and business leaders with local and regional knowledge and expertise was convened. The following groups and organizations were invited to participate as members of the PAG:

- Gwinnett County Department of Transportation
- City of Lilburn Planning Staff
- Lilburn Mayor and City Council
- Lilburn Downtown Development Association
- Lilburn Business Association
- BAPS Mandir

The Project Advisory Group held two (2) formal in-person meetings (3/29/2022 and 7/19/2022), and PAG members were invited to participate in the internal Design Workshop held on 6/7/2022. The group assisted the project team in promoting outreach events and distributing information through members' respective networks. Additionally, the Project Advisory Committee served as a sounding board regarding community engagement and outreach efforts by offering feedback on public engagement event locations, materials, and techniques.

Key Stakeholder Interviews

The PMT identified important business, civic, and community leaders to interview, shown in Figure 13. The purpose of the interviews was to both get targeted, high-level feedback, but also to leverage key communication networks. The following groups were invited to participate:

- Gwinnett County Public Schools
- Gwinnett County Commission
- Local and regional developers
- Lilburn Business Association
- Area high, middle, and elementary schools
- Area religious institutions
- City of Lilburn Department of Public Works
- City of Lilburn Police Department

Engaging the General Public

Efforts were made to engage as many Lilburn area residents, visitors, and community members as possible to best understand the community's diverse hopes and concerns. The following section outlines these efforts.

THE HOW

The consultant team was tasked with providing at least two public open engagement opportunities. Given the ongoing public health crisis and the disjointed, auto-oriented development patterns segmenting the community and limiting ease of access, particularly along the Highway 29 corridor, our team employed a flexible, hybrid approach to providing opportunities for engagement. Our aim was to meet the community where they live, work, recreate, and

seek services while maintaining a robust virtual presence with an interactive website housing all project materials, presentations, and virtual versions of each engagement opportunity.

In-Person Events

Our team conducted two in-person engagement sessions across three different events. Engagement began with a simultaneous launch of the website and two (2) kick-off pop-up events at two separate locations. Feedback received at these events and through the online platform informed our second engagement session, an open-house style presentation of draft recommendations.

Engagement Session #1: Community Pop-ups

To kick off our project, introduce the study to the public, and start to get an idea of the community's vision, we held two pop-up events during the month of May. Our goal was to meet people where they were in highly trafficked/highly visited destinations. For this reason, we selected Plaza Las Americas shopping complex and Lilburn City Park for our two locations. For both pop-ups, we coordinated with respective facility managers to pop-up during a special event with increased foot traffic.

The two pop-up presentations were identical and all information and ways to provide feedback were displayed in English and in Spanish. The presentation, shown in Figure 8, consisted of an introduction to the study, a map of community assets with an opportunity to add assets and opportunities we might have missed, and an interactive mapping exercise asking participants to choose from six types of commenting options to give feedback about safety, mobility, future development, destinations, or any ideas or suggests that came to mind. The interactive mapping activity was duplicated on the website; all in-person comments were added to

the online database, and the mapping exercise is described in greater detail in the Virtual Engagement section below.

As both events expected large numbers of families and children, we included a drawing table for kids and asked them to imagine how would they get around town if they could choose any mode of transportation. Submitting a drawing earned a chance to spin the prize wheel and win prizes including multi-modal transportation-themed stickers and books, Lilburn-branded items, and candy (with parental permission). Each community pop-up event is detailed below.

Plaza Las Americas Community Pop-up Mothers' Day Celebration, 5/08/2022

Our community pop-up at Plaza Las Americas, shown in Figure 9, was held during a Mothers' Day celebration event on 5/08/2022. Plaza Las Americas is an important shopping, retail, and cultural destination in Lilburn and the Atlanta metro region. As roughly 40% of Lilburn residents identify as Hispanic or Latinx, our goal was to make sure these demographic's hopes and concerns were accurately recorded and represented in the study. At this event, two (2) Spanish language interpreters were available to assist Spanish speakers. The lively event included dancing, food, and entertainment.

Lilburn City Park Community Pop-Up

"Splash Bash" Splash Pad Season Opening Celebration, 5/22/2022

Our team chose Lilburn's popular, well programmed City Park, centrally located in the vibrant Old Town district, for our second pop-up location. Initially scheduled for 5/7/2022, inclement weather moved the event to 5/22. The Splash Bash event featured a DJ and food trucks and was well attended by Lilburn families. The success of this event informed our choice of location for our final community event.



Figure 16. Community Pop-up Presentation



Figure 17. Plaza Las Americas Community Pop-up Session

Engagement Session #2: Community Open House

After our team organized and analyzed feedback received through our pop-up events and online activities, we developed and formulated draft recommendations for the future of transportation, development, arts, parks, and greenspace in the Lilburn community. We presented these recommendations at Lilburn City Park at its popular Food Truck Tuesday monthly event on 9/13/2022 from 6-9pm.

Our open-house presentation asked for feedback on recommended nodes for future development, parks, and placemaking as well

as transportation improvements. The public was invited to speak with the team, submit general comments, and participate in a trail-alignment preferencing activity. Participants were asked to drop a ball in the bucket corresponding to their preferred priority trail alignment to link Lilburn's Camp Creek Greenway to the larger regional trail network.

Additionally, the Lilburn CID contracted the marketing firm C21 to create and produce a video explaining the project's scope, goals, and purpose. The video was made available to view on a fully charged laptop at the open

house and was subsequently published to the project website. C21 is also currently publicizing the video as well as the draft recommendations and opportunity to provide feedback through targeted social media advertising.

The consultant team prepared marketing materials for each event and distributed physical and digital copies of flyers and posters through the City, the County, area school newsletters, local businesses, and local religious and cultural institutions.

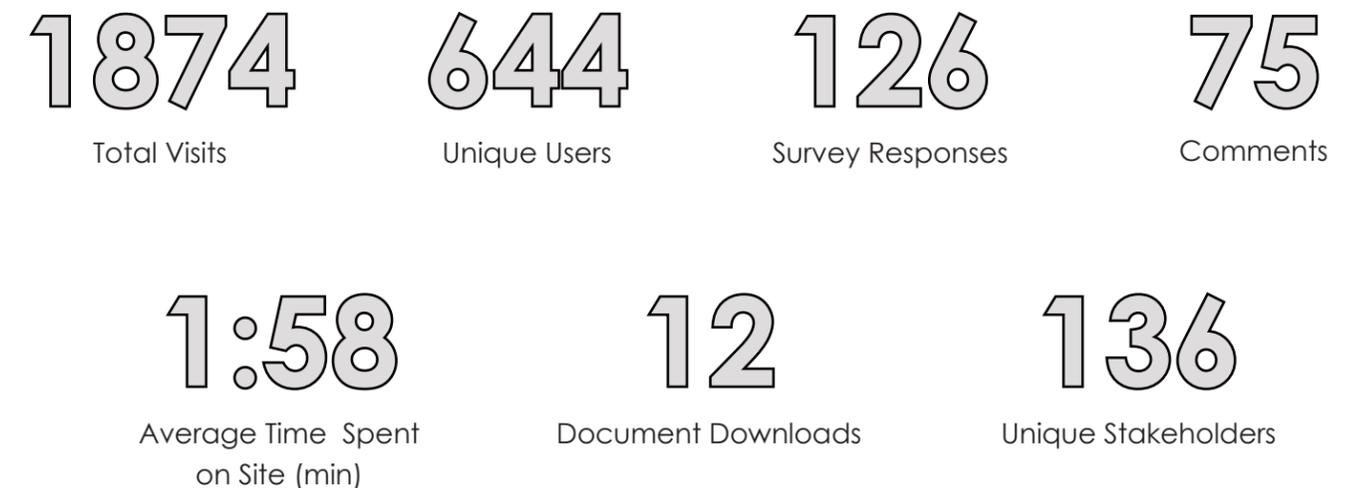
Virtual Public Engagement

Our virtual engagement strategy was centered around a project website created using the SocialPinpoint public engagement website-building platform. The website served as a virtual

jumping-off point for the public to learn about the LCI study update, the planning process, and all opportunities to provide feedback. In addition to publicizing project presentations and in-person events, the website housed a community survey, a space to leave general comments and contact information to stay in touch, an interactive mapping exercise, and a comment form for providing feedback on draft recommendations.

The website received, as of 9/26/2022, 1874 total page visits from 644 unique individual users. 136 unique individuals provided feedback through the website in the form of 75 comments on the interactive map, 120 responses to the community survey, four general comment form submissions, and two comment forms submitted on draft recommendations.

Website Statistics as of 9/26/2022



COMMUNITY SURVEY

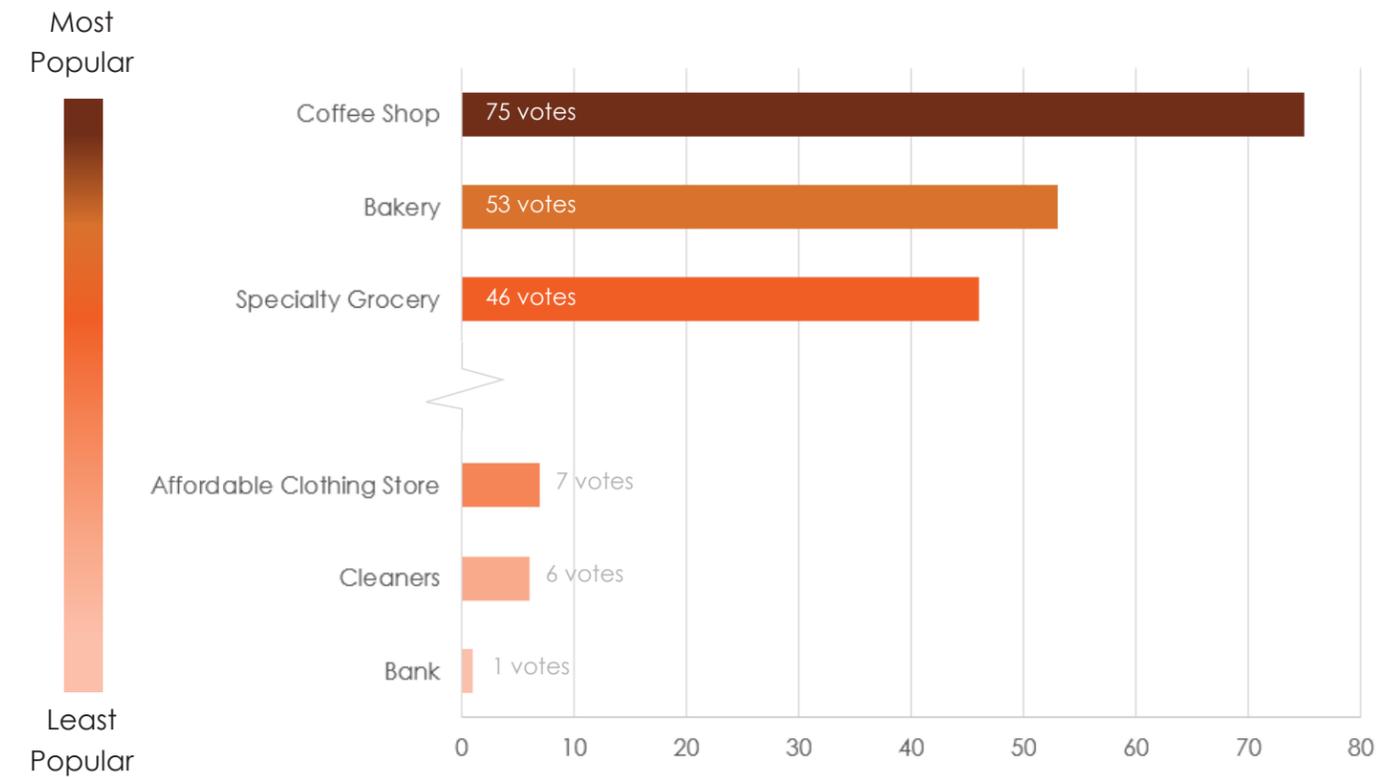
A community survey was created and distributed with the goal of learning the community's hopes, concerns, and vision for the future of land-use and transportation in the Lilburn area – or what the community hopes to preserve, change, create, and connect. The survey also asked respondents for demographic information to ensure that feedback represented the greater community. The survey was publicized and made available at our first in-person event on 5/8/2022 and remained open for comment until 7/01/2022.

The survey asked respondents about retail and entertainment, housing and development, and transportation in the Lilburn area generally and along Highway 29 more specifically. The responses below provide a snapshot of the community's desires and concerns.

Retail

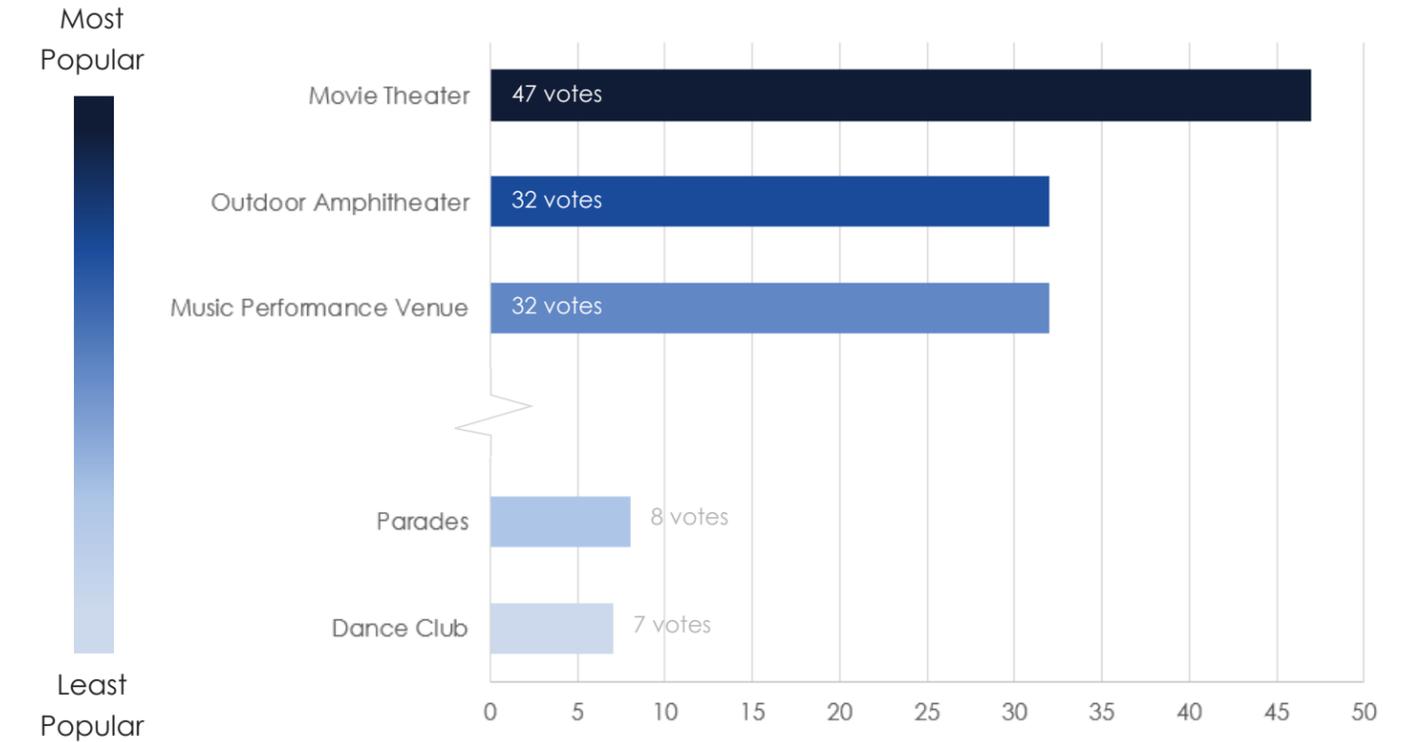
Respondents were asked what they felt was missing in Lilburn in terms of shopping and entertainment and what they would like to see.

Thinking of all of the Retail resources available within the Lilburn CID Study Area, what do you think is missing that you would like to see?



Entertainment

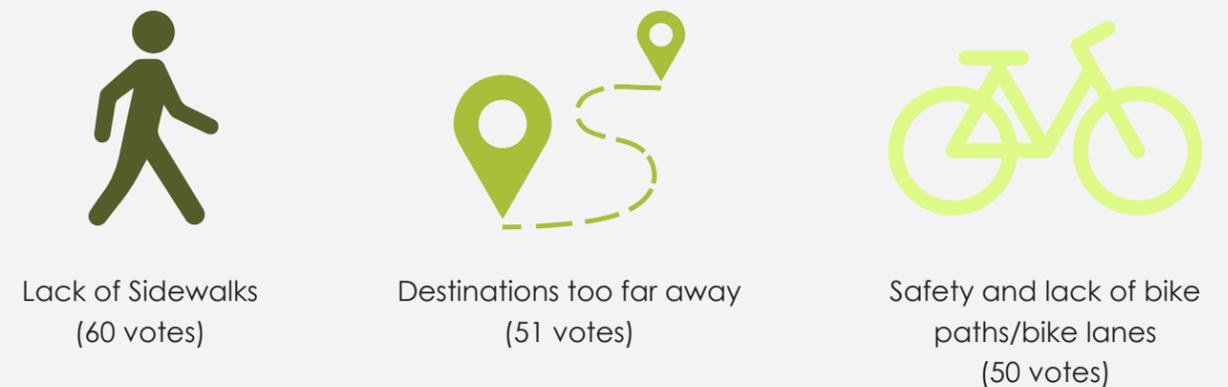
Thinking of all of the Entertainment resources available within the Lilburn CID Study Area, what do you think is missing that you would like to see?



Transportation

Respondents were asked about how they commute and get around town as well as what obstacles exist for those traveling outside of a single-occupant vehicle (SOV). 96% of respondents reported using a motor vehicle as their primary mode of transportation.

What most often stops you and your family from walking or biking? (Most common responses)



Housing and Development

Respondents were asked to provide feedback on different land-uses and densities of housing and development. Respondents were provided examples of different housing types and densities and mixed-use developments from around the Atlanta metro region and were asked what they felt was appropriate, needed, or desirable – both for Old Town Lilburn and the Highway 29 corridor.

When it comes to housing, what matters most? (Most common responses)



Walkable/bikeable to community amenities (78 votes)



Maintaining historical character (62 votes)



Affordability (40 votes)

What types of mixed-use development are appropriate for Old Town Lilburn and Hwy 29?

Old Town Lilburn



Neighborhood-scale mixed-use (76 votes)



Medium density (61 votes)

Highway 29



Medium density (73 votes)



Neighborhood-scale mixed-use (39 votes)

Which of the following housing types are appropriate for Old Town Lilburn and Hwy 29?

Old Town Lilburn



Cottage court development (62 votes)



Carriage Homes/ADUs (61 votes)

Highway 29



Multi-family, mixed use (48 votes)



Townhomes (43 votes)

Interactive Mapping Exercise

The interactive mapping exercise presented a map of the Lilburn CID with the option to drop different types of pins and leave comments. The map, shown below in Figure 10, opened for comment at our first in-person event on 5/08/2022 and remained open until 7/1/2022 and received 75 total comments. Respondents could also upvote or down vote other comments on the map. The six types of pins/comments solicited are as follows, listed from most to least common type of comment received:

- Ideas & Suggestions
- Safety Concerns
- Mobility Issues
- Development Potential/Concerns
- Something I Like
- Destinations/Hotspots

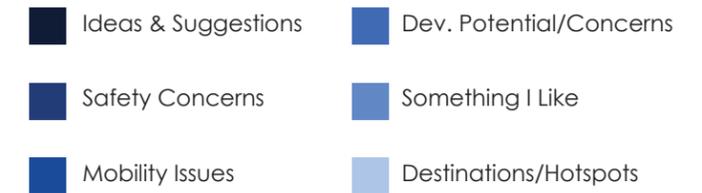
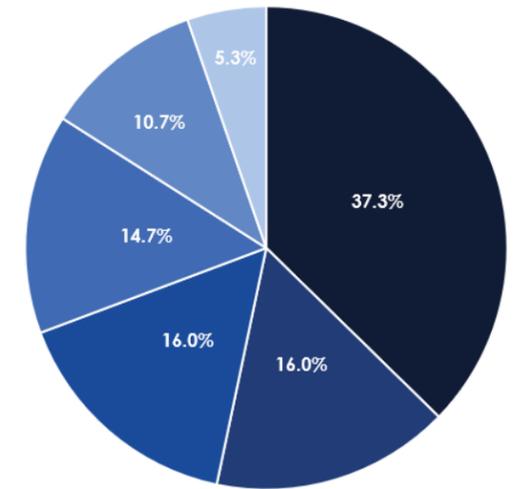


Figure 18. Interactive mapping exercise results and popular comments

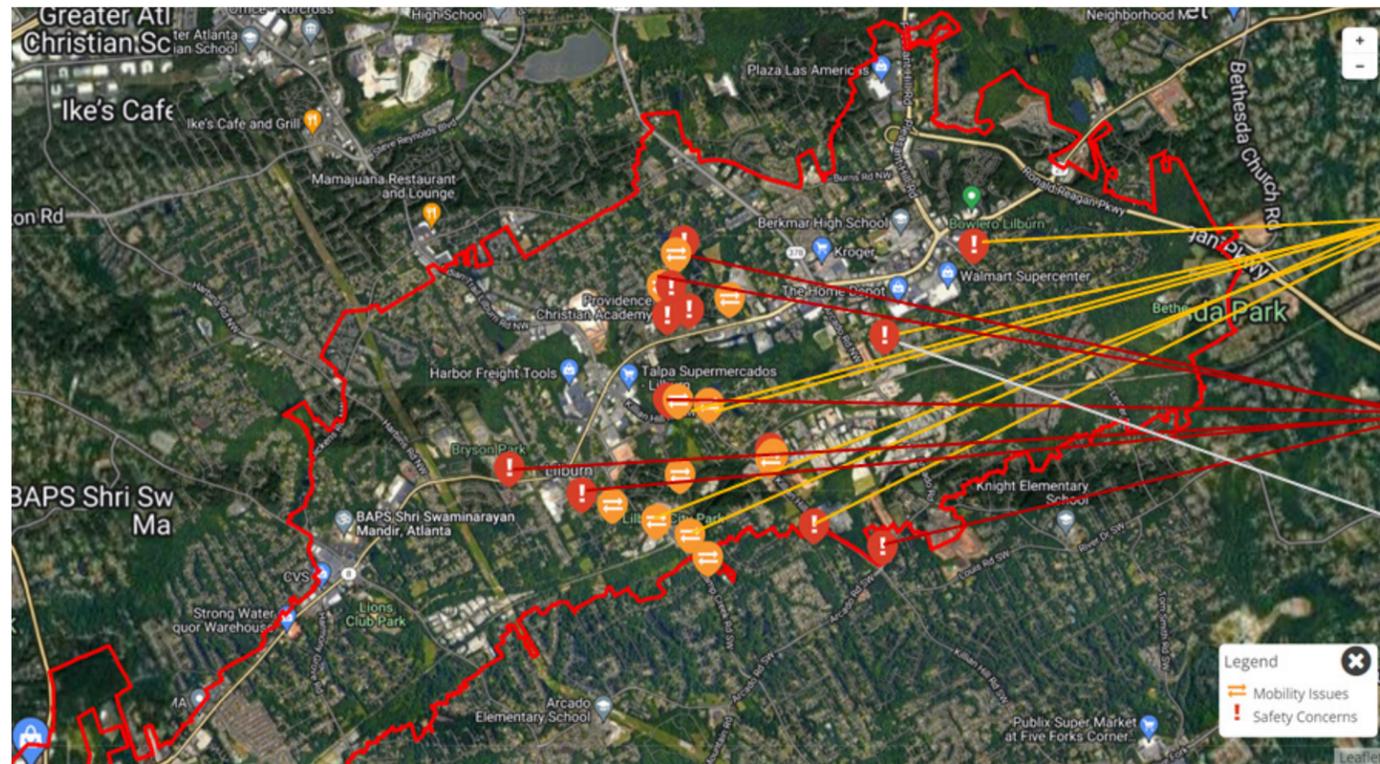


Figure 19. Mobility major themes (24 comments total)

Mobility Issues

↔ Sidewalks are inadequate or non-existent

Safety Concerns

! Dangerous roadway conditions

Comment Received

"Sidewalks should be extended from new subdivision at Mahone Drive along Cedar Road up Luxomni Drive to Home Depot/Wal-mart shopping center. Sidewalks are very sporadic along Luxomni and many people walk in that area to the shopping center and to exercise."

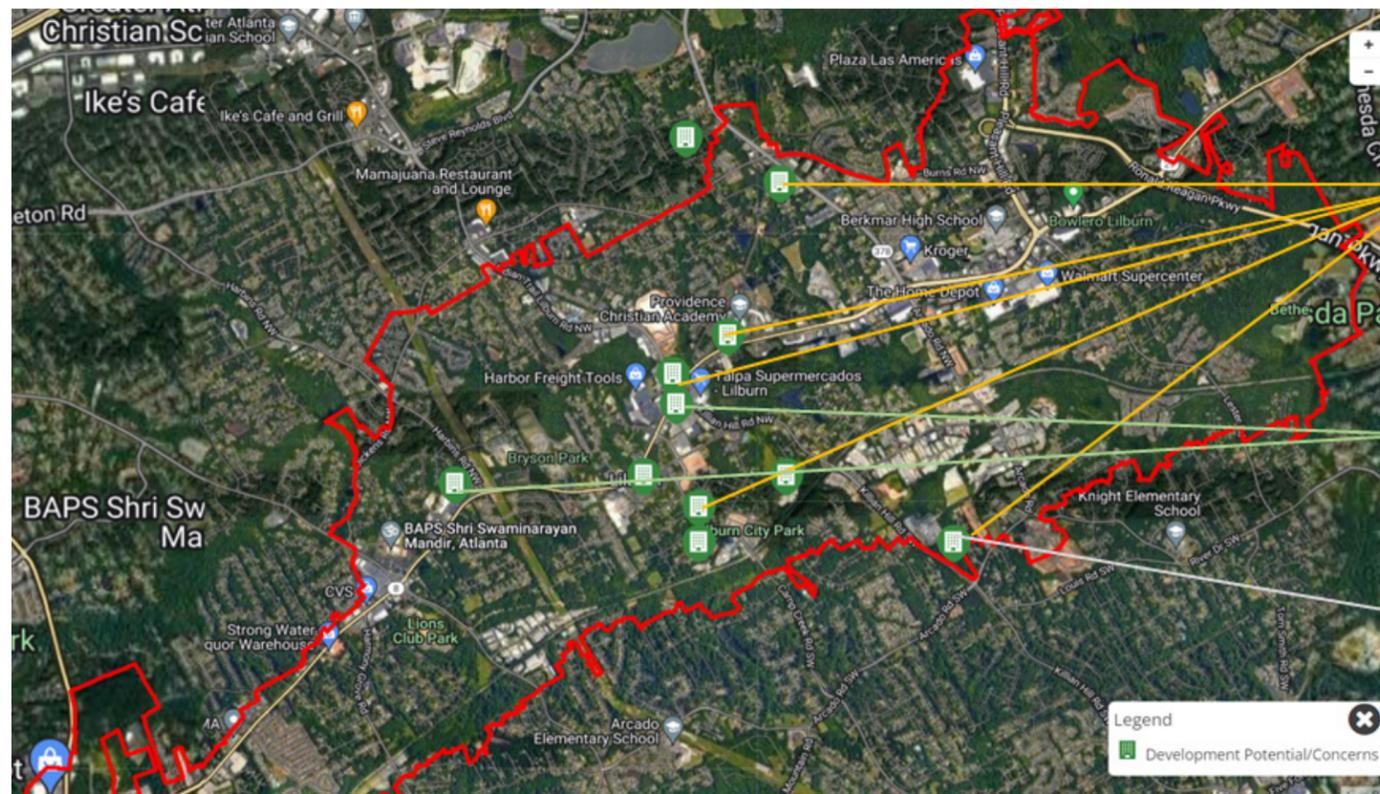


Figure 20. Development potential/concerns major themes (11 comments total)

Development Concern

! Concern with new development (impact on traffic congestion, pollution, trees, etc.)

Development Potential

🏢 Potential for redevelopment noted

Comment Received

"This part of Lilburn on Killian Hill is already super busy. There is no need for business or high/medium density housing."

Comments received on the map, shown in Figure 11, revealed safety concerns due to lack of safe bicycle and pedestrian infrastructure. Comments also revealed concerns with new development increasing traffic congestion or contributing to environmental degradation, shown in Figure 12.

Survey on Draft Recommendations

The draft recommendations presented at the 9/13 open house event were adapted and placed on the website, and comments are being solicited until 10/07.

THE WHEN

The following outlines the timeline for community engagement and how it corresponds to the project schedule.

Engagement Phase 1: Introduction, Discovery, and Visioning; May - July, 2022

The first phase of engagement began with the simultaneous launch of the project website and our first in-person event. During this time, the project team was collecting and analyzing data on existing conditions. Results and feedback received were communicated to the project team to be incorporated in their analysis and draft recommendations.

- **Community Pop-up #1/Website Launch**
 Mothers' Day Celebration at Plaza Las Americas
 733 Pleasant Hill Rd - Lilburn, GA 30047
 Sunday, May 8, 12:00-1:00 PM
- **Community Pop-up #2**
 Splash Bash at Lilburn City Park
 76 Main St NW - Lilburn, GA 30047
 Saturday, May 22, 12:00-1:00 PM
- **Close of Comment Period: July 1, 2022**

Engagement Phase #2: Draft Recommendations

Using feedback received during Phase #1, the consultant team drafted recommendations for updates to the LCI study. The second phase of engagement intended to collect feedback on these recommendations through our in-person event and online survey.

- **Community Open House Presentation/ Comment Period Opens**

Food Truck Tuesday at Lilburn City Park
76 Main St NW - Lilburn, GA 30047
Tuesday, September 13, 6:00-9:00 PM

- **Comment Period Closes: October 7, 2022.**

THE WHAT

Our engagement strategy informed nearly every aspect of the planning process. Comments and feedback were reported back to the project team and incorporated into design. Public engagement is the cornerstone of any planning effort. In any public project, the degree of success in building consensus between key stakeholders, elected officials and the public often relies on the strength of the project's strategy for engaging the public. Remaining flexible, understanding, and open/reachable/available to all community members is paramount in building and maintaining public trust - and these qualities were a huge asset that supported our engagement strategy and efforts.



Figure 21. Stakeholder interview

RECOMMENDATIONS

This section provides an overview of the proposed recommendations for the Lilburn LCI Study Area related to transportation, development, land use, zoning, and placemaking. Recommendations aim to address project goals, while creating a realistic and implementable plan. This plan focuses on enhancing Highway 29, building upon existing assets, and leveraging under-utilized and under-performing sites to ensure new development opportunities are available to Lilburn residents.

DEVELOPMENT RECOMMENDATIONS

Through conversations with the community, stakeholders, during the Design Workshop, and discussions with the project management team, we were able to select six (6) key nodes where the CID and the City of Lilburn should focus their development efforts. These nodes were crafted by reviewing parcels that were susceptible to change (where the land value exceeds the improvement value), are large enough to attract mixed-use reinvestment (over 3 acres), have high visibility to attract the market (streets and trails), and align with current and proposed investment in the area (infrastructure investment - streetscapes, trails and private investment).

The six (6) redevelopment nodes include:

1. Uptown Lilburn
2. Old Town Lilburn
3. Hotel District on Rockbridge Road/BAPS
4. Midtown Shopping District on Beaver Run
5. Technology Park on Pleasant Hill/Bowlero
6. Arts District on Lilburn Industrial Way

Design concepts for each of these sites are presented on the following pages, along with recommendations on land use/zoning, arts and culture, parks and greenspace, and transportation to support future development efforts. These concepts apply techniques that address and improve current access, visual appeal and overall experience for Lilburn residents as well as current and prospective businesses owners, and those visiting the city. It is important to note that development concepts are shown on private property. All drawings are conceptual and require the buy-in and investment of the private property owner to take steps towards redevelopment, reinvestment or selling of the property to an appropriate party to make the change. The CID and the City are key partners to assist in redevelopment efforts, as appropriate.



LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

15. SELECTED DEVELOPMENT NODES

The Uptown Node is designed as the core of Lilburn's Highway 29, a thriving and active, mixed-use node. It is the civic center with Lilburn City Hall/Library as the anchor and acts as the main gateway into Old Town Lilburn. The gateway park is a focal point at the intersection of Highway 29 and Main Street, opening up the view to City Hall. Retail, restaurants and civic uses frame the park with housing above. Shared parking is tucked behind buildings to create a park and walk, highly pedestrian friendly environment. Safe crossings are incorporated along Highway 29 at three points, at existing signalized intersections with Hillcrest Road/Main Street and Indian Trail Lilburn Road/Killian Hill Road. A new signalized intersection is proposed at the mid-point between these two existing intersections to create a pedestrian/bicycle safety focus. Additionally, medium to high density residential with commercial on the ground floor along major roadways, as appropriate, infills the rest of the southern quadrant of this node. Salem Missionary Baptist Church, along with Heritage Hall and the Cemetery, and Iglesia De Georgia are preserved as they are key community assets. The northern portion of this node is envisioned as an entertainment hub, with greenspace, destination entertainment such as movie theater or food hall, and associated retail, restaurants and housing. Nam Dae Mun and Chick-fil-A, along with other supporting retail is preserved – as these are major destinations to the area. Trail connectivity aligns with transportation recommendations and connects the node across Highway 29 from the Camp Creek Greenway.



UPTOWN LILBURN NODE

Acreage: 68 Acres

Current Zoning: CB

Proposed Land Use: Medium-density Retail, High-density Retail/Commercial, Institutional, High-density Residential, Medium-density Residential.



- Trail Extension
- Existing Building
- Traffic Signal

EXISTING ASSETS

1. Lilburn City Hall/Library
2. Chick-fil-a
3. Existing to remain
4. Heritage Hall
5. Iglesia De Georgia
6. Cemetery
7. Salem Missionary Baptist Church
8. Advanced Auto Parts
9. Townhomes

PROPOSED NEW ASSETS

10. Community center
11. Commercial with housing above
12. Restaurant/retail
13. Destination entertainment
14. Multi-family residential
15. Water retention pond
16. Extension of streetscape improvements along Church Street – decorative street lights and sidewalk infill.
17. Enhanced bus station
18. Senior housing/Assisted living

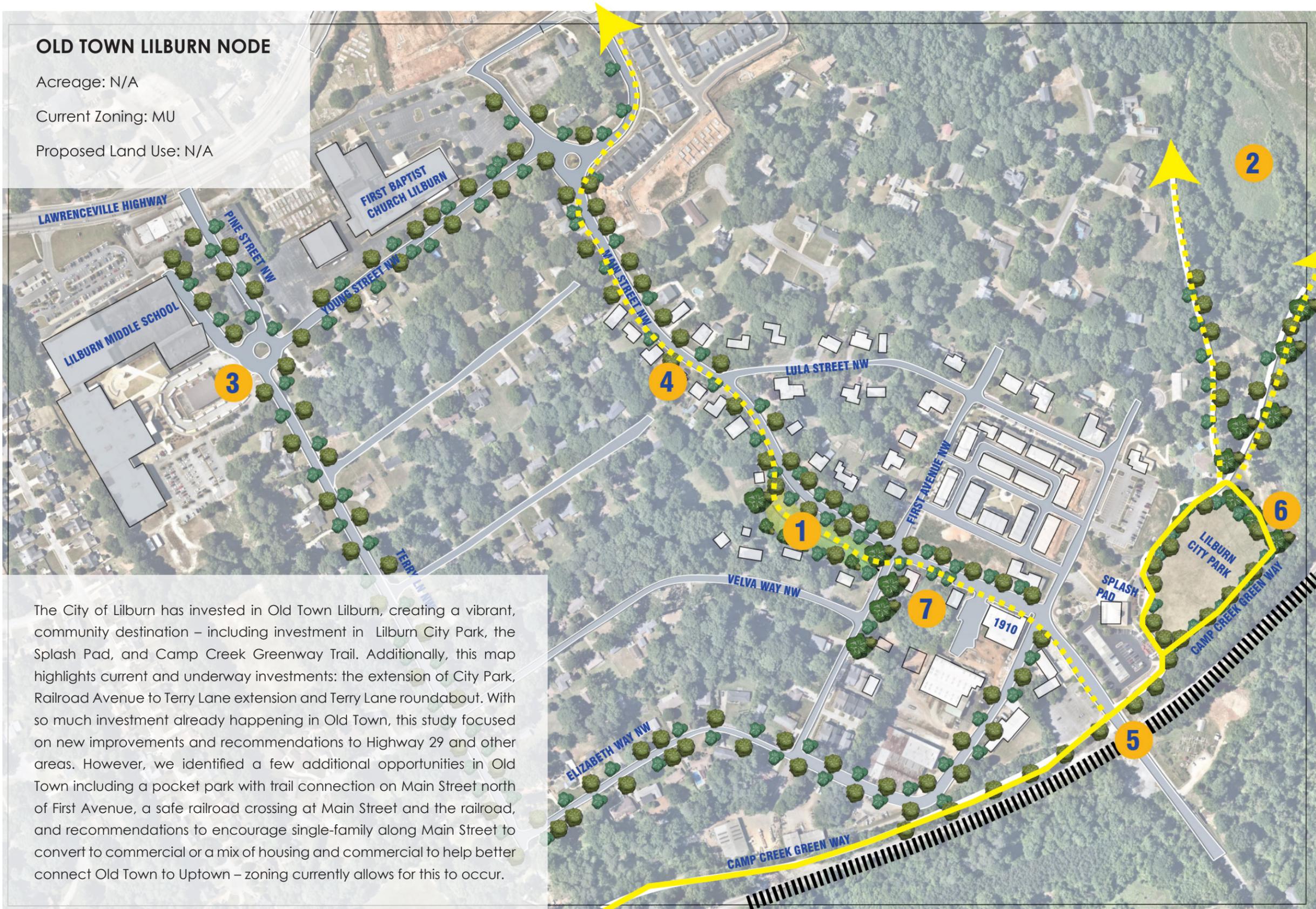


Figure 22. Uptown Lilburn Conceptual Rendering



OLD TOWN LILBURN NODE

Acreage: N/A
 Current Zoning: MU
 Proposed Land Use: N/A



-  Existing Rail Line
-  Trail Extension
-  Existing Building

PROPOSED NEW ASSETS

1. Proposed mixed-use development with linear greenway/trail (3-acre DDA assembly)
2. City Park extension
3. Proposed roundabout
4. Allow for single-family residential to convert to commercial/mixed-use to link Old Town Lilburn to Uptown
5. Safe railroad crossing
6. Camp Creek Streambank Stabilization
7. Proposed Pocket Park

The City of Lilburn has invested in Old Town Lilburn, creating a vibrant, community destination – including investment in Lilburn City Park, the Splash Pad, and Camp Creek Greenway Trail. Additionally, this map highlights current and underway investments: the extension of City Park, Railroad Avenue to Terry Lane extension and Terry Lane roundabout. With so much investment already happening in Old Town, this study focused on new improvements and recommendations to Highway 29 and other areas. However, we identified a few additional opportunities in Old Town including a pocket park with trail connection on Main Street north of First Avenue, a safe railroad crossing at Main Street and the railroad, and recommendations to encourage single-family along Main Street to convert to commercial or a mix of housing and commercial to help better connect Old Town to Uptown – zoning currently allows for this to occur.

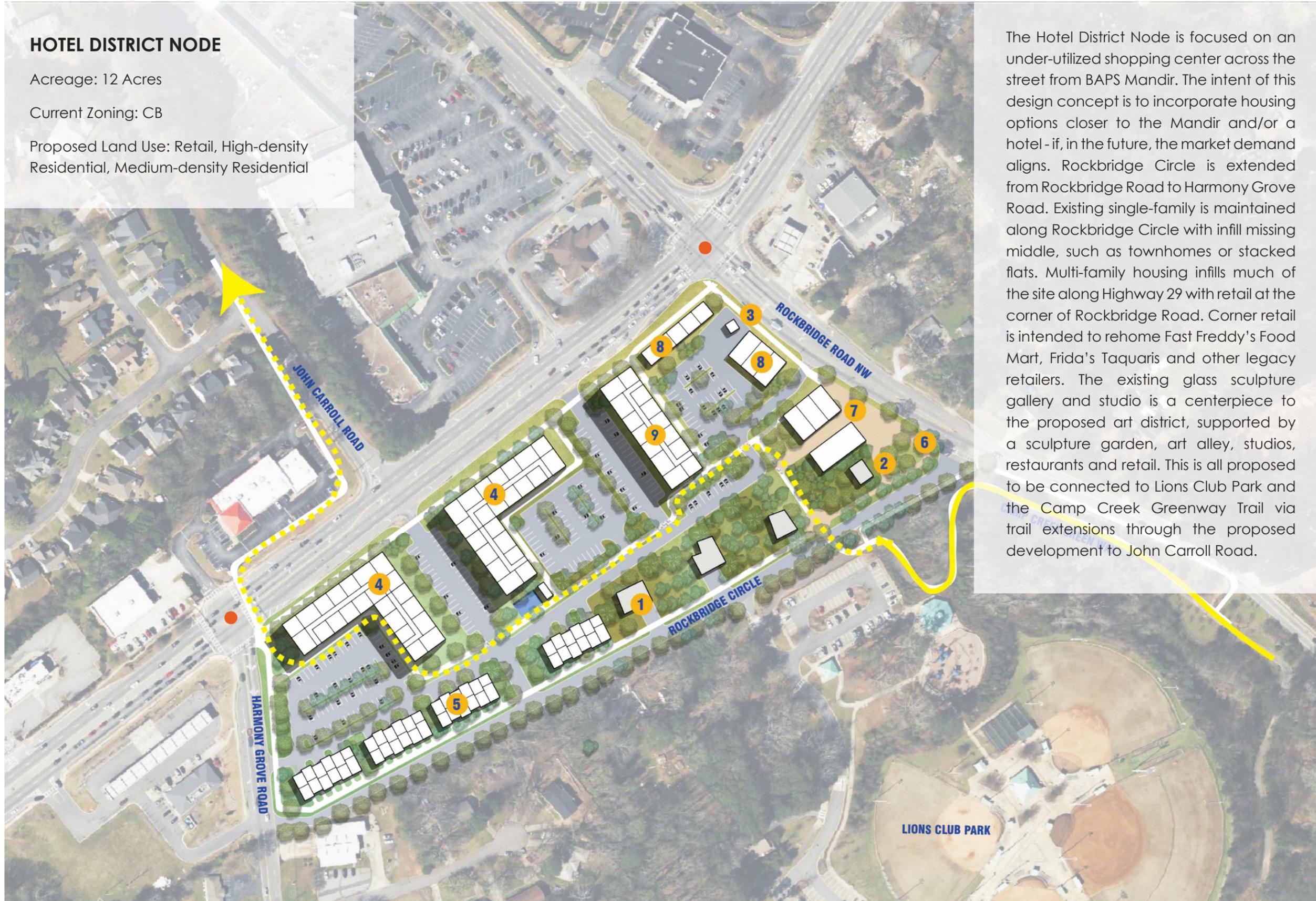


HOTEL DISTRICT NODE

Acreage: 12 Acres

Current Zoning: CB

Proposed Land Use: Retail, High-density Residential, Medium-density Residential



The Hotel District Node is focused on an under-utilized shopping center across the street from BAPS Mandir. The intent of this design concept is to incorporate housing options closer to the Mandir and/or a hotel - if, in the future, the market demand aligns. Rockbridge Circle is extended from Rockbridge Road to Harmony Grove Road. Existing single-family is maintained along Rockbridge Circle with infill missing middle, such as townhomes or stacked flats. Multi-family housing infills much of the site along Highway 29 with retail at the corner of Rockbridge Road. Corner retail is intended to rehome Fast Freddy's Food Mart, Frida's Taquaris and other legacy retailers. The existing glass sculpture gallery and studio is a centerpiece to the proposed art district, supported by a sculpture garden, art alley, studios, restaurants and retail. This is all proposed to be connected to Lions Club Park and the Camp Creek Greenway Trail via trail extensions through the proposed development to John Carroll Road.



- Trail Extension
- Existing Building
- Traffic Signal

EXISTING ASSETS

1. Existing to remain
2. Existing art gallery
3. Existing gas station

PROPOSED NEW ASSETS

4. Ground floor commercial with multi-family residential above
5. Townhomes
6. Sculpture garden
7. Art alley with studios, retail restaurant
8. Retail
9. Hotel





MIDTOWN SHOPPING DISTRICT NODE

Acreage: 24 Acres

Current Zoning: CB

Proposed Land Use: Commercial, Retail, Medium- density residential

The Midtown Shopping District Node is centered on redevelopment of the existing aging strip mall shopping center while preserving the main anchor, Kroger. Parking in front of Kroger is largely maintained with a new retail "main street" entering the shopping district from Highway 29 and terminating in a plaza. Medium density housing infills the rest of the site, all rear loaded so the front porches front a shared green. Missing middle housing is recommended to provide a variety of housing options beyond townhomes and multi-family apartments while providing higher densities along Highway 29. The existing greenspace on the far east of the site is recommended to be preserved and enhanced with trails and a retention pond.



Existing Building

EXISTING ASSETS

- 1. Kroger
- 2. Water Retention Pond
- 3. Green space

PROPOSED NEW ASSETS

- 4 Retail/Commercial
- 5. Missing middle housing - quads
- 6. Missing middle housing - Townhomes, Duplexes or Stacked Flats





TECHNOLOGY PARK NODE

Acreage: 8 Acres

Current Zoning: CB

Proposed Land Use: Retail, High-density Residential, Medium-density residential.

The Technology Park Node focuses on conceptual redevelopment of the strip mall shopping center on the south side of Highway 29 and enhancement to the Bowlero site as a destination entertainment opportunity. The concept for the shopping center to the south of Highway 29 is a missing middle housing development, inclusive of quads, duplexes, townhomes (attached and detached) and stacked flats. Technology based commercial is proposed fronting Highway 29. The eastern retail is envisioned as neighborhood retail – a small market or restaurant for community gathering. The western retail/commercial is set back from the road with a large greenspace/park at the corner to address brownfield concerns on the corner of the property. The Bowlero site concept includes a putt-putt along the corridor with zip-lining or ropes courses in the undevelopable greenspace to the north.



- Existing Building
- Traffic Signal

EXISTING ASSETS

1. Bowlero

PROPOSED NEW ASSETS

2. Restaurant/commercial
3. Missing middle housing – Townhomes, Stacked flats, Duplexes
4. Missing middle housing – Quads
5. Retail/commercial
6. Putt-putt
7. Putt-putt facility/restaurant
8. Zip-line/ropes courses
9. Brownfield park
10. Tech based commercial



The Arts District Node explores the long-term opportunity for the existing industrial uses to convert to a mix of uses, better serving the community. This plan preserves existing industrial, particularly along Business Park Court, while converting or redeveloping other industrial buildings/parcels into a mix of retail, artist facilities, and housing. Identified in number 5, on the adjacent figure, is the core of the brewery arts district, conceptually showing existing buildings being repurposed for use as breweries, artist studios, and other arts related spaces, centered on a shared plaza and greenspace with regional water retention. As identified in number 1, a series of buildings on the existing

retention pond are proposed to be repurposed as restaurants and/or retail while the retention pond area is enhanced to as a greenspace with trails centered on the water retention feature. A variety of housing typologies are infilled into vacant and under-utilized parcels, including multi-family housing, cottage courts, townhomes, duplexes, quads, and stacked flats. Existing buildings along Killian Hill Road are repurposed to retail/restaurants and shared parking is moved to the rear of the parcel. Proposed trail connectivity is key to site redevelopment – extending the Camp Creek Greenway along the railroad into the site.



- Existing Rail Line
- Trail Extension
- Existing Building

EXISTING ASSETS

1. Existing buildings re-purposed to restaurant/retail
2. Existing building to remain as is

PROPOSED NEW ASSETS

3. Multi-family residential
4. Cottage courts
5. Townhomes, duplexes, stacked flats, quads
6. Brewery/artist district
7. Water retention pond

ARTS DISTRICT NODE

Acreage: 114 Acres
 Current Zoning: CB/IA WORKS
 Proposed Land Use: Retail, High-density Retail/Commercial, Institutional, High-density Residential, Medium-density Residential.



LAND USE & ZONING RECOMMENDATIONS

The City of Lilburn Zoning is rather robust and is generally agreed upon by city staff and local stakeholders, but zoning changes will be required to accomplish the desired development recommendations. Suggested zoning and land use changes include:

- All proposed redevelopment nodes are currently zoned CB, it is recommended for the City to consider rezoning to an appropriate category that allows for and encourages the types and quality of uses proposed in this document. The city may consider MU (which may need to be revised) or a new category that doesn't yet exist.
- Consider removing "minimum" parking requirements and only providing a maximum. This will allow the market/demand to drive number of parking.
- Develop design standards for the Old Town Overlay and the Highway 29 Overlay.
- Consider more robust shared parking strategies within design standards.

Consider the following revisions to the Comprehensive Plan:

- **Adopt this document as an amendment to the Comprehensive Plan.**
- **US 29 Corridor Overlay Areas Revisions:** Consider including examples and text to support mixed use, higher density development within the Highway 29 Overlay. Examples may include Districts at Duluth, The Brunswick and missing middle housing typologies such as detached townhomes, duplexes, quadplexes, stacked flats.
- **Old Town Overlay Area Revisions:** Consider including text to encourage single-family

homes along Main Street to be converted into commercial/restaurants/retail in an effort to better connect Old Town to Uptown.

ARTS AND CULTURE RECOMMENDATIONS

For the purposes of these recommendations, art is intended to be inclusive and applied to the applied arts, arts education, and community art. Culture refers to human knowledge, beliefs, and/or behaviors that reflect characteristics of everyday existence and that may often be shared by people in a community. Culture and cultural practices are of a community and come from livelihoods, daily practices, values, and beliefs. Together, arts and culture are powerful symbols of our community creativity, interests, and values.

There are five (5) Distinct Arts and Cultural Districts in the Lilburn Study Area, those being:

- Gallery District
- Brewery Arts District
- BAPS District
- Plaza Las Americas
- Nam Dae Mun/Uptown

The below recommendations for those projects, also shown in Figures 23 through 28, may be applied appropriately at all the indicated districts.

- **Consider Community Culture in All Art** – In all works of art, the diverse community of Lilburn should be reflected. It should be leveraged as an opportunity to create a strong identity for the city and make members of the community feel represented.
- **Community Events** – Community-wide events bring people from all walks of life together, establish city identity, connect residents, and keep traditions alive. Community Events can also provide economic benefits for a community.



Figure 23. Community Culture in Art



Figure 24. Community Events



Figure 25. Mural Art

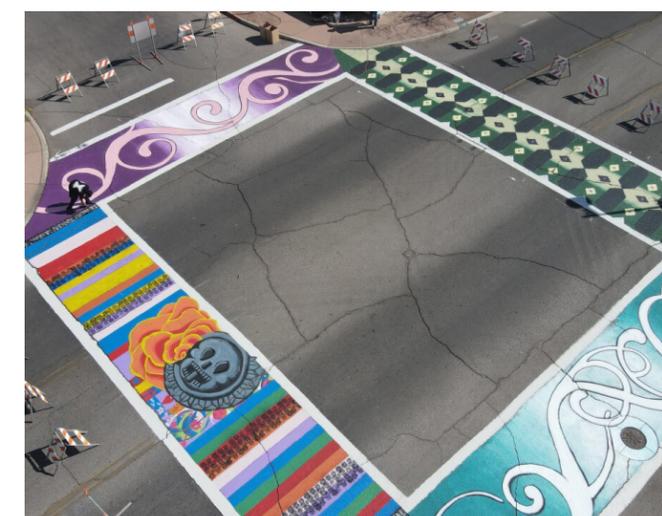


Figure 26. Creative Crosswalks



Figure 27. Functional Art



Figure 28. Interactive Art

- **Mural Art** – Murals are typically works of art painted or applied on the surface of a wall as public art by a muralist. The artwork is created to be in harmony with the building design and is intended to make a locally significant or a reflection of the community or region where it is located.
- **Creative Crosswalks** – Creative crosswalks use colors, textures, and patterns to enliven city streets as engaging and safe places for people. They can be designed to reflect the special character of a neighborhood, mark the gateway to a district, or otherwise create a local identity.
- **Functional Art** – Functional Arts bridges the gap between art and everyday function. Functional art refers to creative objects that serve utilitarian purposes. It is to be inclusive and can be constructed as seating, tables, lighting, and other uses.

- **Interactive/Play Art** – Interactive art is any type of art that involves the viewer in the creative process.

PARKS AND GREENSPACE RECOMMENDATIONS

People who have more access to green environments, such as parks and trails, tend to be more physically active than those with limited access. The closer people live to a park and the safer they feel in the park, the more likely they are to walk or bike to those places and use the park for physical activity, but less than half of people in the United States live within half a mile of a park. Parks and trails provide many benefits to a community. Not only do they provide a public location where people can be physically active, greenspaces also provide a commonplace where neighbors can meet, which improves community connection. Parks within the Study Area, as well as 10-minute walking radii, are shown in Figure 29.



Figure 29. Existing Parks and Greenspace within a 10-minute walk radius

The primary Park & Greenspace recommendation for this project is the usage of pocket parks to increase the accessibility of greenspace to the public. For the Lilburn CID (Community Improvement District), we imagine these pocket parks as small community parks that accommodate families. They should be placed near residential areas, with the goal of there being parks within a 10-minute walking distance of every Lilburn CID resident.

Amenities to be considered for these parks include:

- **Small Trail Loops** – Short loop trail walks provide opportunities to enjoy the beauty of nature on a non-strenuous walk on trails and pathways connecting parks and amenities.
- **Communal Seating Areas** – One objective is to provide resting places for young and old to enjoy the natural resources. Knowing that benches will be in place on a trail takes the fear out of not being able to walk the entire distance. Benches also encourage more frequent use of our trail system. They come in all shapes and sizes, but still have the same function and purpose as those original designs providing a place for outdoor seating, entertainment, and get-togethers.
- **Small Playgrounds** – Community playgrounds offer a multitude of benefits that go far beyond aesthetics and give the youth

something fun to do. They play a critical role in the creation of community and serve as gathering spaces that can benefit everyone.

- **Trail Branding** – Directional and Wayfinding Signage - The purpose of wayfinding signs is to help people be easily oriented to new spaces, find their destination with minimum stress and without getting lost, locate points of interest such as restrooms, and discover information in an easy to digest way. These signs can be understood while remaining in motion. Proper signage along a trail helps maintain user safety, cut down on user conflict, and keep users informed and connected while they travel the trail. Additionally, using consistent signage can be a way to promote brand recognition for your trail.
- **Dog Parks** - There are currently no dog parks within the CID and City of Lilburn limits. Pocket parks, as identified in this plan, can serve as dog parks for the community.
- **School Sports Fields** - It is recommended to work with local schools to allow the community to have year round access to sports fields. This bridges the gaps between larger parks to provide greenspace amenities for more of the community.

Opportunities for pocket parks in the Lilburn CID are shown in Map 16.



LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

16. POCKET PARK OPPORTUNITIES

TRANSPORTATION RECOMMENDATIONS

US 29 Lawrenceville Highway Safety Improvements

US 29 experiences high vehicular speeds, multiple serious crashes, various access points, and long distances between safe pedestrian crossings, it is recommended to provide safety enhancements to the US 29 corridor. These recommendations should be phased and prioritized to support the recommended LCI land use recommendations. Recommendations can include installing medians and improving streetscapes with branded signage and wayfinding, pedestrian amenities, and signalized crossings. This would require consolidation of curb cuts and the creation of parallel roads to provide inter-parcel connectivity. Coordination with GDOT is integral, to ensure safety of all users on the roadway.

Sidewalks and Trails

The Camp Creek Greenway and the various city and county parks in Lilburn are vital assets, however they are disconnected and require a vehicle to access. Coordinating with the

Gwinnett Trails plan with Gwinnett Department of Community Services, it is recommended to stitch together the trail network and parks to create active loops. Installing multi-use paths and filling in gaps in the sidewalk network would create more recreational trips and increase access and ability for people to use these networks for more utilitarian trips.

Transit Improvements

Gwinnett Transit is currently undergoing a review of some of its bus routes, and City of Lilburn is likely to receive service that provides more connections to the rest of the county and region. To support this investment, it is recommended to review bus stop locations with Gwinnett Transit and GDOT to ensure safe pedestrian access and improve bus stop infrastructure, such as shelters, benches, and trash cans to ensure a comfortable experience. Additionally, it is recommended to explore on-demand transit, as most of the Study Area does not have the land use density that would support fixed route service.

Connected Street Grid

In areas of new development and growth, new streets are recommended to improve connectivity and provide various options to access amenities.

FIVE YEAR PRIORITY RECOMMENDATIONS

See Map 20 for additional priority project details

US 29 Streetscape Improvement

Initiate the coordination with GDOT to discuss safety improvements, such as medians, pedestrian crossings between the new Hood Road/Bryson Park Traffic Signal and Indian Trail-Lilburn/Killian Hill. This will be phase 1 of plans to improve safety along the whole of US 29 within the Study Area. The Community Improvement District will be integral in coordination of design and funding of branded and wayfinding signage.

Sidewalks and Trails

Conduct a planning study with Gwinnett Department of Community Services to review the alignment and design of the Indian Trail-Lilburn Road Multi-Use Path route, currently planned to connect Camp Creek Greenway to the designed first phase of the path that ends at Burns Road.

Install a streetscape improvement on Church Street between Killian Hill Road and Lilburn City Hall and the Gwinnett County Public Library. Improvements include installation of sidewalk on both sides of the street with pedestrian scale lighting. Additionally, consider widening the sidewalk on the north side of Church Street to connect City Hall/Library to the trail network. Coordinate with the Indian Trail-Lilburn Road Multi-Use Path extension.

Connect Bryson Park to northern neighborhoods via a trailhead at Old Manor Court, with long-term connection to the proposed Jackson Creek Greenway.

Coordinate with Gwinnett Department of Community Services to design and build next phase of Design for Singleton Greenway to connect Camp Creek Greenway to the north.

Transit

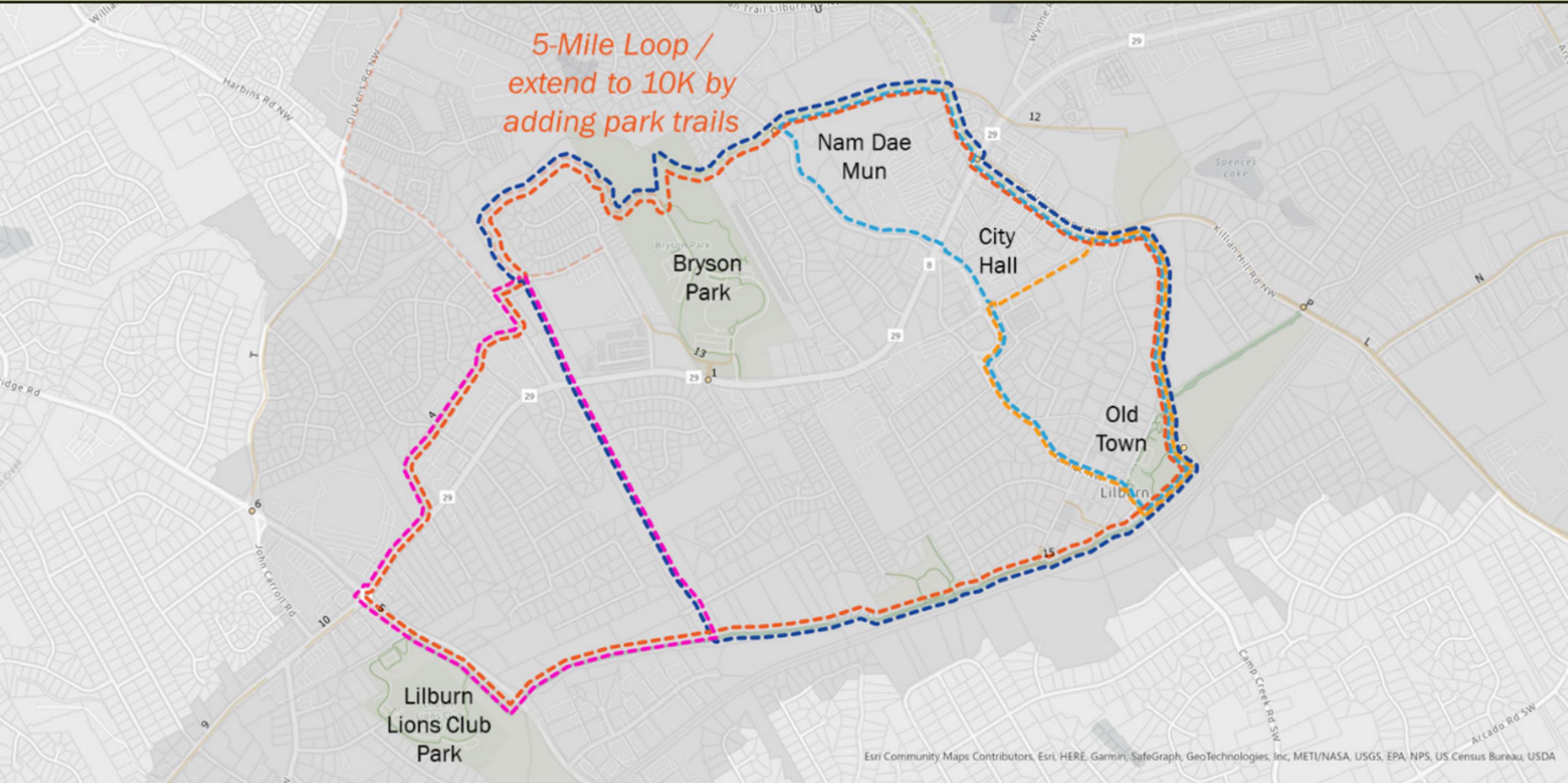
Install bus shelter and amenities at City Hall/Library to support Gwinnett County Transit Route #25. Include installation of a crosswalk across Church Street to support safe crossing of the street to access the bus shelter and to connect the City Hall/Library with the new housing on the south side of Church Street.

New Connections

Connect Old Town to US 29 via a Terry Lane / Pine Street Complete Street Project. This will include sidewalks and streetscape improvements between US 29 and Young Street, a new roundabout where Lilburn Middle School access point, Pine Street, Young Street, and Terry Lane converge, new sidewalks on the west side of Terry Lane, and an extension of Railroad Avenue to Terry Lane.



Figure 30. Suggested US 29 Highway Improvements

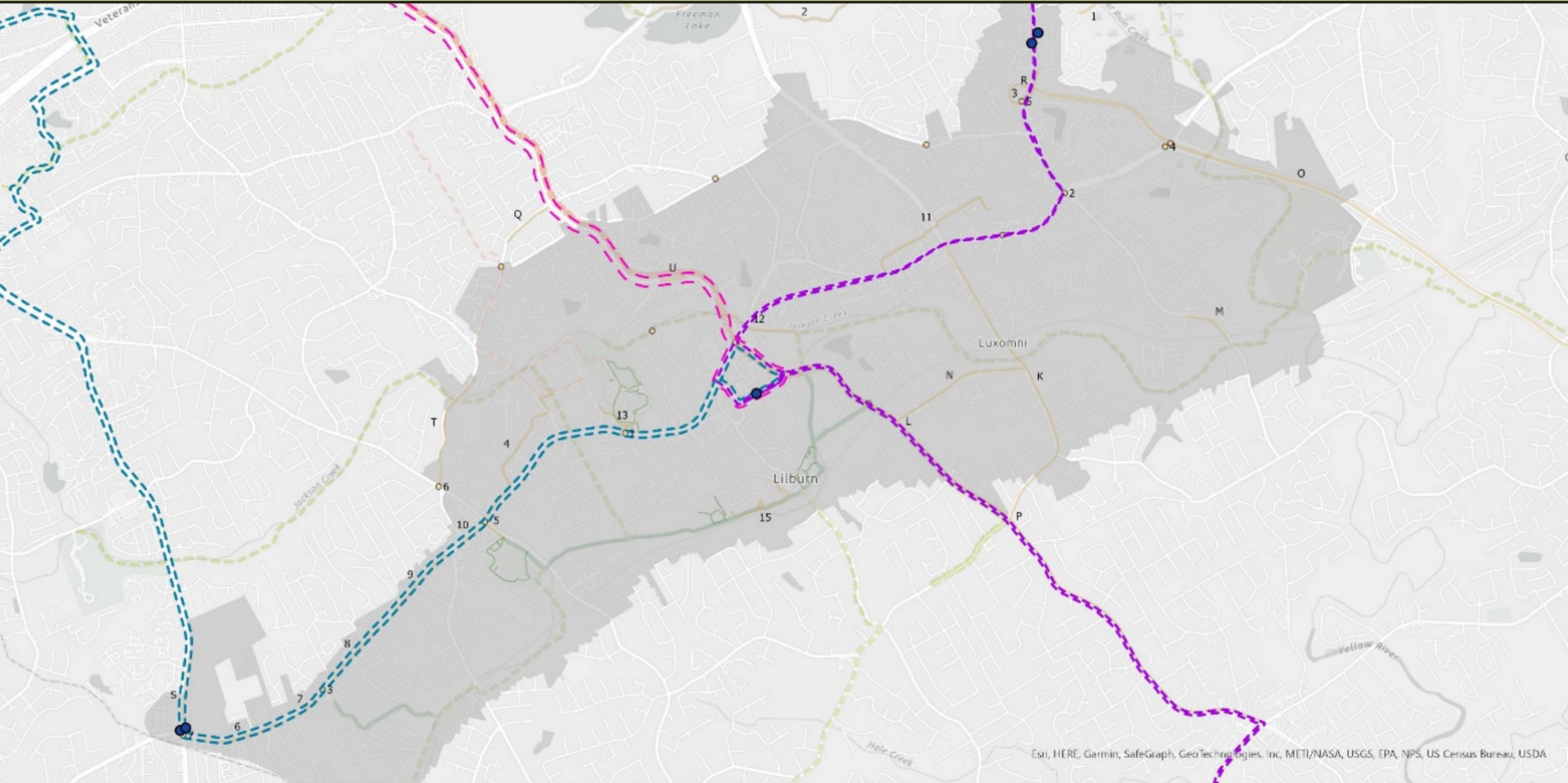


LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

17. PROPOSED TRAIL LOOPS



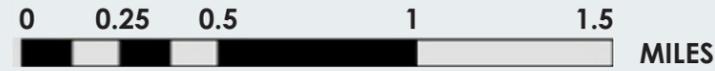
Lilburn CID		Gwinnett County Trails		Trail Loops	
	Lilburn CID		Completed		1.5-mile Loop
	Existing Proposed Projects		New Connections		2.5-mile Loop
	Existing Proposed Projects		Designed		



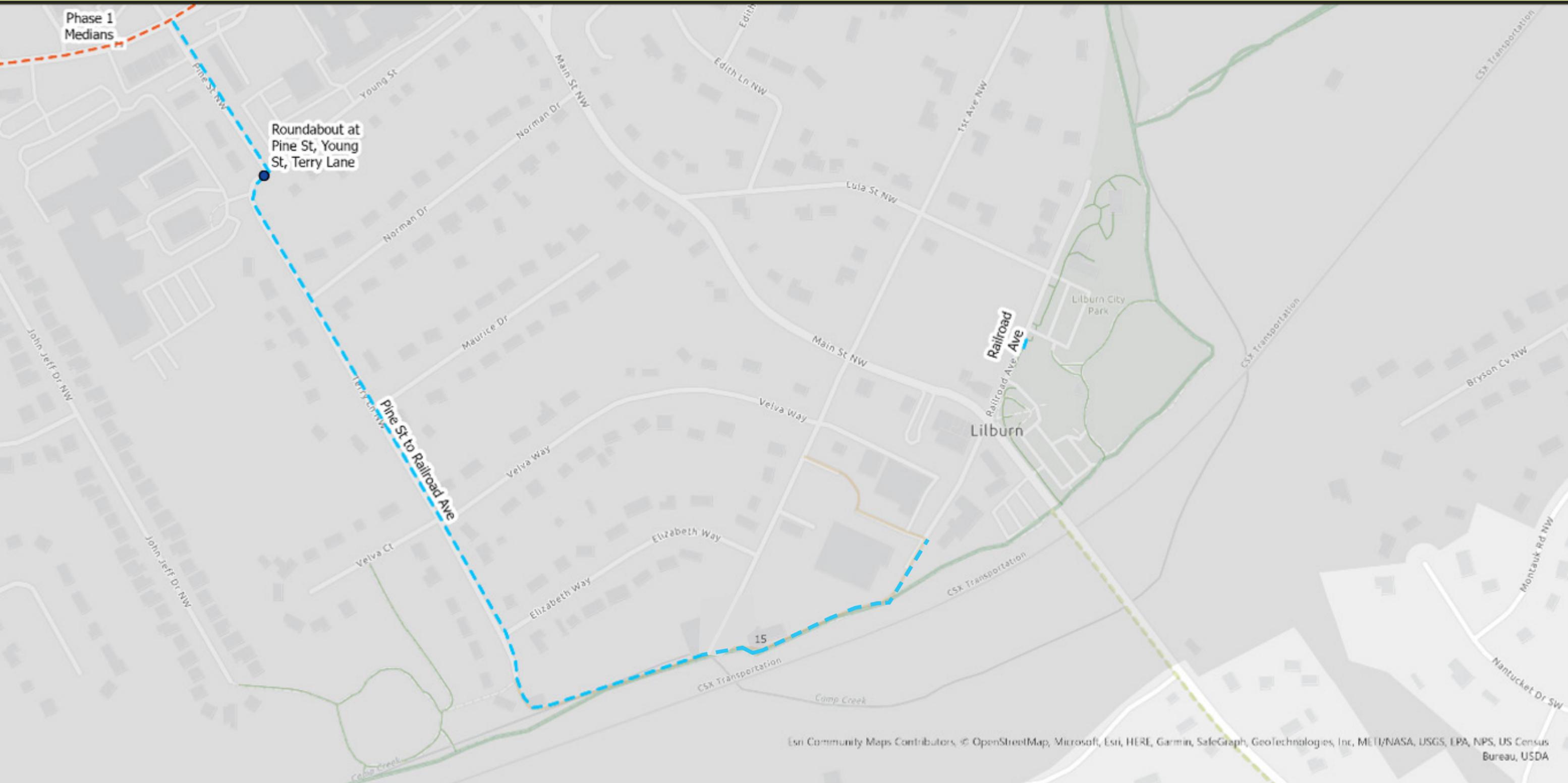
Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

18. FUTURE TRANSIT ROUTES & STOPS



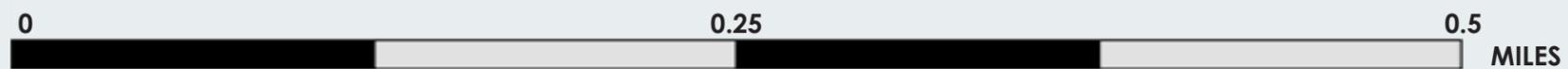
- Lilburn CID
- Existing Proposed Projects
- Existing Proposed Projects
- Potential Bus Stop
- Completed
- New Connections
- Designed
- Proposed Rte. #15
- Proposed Rte. #25
- Proposed Rte. #30



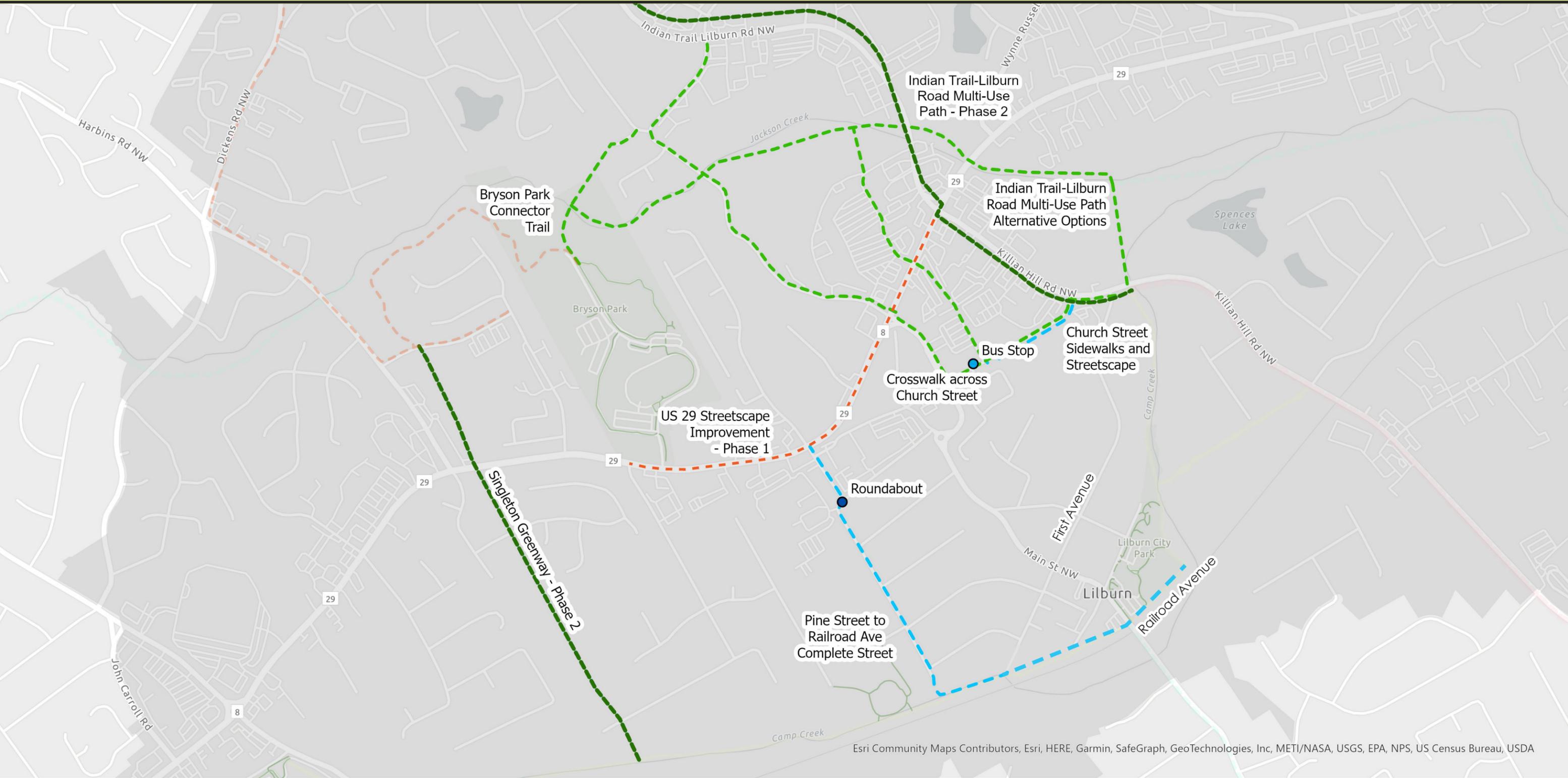
Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

19. PREVIOUS PLANS & UPCOMING PROJECTS



- Lilburn CID
- Gwinnett County Trails
 - Completed
 - New Connections
 - Existing Proposed Projects
- Potential Future Projects
 - Phase 1 Medians
 - Potential Sidewalk Connections
 - Potential Project Sites



Esri Community Maps Contributors, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

LILBURN COMMUNITY IMPROVEMENT DISTRICT LCI

20. FIVE-YEAR PRIORITY TRANSPORTATION PROJECTS



Recommended Projects

- Lilburn CID
- Streets
- Trail
- New Connections
- Gwinnett Trails, planned extension
- Bus Stop
- Roundabout

IMPLEMENTATION PLAN

IMPLEMENTATION STRATEGIES

This section provides the necessary next steps for the implementation of this plan. While implementation of this visionary plan is long range in nature, a schedule of projects and programs is laid out that focus on the first five years. A 100-day action plan is also provided to give community leaders a series of actions that are able to be immediately implemented and provide some short term “wins” to establish momentum for future efforts and initiatives. Implementation priorities focus on public sector improvements, including regulatory and policy recommendations, infrastructure improvements and economic development strategies to prepare the area for proposed and future development, which will have to be initiated by the private sector. Following are implementation strategies for organizational structure and funding strategies, followed by the 100 day and 5-year action plans.

ORGANIZATIONAL

To implement this plan, key public and private partnerships will be necessary. The City of Lilburn can lead efforts as defined in the plan, however, it will take additional partners, land owners, developers, and community members to realize a true and sustainable transformation of the Lilburn Study Area. Key partners include:

- The City of Lilburn
- Gwinnett County
- Atlanta Regional Commission
- Lilburn CID
- Georgia Department of Community Affairs
- Georgia Department of Transportation
- Federal grant opportunities

Potential funding partners are included in the 5 year action plan, however, strategic implementation partners may be needed to address regulatory requirements and move projects forward into feasible implementation.

FUNDING STRATEGIES

Funding will need to be generated from a variety of sources, including private development, Atlanta Regional Commission (ARC) LCI Supplemental funds, Gwinnett County, Georgia Department of Transportation, and grants. The 5-year action plan provides planning level cost estimates for projects along with potential funding partners. Once this LCI study is adopted by The City of Lilburn, projects are eligible for competitive transportation funding grants through the ARC. Additionally, the ARC offers the Community Development Assistance Program (CDAP), an initiative that provides cities and counties with the tools, technical assistance, and resources to implement officially adopted community visions. CDAP is an annual, competitive solicitation open to jurisdictions in the 10-county Atlanta region.

WORK PROGRAM AND FIVE-YEAR SCHEDULE

The following charts summarize the project list, as described above by topic, land use/zoning, economic development, and transportation. Time frame, responsible party, funding opportunities and costs are included. A 100-day priority list is incorporated to guide immediate actions and efforts.

Table 7. Priority Projects

PRIORITY PROJECTS - 100 DAY ACTION PLAN
1. Submit LCI Plan for adoption/approval by the Lilburn Community Improvement District.
2. Submit LCI Plan for adoption/approval by the Lilburn City Council - as an amendment to the Comprehensive Plan.
3. Update zoning consistent with recommendations within the plan.
4. Begin conversations with GDOT regarding Highway 29 Streetscape enhancements.
5. Begin conversations with landowners to pursue redevelopment as identified in this plan. Prioritize the Uptown Node redevelopment potential.
6. Begin the design process for the City Park Expansion Plan including construction of the Camp Creek Streambank Stabilization Project
7. Incorporate the Arts and Culture Districts into the Comprehensive Plan.
8. Begin conversations with Gwinnett County to incorporate arts and trail recommendations from this plan into County-wide plans.
9. Identify path forward to develop design standards for Highway 29 and Old Town Overlays.
10. Select projects to apply for supplemental LCI study funding: <ul style="list-style-type: none"> a. Design/engineering of Highway 29 Streetscape enhancements b. Design/engineering of Church Street streetscape improvements c. Design/engineering of next phase of design for Singleton Greenway d. ARC CDAP funding for zoning and Comprehensive Plan revisions.
11. Attract Implementation Project LCI Funding for the following: <ul style="list-style-type: none"> a. Design/engineering of bus shelters & amenities at City Hall/Library to support GCT Route #25. b. Old Town Terry Lane/Pine Street Complete Street c. Indian Trail-Lilburn Road Multi-use Path d. Trail connection from Bryson Park with Jackson Creek Greenway via trailheads to the northern neighborhoods

OTHER LOCAL INITIATIVES

Table 8. Land Use & Zoning Initiatives

LAND USE & ZONING					
	Description/Action	Cost	Year	Responsible Party	Funding Source
L1	CID Adoption/Approval: The Lilburn Community Improvement District (CID) to formally approve the LCI study.	N/A	2022	City of Lilburn	N/A
L2	<p>City Adoption/Approval: The Lilburn City Council to adopt/approve this LCI study as an amendment to the Comprehensive Plan. Amendments to the Comprehensive Plan as described in this master plan.</p> <ul style="list-style-type: none"> a. Adopt this document as an amendment to the Comprehensive Plan. b. Revise Future Development Map Old Town Overlay and Highway 29 Overlay. c. Consider including Cultural Districts as part of the Character Area Map. d. Consider including examples and text to support mixed-use, higher density development within the Highway 29 Overlay Area. e. Consider including text to encourage single-family homes along Main Street to be converted into commercial in an effort to better connect Old Town to Uptown. f. Incorporate goal of a park within 10-minute walking distance to every resident. 	In-house	2022	City of Lilburn	City of Lilburn, Lilburn CID, ARC, ARC CDAP

LAND USE & ZONING					
	Description/Action	Cost	Year	Responsible Party	Funding Source
L3	Amendments to Zoning to support recommendations within this report. a. Consider rezoning mixed-use development sites, as identified in this plan from CB to MU. b. Consider removing “minimum” parking requirements. c. Consider creation of an I-Mix zoning category to be applied to the Brewery/Arts District.	In-house or \$15,000	2023	City of Lilburn	City of Lilburn, Lilburn CID, ARC, ARC CDAP
L4	Develop design standards for the Old Town and Highway 29 Overlays. Consider robust shared parking standards.	\$50,000	2023	City of Lilburn, Lilburn CID	City of Lilburn, Lilburn CID, ARC, ARC CDAP
L5	Begin conversations with landowners to pursue redevelopment as identified in this plan. Prioritize the Uptown Node redevelopment potential.	N/A	2023	City of Lilburn, Lilburn CID	N/A
L6	City Park Expansion: Complete design/engineering for Lilburn City Park expansion including stabilization of the Camp Creek streambank	\$2.2M	2023-2024	City of Lilburn	SPLOST, Stormwater User Fees, GOSP Grant
L7	Increase Greenspace Opportunities a. Work with Gwinnett County to incorporate park recommendations into County-wide planning. b. Focus on infilling park access with pocket parks as recommended in this report, including dog parks. c. Enhance greenspace requirements in the design guidelines for the Highway 29 and Old Town Overlay Districts.	N/A	2023 - 2027	City of Lilburn, Lilburn CID	N/A

Table 9. Economic Development Initiatives

ECONOMIC DEVELOPMENT					
	Description/Action	Cost	Year	Responsible Party	Funding Source
E1	Work with key targeted property owners in the key nodes to help facilitate development and/or redevelopment opportunities and to guide those opportunities to a development format that creates solid returns for that land owner, creates value in the Lilburn CID area, and advances the goals of creating a more walkable and dynamic location. The Uptown Node should be a priority for this.	N/A	2022 - 2027	Lilburn CID	
E2	Focus on value creation through the implementation of parks, trail systems, improvements to walkability / connectivity, and improvements to community facilities, that allow for higher value development to become feasible over time. Amenities/improvements to be considered: small trail loops, communal seating, playgrounds and trail branding.	N/A	2022 - 2027	City of Lilburn	
E3	Encourage mixed-use, walkable locations and formats , including street-oriented retail as well as in mixed-use projects, along open space areas and parks, etc. Encourage retail development in cores or nodes as opposed to strip development along major thoroughfares.	N/A	2022 - 2027	City of Lilburn	
E4	Conduct a feasibility study to determine the need, capacity, impact and cost of a new community event space	N/A	2023	City of Lilburn, Lilburn CID	City of Lilburn, Lilburn CID, ARC, ARC CDAP

ECONOMIC DEVELOPMENT (CONTINUED)					
	Description/Action	Cost	Year	Responsible Party	Funding Source
E5	Conduct a study to determine hotel demand within the Study Area and provide limited support to Mandir in their pursuit of attracting a hotel	N/A	2023	City of Lilburn, Lilburn CID	City of Lilburn, Lilburn CID, ARC, ARC CDAP
E6	Determine where additional clinic space or urgent care facilities would be most appropriate, such as along Lawrenceville Hwy (potentially in identified spaces at Beaver Ruin or Pleasant Hill)	N/A	2023	City of Lilburn, Lilburn CID	City of Lilburn, Lilburn CID, ARC, ARC CDAP
E7	Tax incentives to reduce developer cost	N/A	2023	City of Lilburn, Lilburn CID	City of Lilburn, Lilburn CID, ARC, ARC CDAP
E8	Financing options such as tax allocation districts (TADs)	N/A	2023	City of Lilburn, Lilburn CID	City of Lilburn, Lilburn CID, ARC, ARC CDAP
E9	Issue bonds to fund infrastructure improvements	N/A	2023	City of Lilburn, Lilburn CID	City of Lilburn, Lilburn CID, ARC, ARC CDAP
E10	Stakeholder and public education and involvement to identify partners, champions and build momentum	N/A	2023	City of Lilburn, Lilburn CID	City of Lilburn, Lilburn CID, ARC, ARC CDAP

Table 10. Housing Projects & Initiatives

HOUSING PROJECTS/INITIATIVES					
	Description/Action	Cost	Year	Responsible Party	Funding Source
H1	Consider incentives for workforce housing in the LCI Study Area. Incentives may include: tax credits and matching funds from County and/or State housing departments.	N/A	2022	City of Lilburn, Lilburn CID	City of Lilburn, Lilburn CID, ARC, ARC CDAP
H2	Incorporate missing middle housing typologies into Comprehensive Plan Character Areas to encourage a mix of housing types and price points.	N/A	2023	City of Lilburn, Lilburn CID	City of Lilburn, Lilburn CID, ARC, ARC CDAP
H3	Provide incentives, such as density bonuses, for developments that meet green building standards. Green building standards lead to lower overall maintenance and energy costs. These lower costs can help financially support mixed-income/inclusionary housing.	N/A	2023	City of Lilburn, Lilburn CID	City of Lilburn, Lilburn CID, ARC, ARC CDAP

Table 11. Additional Implementation Items

ADDITIONAL ITEMS					
	Description/Action	Cost	Year	Responsible Party	Funding Source
	Attract Supplemental LCI Funds: Complete ARC requirements to apply for LCI funds to plan priority projects, as listed in "Priority Projects".	N/A	2022 - 2027	City of Lilburn, Lilburn CID	City of Lilburn, Lilburn CID, ARC, ARC CDAP

Table 12. Transportation Project List

TRANSPORTATION PROJECT LIST										
Project ID	Project Name	Type	Project Description	Preliminary Engineering	Right of Way and Easement	Construction	Inspection + Contingencies	Total Cost	Potential Funding Source	Five-Year Priority List
B.1	Bus Stop at Church St for routes 15, 30, 25	Bus Stop	Install bus shelter and amenities on north side of Church Street at the Lilburn City Hall and Gwinnett Public Library.	-	-	-	-	\$25,000		X
B.2	Bus Stop at Plaza Las Americas (NB)	Bus Stop	Install bus shelter and amenities on east side of Pleasant Hill Road nearest the traffic signal at Mary Street to facilitate access to Plaza Las Americas and safe crossing of Pleasant Hill Road.	-	-	-	-	\$175,000		
B.2	Bus Stop at Plaza Las Americas (SB)	Bus Stop	Install bus shelter and amenities on west side of Pleasant Hill Road nearest the traffic signal at Mary Street to facilitate access to Plaza Las Americas and safe crossing of Pleasant Hill Road.	-	-	-	-	\$175,000		
B.3	Bus Stop at Jimmy Carter and Lawrenceville Hwy (SB)	Bus Stop	Install bus shelter and amenities on west side of Jimmy Carter Boulevard or south side of Lawrenceville Highway nearest the traffic signal at the intersection to facilitate safe crossings for southbound and eastbound passengers.	-	-	-	-	\$25,000		
B.3	Bus Stop at Jimmy Carter and Lawrenceville Hwy (NB)	Bus Stop	Install bus shelter and amenities on east side of Jimmy Carter Boulevard or north side of Lawrenceville Highway nearest the traffic signal at the intersection to facilitate safe crossings for northbound and westbound passengers.	-	-	-	-	\$25,000		
M.1	Phase 1 Medians (Hood Rd to Indian Trail-Lilburn Rd / Killian Hill Rd)	Median	Initiate the coordination with GDOT to discuss safety improvements, such as medians, pedestrian crossings between the new Hood Road/Bryson Park Traffic Signal and Indian Trail-Lilburn/Killian Hill. This will be phase 1 of plans to improve safety along the whole of US 29 within the study area. The Community Improvement District will be integral in coordination of design and funding of branded and wayfinding signage.	\$499,139	-	\$3,327,590	-	\$3,826,729	GDOT TAP funding match 20% match by CID / City of Lilburn	X
M.2	Phase 2 Medians (Indian Trail-Lilburn Rd / Killian Hill Rd to Ronald Reagan Pkwy)	Median	Initiate the coordination with GDOT to discuss safety improvements, such as medians, pedestrian crossings between Indian Trail-Lilburn/Killian Hill Rd and Ronald Reagan Pkwy. This will be phase 2 of plans to improve safety along the whole of US 29 within the study area. The Community Improvement District will be integral in coordination of design and funding of branded and wayfinding signage.	\$1,329,473	-	\$8,863,155	-	\$10,192,628		
M.3	Phase 3 Medians (Rockbridge Rd to Hood Rd)	Median	Initiate the coordination with GDOT to discuss safety improvements, such as medians, pedestrian crossings between Rockbridge Rd and Hood Rd. This will be phase 3 of plans to improve safety along the whole of US 29 within the study area. The Community Improvement District will be integral in coordination of design and funding of branded and wayfinding signage.	\$971,573	-	\$3,886,293	-	\$4,857,866		

Project ID	Project Name	Type	Project Description	Preliminary Engineering	Right of Way and Easement	Construction	Inspection + Contingencies	Total Cost	Potential Funding Source	Five-Year Priority List
M.4	Beautification of Medians (Jimmy Carter Blvd / Mountain Industrial Blvd to Rockbridge Rd)	Median	Upon completion of the planned safety improvements, such as medians, pedestrian crossings between Jimmy Carter Blvd / Mountain Industrial Rd and Rockbridge Rd, coordinate and fund the design and installment of branded and wayfinding signage and conversion of the concrete medians to planted medians.	\$313,119	-	\$1,252,476	-	\$1,565,595		
R.1	John Carroll Connection	Road	Realign John Carroll Road with Harmony Grove Rd at Lawrenceville Highway and construct roundabout at Dickens Rd and Rockbridge Road.	\$1,643,528	\$986,117	\$6,574,112	\$1,972,233	\$11,180,000		
R.2	Rockbridge Ct/Lawrenceville Highway Connection	Road	Create new streets in the southeast quadrant of the Rockbridge Road and Lawrenceville Highway intersection.	\$469,313	\$1,330,560	\$1,877,253	\$563,176	\$4,250,000		
R.3	Arcado Rd/Luxomni Rd Connection	Road	Connect Arcado Rd and Luxomni Rd with a new street.	\$751,094	\$1,502,189	\$3,004,377	\$901,313	\$6,160,000		
R.4	Wynne Russell / Berkmar MS Connection	Road	Extend Wynne Russell Dr to Berkmar Middle School.	\$301,094	\$602,189	\$1,204,377	\$361,313	\$2,470,000		
R.5	Beaver Ruin Rd / Berkmar HS Connection	Road	Connect Beaver Ruin Rd to Berkmar High School behind the existing Kroger shopping center.	\$542,189	\$1,084,377	\$2,168,755	\$650,626	\$4,450,000		
R.6	Lester Rd/Valley Rd Connection	Road	Connect Lester Rd and Valley Rd with a new street.	\$257,150	\$1,285,751	\$2,571,502	\$771,451	\$4,890,000		
R.7	Berkmar MS / Beaver Ruin Rd Connection	Road	Connect Berkmar Middle School to Beaver Ruin Rd parallel to Lawrenceville Hwy.	\$653,528	\$1,307,056	\$2,614,112	\$784,233	\$5,360,000		
T.1	Indian Trail-Lilburn Rd / Killian Hill Rd Trail Alignment Study (Lilburn Loop East)	Trail	Alternative Trail Alignment Study to confirm connection of Indian Trail-Lilburn Road Phase 1 trail to Camp Creek Greenway (East option A GCTP Trail, East option B thru Chick-Fil-A, East option C Hillcrest Rd, East option D Camp Creek / Jackson Creek) Consider Church Street Spur connection, to provide improved pedestrian and bicycle access to City Hall and Library from Camp Creek Greenway trailhead at Killian Hill Rd	\$675,839	\$1,351,679	\$2,703,357	\$811,007	\$5,550,000		X
T.2	Bryson Park Northwest Connector Trail Spur	Trail	New trail spur connection from Bryson Park to Birdlake Court and Stoneview Trail, connecting the park to the Singleton Greenway to the northwest neighborhoods	\$450,560	\$901,119	\$1,802,238	\$540,671	\$3,700,000		
T.3	Camp Creek Greenway to Tucker Connector Trail	Trail	New trail extension in two phases to connect existing planned trails to DeKalb County / City of Tucker. Phase 1 - Connect to Pound Drive and Highway 29. Phase 2 - Connect south to Tucker-Lilburn-Lawrenceville Trail	\$2,251,679	\$4,503,357	\$9,006,714	\$2,702,014	\$18,470,000		
T.4	Lions Club Park to Bryson Park Trail Alignment Study (Lilburn Loop West)	Trail	West option A Mandir study, West option B Lawrenceville Highway, West option C Pop Johnson / Elementary School, West option D Utility Corridor, West option E Harmony Grove	\$675,839	\$1,351,679	\$2,703,357	\$811,007	\$5,500,000		
T.5	Killian Hill Rd to Arcado Rd CSX Line Trail	Trail	New trail along CSW rail line to connect Killian Hill Rd to Arcado Rd	\$337,920	\$675,839	\$1,351,679	\$405,504	\$2,780,000		
T.6	Singleton Greenway/Lilburn School Rd Trailhead	Trail	New trailhead from Singleton Greenway to Lilburn School Rd	\$45,056	\$90,112	\$180,224	\$54,067	\$370,000		
T.7	Beaver Ruin Creek / Plaza Las Americas / Berkmar HS Connector Trail	Trail	New trail to connect Beaver Ruin Creek with Berkmar High School with connections to Plaza Las Americas	\$732,895	\$3,664,476	\$7,328,952	\$2,198,686	\$13,930,000		

Project ID	Project Name	Type	Project Description	Preliminary Engineering	Right of Way and Easement	Construction	Inspection + Contingencies	Total Cost	Potential Funding Source	Five-Year Priority List
T.8	Timothy Ln/Janet Ct Connector Trail	Trail	New trail to connect Timothy Ln to Janet Ct	\$97,584	\$195,168	\$390,336	\$117,101	\$810,000		
T.9	Bryson Park Northeast Connector Trail Spur	Trail	New trail spur connection from Bryson Park to Old Manor Court, connecting the park to Singleton Greenway to the planned Jackson Creek Greenway to the northeast residential neighborhoods	\$135,168	\$270,336	\$540,671	\$162,201	\$1,110,000		X
T.10	Singleton Greenway Final Design	Trail	Funding to complete design of Singleton Greenway	\$901,119	\$1,802,238	\$3,604,476	\$1,081,343	\$7,400,000		X
C.1	Church St at City Hall/Library Crosswalk	Crosswalk	New crosswalk on Church Street at the Library to facilitate access to the new bus stop and City Hall / Library. Cost estimate is for a rectangular rapid flashing beacon.	-	-	-	-	\$55,000		X
C.2	Arcado Rd at Bowers Pointe Dr Crosswalk	Crosswalk	New crosswalk on Arcado Rd at Bowers Pointe Dr where the sidewalk switches to the opposite side of the street. Cost estimate is for a pedestrian hybrid beacon.	-	-	-	-	\$250,000		
S.1	Lankford Rd Sidewalk	Sidewalk	New sidewalk on the eastside of Lankford Rd to fill the sidewalk gap between Simonton Ct to the Star Carwash on Lawrenceville Hwy. Approx. total length 0.05 miles	\$22,528	\$45,056	\$90,112	\$27,034	\$200,000		
S.2	Jimmy Carter Blvd Sidewalk	Sidewalk	New sidewalk on the eastside of Jimmy Carter Blvd to fill the sidewalk gap between the McDonalds at Lawrenceville Hwy to the Mr. Clean Carwash. Approx. total length 0.20 miles	\$90,112	\$180,224	\$360,448	\$108,134	\$740,000		
S.3	Hood Rd Sidewalk	Sidewalk	New sidewalk on the eastside of Hood Rd to fill the sidewalk gap between Remington Cr and Dar e Abbas Mosque on Lawrenceville Hwy. Approx. total length 0.25 miles	\$112,640	\$225,280	\$450,560	\$135,168	\$1,000,000		
S.4	Pine St to Railroad Ave Complete Street Redesign	Sidewalk	New connection from Railroad Ave to Terry Lane, new sidewalks along Terry Ln, a roundabout at Terry Ln, Pine St, and Young St, and redesign of Pine Street from proposed roundabout to Lawrenceville Hwy. Approx. total length 0.75 miles	\$1,630,000	\$3,480,000	\$6,520,000	\$1,960,000	\$13,590,000		X
S.5	Luxomni Rd Sidewalks	Sidewalk	New sidewalks on the eastside and westside of Luxomni Rd to fill gaps between Lawrenceville Hwy and Cedar Rd / Landress Park Dr. Approx. total length 1.00 miles	\$450,560	\$901,119	\$1,802,238	\$540,671	\$3,700,000		
S.6	Wynne Russell Dr Sidewalk	Sidewalk	New sidewalk on the northside of Wynne Russell Dr from Harvard Dr to Lawrenceville Hwy. Approx. total length 0.15 miles	\$100,000	\$135,168	\$270,336	\$81,101	\$600,000		
S.7	Arcado Rd Sidewalk	Sidewalk	New sidewalk on the westside of Arcado Rd, just south of Wayside Ct. Approx. total length 0.75 miles	\$487,920	\$975,839	\$1,951,679	\$585,504	\$4,010,000		
S.8	Burns Road Sidewalks	Sidewalk	New sidewalks on the north and south side of Burns Rd from Burns Estate Dr to Beaver Ruin Rd. Approx. total length 0.15 miles	\$67,584	\$135,168	\$270,336	\$81,101	\$560,000		
S.9	Cedar Rd Sidewalk	Sidewalk	New sidewalk on the northside of Cedar Rd from Luxomni Rd to Luxomni Pointe townhomes. Approx. total length 0.10 miles	\$45,056	\$90,112	\$180,224	\$54,067	\$400,000		
S.10	Railroad Ave Sidewalk	Sidewalk	New sidewalk on the southside of Railroad Ave to fill the sidewalk gap at Lilburn City Park. Approx. total length 0.05 miles	\$76,528	\$45,917	\$306,112	\$91,834	\$600,000		
S.11	Timothy Ln / Shelley Ln Sidewalk	Sidewalk	New sidewalk to connect Camp Creek Greenway to the the neighborhoods to the east via the Timothy Ln/Janet Ct Connector Trail. Approx. total length 0.50 miles	\$231,280	\$462,560	\$925,119	\$277,536	\$1,900,000		

Project ID	Project Name	Type	Project Description	Preliminary Engineering	Right of Way and Easement	Construction	Inspection + Contingencies	Total Cost	Potential Funding Source	Five-Year Priority List
S.12	Janet Ct Sidewalk	Sidewalk	New sidewalk to connect Arcado Rd to neighborhoods to the west via the Timothy Ln/Janet Ct Connector Trail. Approx. total length 0.25 miles	\$112,640	\$225,280	\$450,560	\$135,168	\$1,000,000		
S.13	Arcado Rd Sidewalk	Sidewalk	New sidewalk on the westside of Arcado Rd at the Soccer Eagles Academy. Approx. total length 0.10 miles	\$78,890	\$157,780	\$315,560	\$94,668	\$650,000		
S.14	North River Dr Sidewalk	Sidewalk	New sidewalk on westside of North River Dr to connect Arcado Rd to the East Highlands neighborhood. Approx. total length 0.75 miles	\$191,306	\$382,612	\$765,224	\$229,567	\$1,600,000		
S.15	Church Street Sidewalks and Streetscape Improvement	Sidewalk	New sidewalk on southside of Church Street to connect Killian Hill road to the Cottages at Noble Village. Additionally widen the sidewalk and provide full streetscape enhancements to continue amenities at the Library down to Killian Hill Road. Approx. total length 0.10 miles	\$67,612	\$135,224	\$270,448	\$81,134	\$550,000		X
S.16	Railroad Ave Sidewalk	Sidewalk	Provide enhanced streetscape along Railroad Avenue at Main Street to new extension, to include sidewalks, street furniture and lighting. Approx. total length 0.10 miles	\$67,612	\$135,224	\$270,448	\$81,134	\$550,000		

INDICES

MAP INDEX

1. Study Area	8	11. Future Opportunities	44
2. County Existing Zoning	22	12. Property to Utilize	46
3. City Existing Zoning	24	13. Sidewalks & Trails	50
4. County Future Land Use	26	14. Transit	52
5. City Character Area Map	28	15. Selected Development Nodes	78
6. Topography	30	16. Pocket Park Opportunities	98
7. Parks & Recreation	32	17. Proposed Trail Loops	102
8. Historic Resources	34	18. Future Transit Routes & Stops	104
9. Economic Development Opportunities	38	19. Previous Plans & Upcoming Projects	106
10. Assets & Opportunities	40	20. Five-Year Priority Transportation Projects	108

TABLE INDEX

Table 1. Land Use & Housing Initiatives	16
Table 2. Civic Initiatives	17
Table 3. Marketing Initiatives	18
Table 4. Transportation Project Initiatives	20
Table 5. Crash Data (2018 - 2020)	48
Table 7. Priority Projects	112
Table 8. Land Use & Zoning Initiatives	113
Table 9. Economic Development Initiatives	115
Table 10. Housing Projects & Initiatives	117
Table 11. Additional Implementation Items	117
Table 12. Transportation Project List	118

FIGURES INDEX

Figure 1. The Lilburn CID and the City of Lilburn	5
Figure 2. Study Area Greater Context	7
Figure 3. Satellite Boulevard to Jimmy Carter Boulevard BRT Corridor Study Area	11
Figure 4 Gwinnett County 2040 Unified Plan Future Development Map	12
Figure 5. Mandir District 2016 Study Area	12
Figure 6. Highway 29 Boulevard of Opportunity Corridor Study Final Land Use Plan	13
Figure 7. Luxomni Baptist Church	36
Figures 8 and 9. Wynne Russell House and Choices Store in the 1830s	37
Figure 10. Harmony Grove Cemetery	37
Figures 11 and 12. BAPS Shri Swaminarayan Mandir and Plaza Las Americas	43
Figure 13. Lilburn City Hall	43
Figure 14. Killian Hill Baptist Church & Christian School	43
Figure 15. Lilburn CID Crash Data Analysis (2018 - 2020) map	49
Figure 16. Community Pop-up Presentation	64
Figure 17. Plaza Las Americas Community Pop-up Session	66
Figure 18. Interactive mapping exercise results and popular comments	71
Figure 19. Mobility major themes (24 comments total)	72
Figure 20. Development potential/concerns major themes (11 comments total)	72
Figure 21. Stakeholder interview	74
Case Study: Chamblee Multi-family	78
Case Study: Missing Middle Housing (Quad)	78
Case Study: Suwanee Town Center	78
Case Study: South Slope Brewery, Asheville	79
Case Study: Missing Middle Housing (Cottage Court)	79
Figure 22. Uptown Lilburn Conceptual Rendering	82
Figure 23. Community Culture in Art	95
Figure 25. Mural Art	95
Figure 27. Functional Art	95
Figure 24. Community Events	95
Figure 26. Creative Crosswalks	95
Figure 28. Interactive Art	95
Figure 29. Existing Parks and Greenspace within a 10-minute walk radius	96
Figure 30. Suggested US 29 Highway Improvements	100



Architecture | Planning
www.sizemoregroup.com



Kimley»Horn

