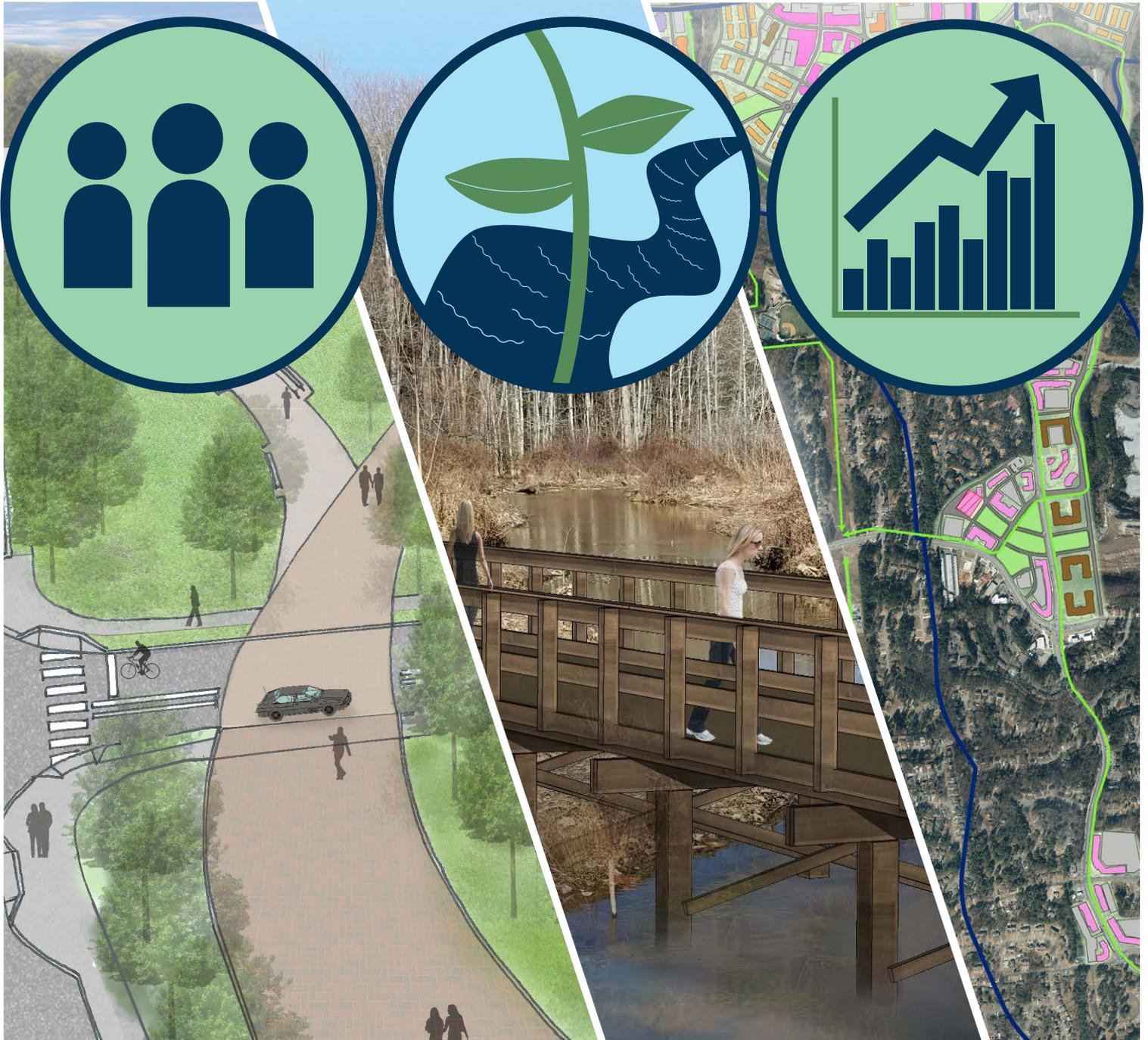


Indian Trail-Lilburn Road

Livable Centers Initiative



Gwinnett Village
Community Improvement District

POND



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Acknowledgements

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Appendix C: Community Engagement

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Chapter I: Introduction

The Indian Trail-Lilburn Road corridor passes through a stretch of unincorporated Gwinnett County between the municipalities of Norcross (to the north) and Lilburn (to the south), bordered generally by I-85 to the north and Hillcrest Road to the south. Having developed primarily in the 1980s, the corridor is characterized by its auto-centric, low-density, suburban nature, putting it out of step with the needs of many of its residents – many of whom are low-income and do not necessarily speak English fluently or have access to a personal vehicle. Conversely – and due to great access to the I-85 corridor, the area is also home to many relatively high income jobs, though the majority of those employees live elsewhere. The access to I-85 also results in large volumes of directional commuter traffic on the corridor during peak periods with the thoroughfare nature of the roadway reinforcing the auto-centric nature of the corridor. The area is also home to Greater Atlanta Christian School (GACS), a private pre-K-12 school whose many stakeholders have expressed a desire for new opportunities to live and play in the area.

Fortunately, all of these disparate needs relate to the Livable Centers Initiative (LCI) program, administered by the Atlanta Regional Commission (ARC) to provide grants for local governments and nonprofit organizations to prepare and implement plans that enhance communities by:

- Providing access to a variety of travel modes including transit, roadways, walking and biking
- Encourage mixed-income residential neighborhoods, employment, shopping and recreation options
- Develop an outreach process that promotes the involvement of all stakeholders

This planning report documents the process, results, and recommendations in which the Indian Trail-Lilburn Road corridor was evaluated as part of a ten year update to the original LCI plan for the corridor (completed in 2007). This document is intended to be intuitively organized - telling the story of the planning process while also allowing stakeholder and implementation agencies quick reference to the various findings and recommendations made as part of the process. Therefore, this plan is organized as follows:

Introduction – This section introduces the study process and history of the LCI program in the corridor.

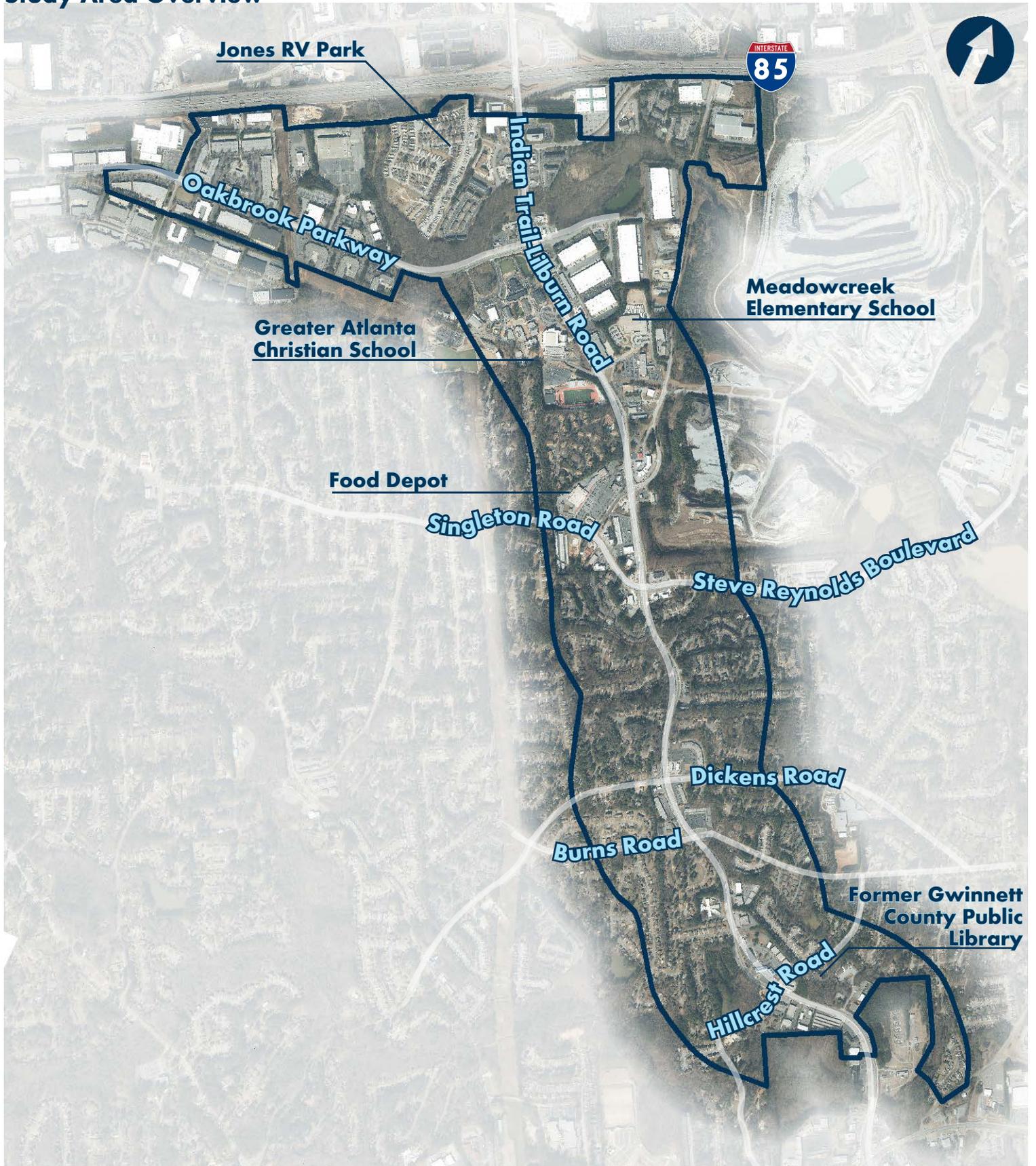
Existing Conditions & Trends – This section summarizes the initial data gathering by the planning team

Community Planning Process – This section summarizes the community outreach process

Concept Plan Vision & Strategies – This section summarizes how the 'Existing Conditions & Trends' were reconciled through the 'Community Planning Process' to develop a planning framework

Action Plan – This section summarizes and documents the various steps that should be considered to implement the LCI Plan

Study Area Overview



Context

The Gwinnett Village Community Improvement District (GVCID) is a self-taxing non-profit organization that works to increase commercial values in the district by promoting redevelopment, driving infrastructure investments aimed at increasing mobility, enhancing public safety, and creating a roadside landscape that is pleasing. As the LCI program goals overlap with GVCID's mission, the CID prepared a grant request to ARC in order to study the Indian Trail-Lilburn Road corridor as part of a ten year update to the original LCI plan developed in 2007. After being awarded a grant, the CID solicited competitive proposals to complete the LCI plan update and selected a team led by Pond, a local architectural, planning, engineering, and construction consulting firm.

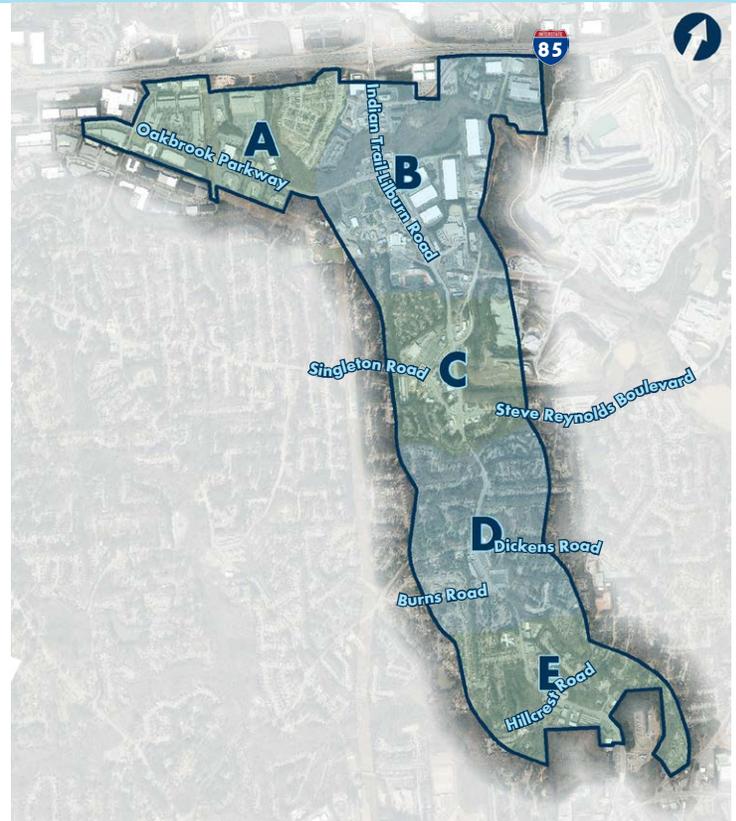
After a cursory review of existing conditions, a tour of the area, and market opportunities along the corridor, the planning team and CID drew some initial conclusions about the LCI area and how the planning process should proceed.

Opportunity. While much of the corridor is built-out, the proximity to I-85 offers tremendous accessibility to the surrounding region. Potential catalyst sites for redevelopment were identified that leverage this accessibility to I-85.

Changes to the LCI Planning Area. The northern and southern parts of the original LCI were absorbed into neighboring LCIs, limiting the LCI area to a seemingly arbitrary and non-intuitive boundary and removing two of the original focus nodes of the study. Given the transportation and land use relationship between Indian Trail-Lilburn Road and the Oakbrook Parkway corridor, the existence of a Tax Allocation District (TAD) that was bisected by the LCI boundary, an immediate decision was made to incorporate the Oakbrook Parkway area as part of the LCI planning process resulting in an LCI boundary that encompasses most of the TAD.

Population Diversity. The corridor has both a large night time Hispanic population and a large daytime employment base and it was determined that a non-traditional community engagement strategy would be needed to understand these different communities' values and desires for the corridor.

Is there a there, there? The planning team had difficulty identifying a unifying or iconic element to represent the entire corridor, symptomatic of limited place-making in the area. The quality of the GACS campus is aspirational for the corridor



Character. Due to fluctuating land use and character along the corridor and the various market opportunities for redevelopment, it would be effective to initially plan for the corridor in a series of subareas.

Additionally, given the disparate needs of those living in the corridor from those working in the corridor (as well as those using the corridor), the planning team was challenged to address the planning process from the perspective of balancing economic, environmental, and social sustainability. This became a guiding philosophy through the planning process, reflected in the following icon created for the effort.



LCI Planning History

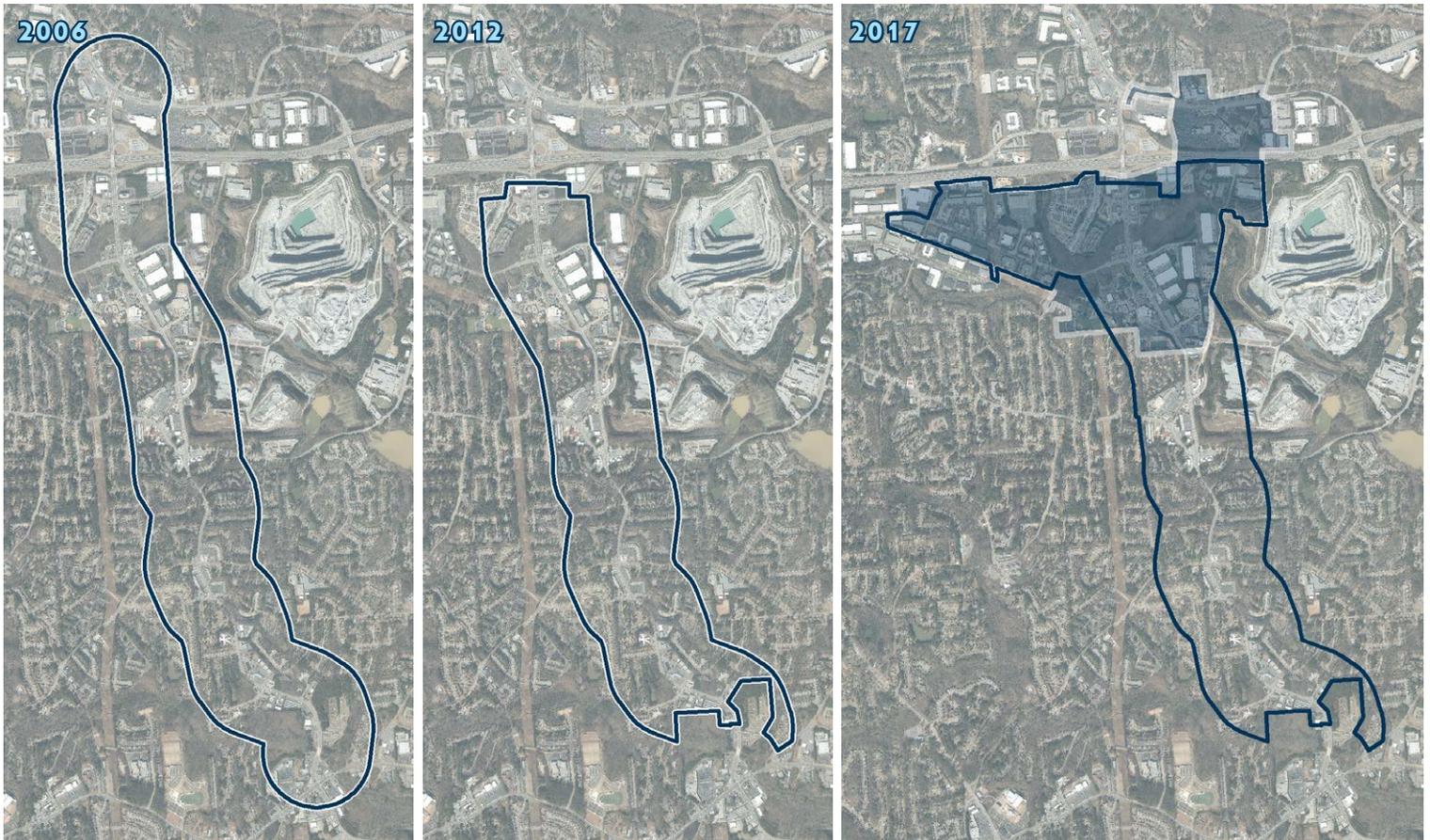
The original LCI area was formed in 2006 with an initial LCI plan completed in 2007. During this time, the LCI boundary stretched north of I-85 and south to Lawrenceville Highway. Subsequently, the northern and southern parts of the LCI were absorbed into neighboring communities, forming the Norcross Activity Area LCI in the area north of I-85 and the US 29 LCI in the area around Lawrenceville Highway (US 29).

A five year update was prepared for the LCI in 2012. This update was primarily administrative in nature, including a Report of Accomplishments (addressing the status short term recommendations from the original 2007 LCI plan) and establishing a new five year action plan. A 'Report of Accomplishments' from that five year action plan is provided in **Appendix A**.

2012 also saw the development of an LCI supplemental study that was coupled with the nearby Jimmy Carter Boulevard LCI (which is also

encompassed by and sponsored through GVCID). This supplemental study focused on bicycle and pedestrian connections.

Other initiatives within the LCI and surrounding area included the 2009 adoption of a TAD along the Oakbrook Parkway corridor. As mentioned previously, the LCI boundary bisects this TAD boundary and to leverage and maximize redevelopment opportunities, this LCI plan has been prepared with the recommendation and assumption that the LCI boundary be expanded to encompass most of the TAD. This expansion includes two potential catalyst sites for redevelopment: the North Atlanta Trade Center and a 39 acre RV park. This expansion also provides opportunities to integrate potential geographic amenities (namely a large section of the Beaver Ruin Creek) into the LCI planning process.



The LCI planning area has evolved considerably since the original LCI plan in 2007

Chapter II: Existing Conditions and Trends

With the onset of the study, the planning team began a review of the various physical, regulatory, and human conditions relating to the study area. This review was aided by a market study completed by Bleakly Advisory Group before the beginning of the planning process. The complete market study is provided in **Appendix B**. This chapter reviews the findings of the market study in addition to other findings of the planning team.

Demographics

The Indian Trail-Lilburn Road corridor is in many ways the tale of two separate corridors when discussing demographics. On one hand is a corridor that is home to 7,926 residents that is, per various US Census data, characterized by modest growth, modest incomes (median household income of \$39,252), a younger population (30 percent of the residents are children 17 years or younger), large households

(average of 3.3 persons compared to the Gwinnett County average of 3.0), are less likely to be educated than other Gwinnett County residents (19 percent of residents have a four year or advanced degree compared to 34 percent Countywide), and leans Hispanic or Latino with many households speaking a language other than English at home.

On the other hand, is a relatively healthy employment base that has an estimated 13,695 jobs concentrated in the education, administration, and manufacturing sectors. Though the market area (defined as everything within the LCI and in a surrounding 1 mile buffer) lost 3,176 jobs from 2003 to 2013 – mostly as a result of the Great Recession – ARC also projects 8,163 new jobs over the next ten years. Most importantly, this daytime population has a higher proportion of higher-wage jobs and a lower proportion of lower-wage jobs when compared with Gwinnett County.

Home to
8,000 People

Population



53%

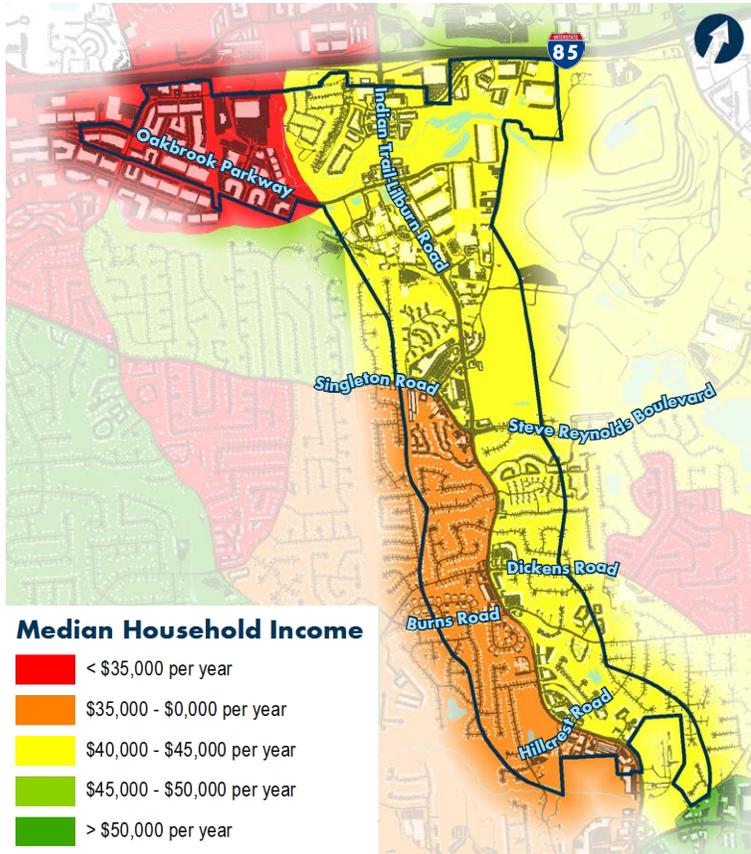
Hispanic or Latino

Modest
0.6% Growth

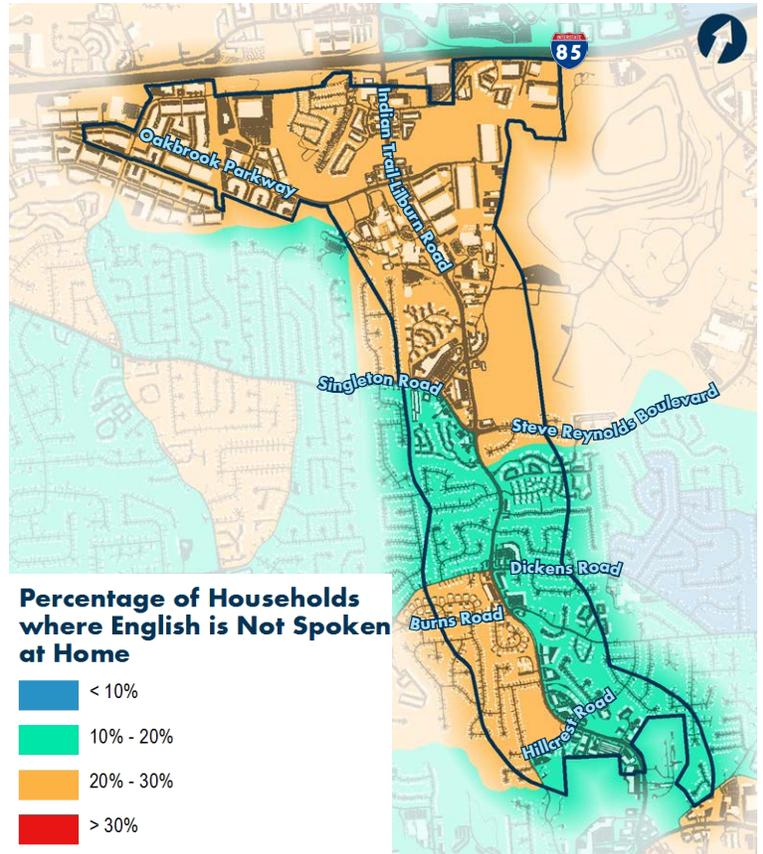
31 is the median age

That's four years younger than
the county average!

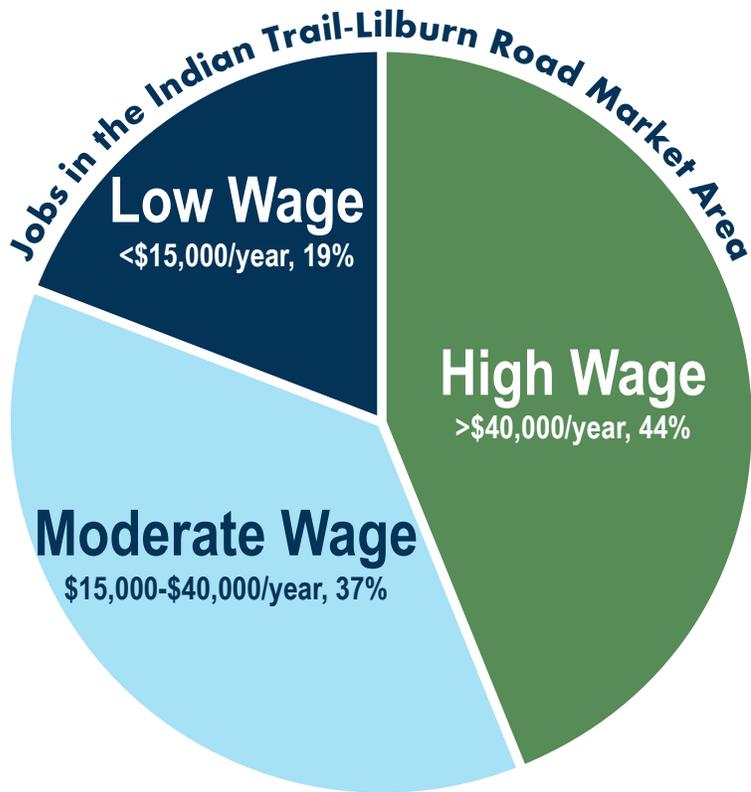
Source: Indian Trail Corridor Livable Centers Initiative Market & Economic Assessment, Bleakly Advisory Group



Source: US Census Bureau



Source: US Census Bureau



\$39,252 Median Household Income

30% of residents are 17 years old or younger

3.3 average persons per household

19% of residents have a four year degree or more

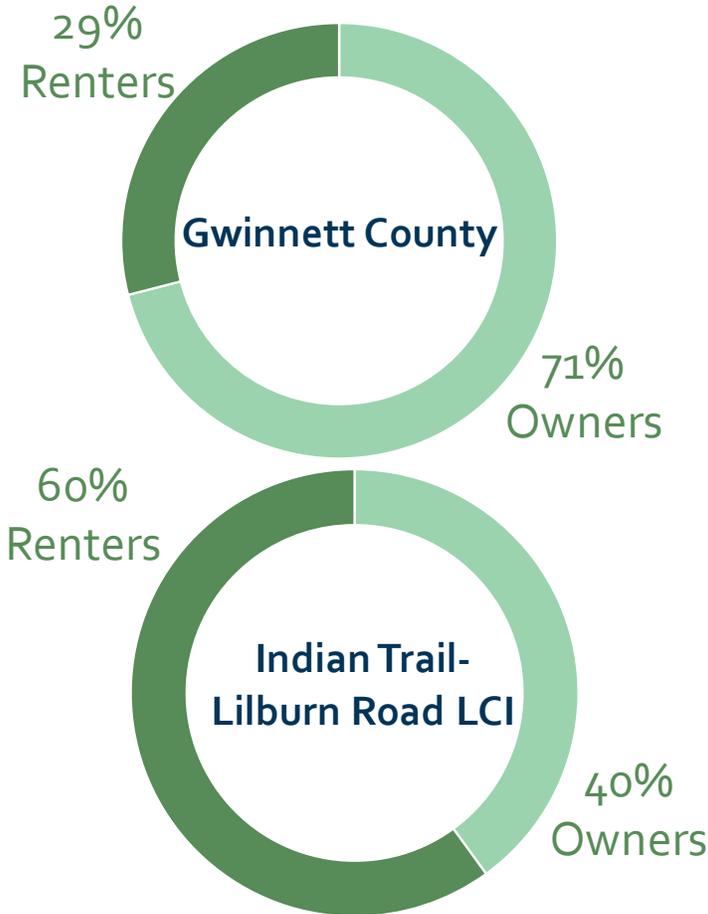
13,695 jobs in market area

8,163 of predicted new jobs in the next ten years

Source: Indian Trail Corridor Livable Centers Initiative Market & Economic Assessment, Bleakly Advisory Group

Market Characteristics

Local residents are more likely to rent their homes and live in apartments when compared with Gwinnett County. In fact, the LCI market area's apartment inventory includes 21 large complexes with 4,120 units, representing 7.3 percent of the entire County's inventory.



Source: Indian Trail Corridor Livable Centers Initiative Market & Economic Assessment, Bleakly Advisory Group

Residential Real Estate Inventory

The residential building stock reflects this as well, with 57 percent of the stock being contained within attached unit or multi-family buildings. Only 36 percent of the housing stock consists of detached single family homes (compared with 72 percent of Gwinnett County's stock).



Source: Indian Trail Corridor Livable Centers Initiative Market & Economic Assessment, Bleakly Advisory Group

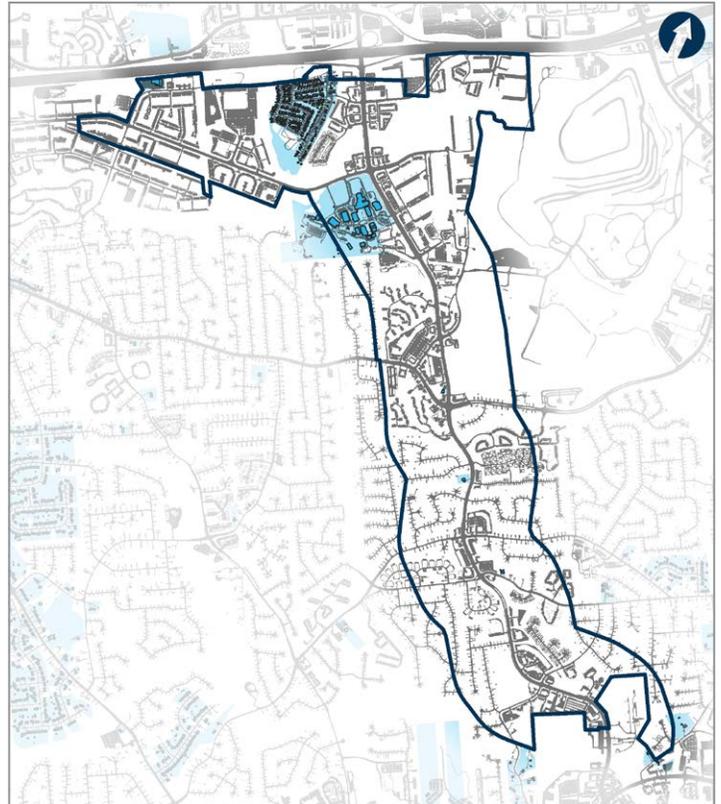
Commercial Real Estate Inventory

Within the market area, there is 9.4 million square feet of commercial real estate, the majority of which (6.1 million square feet) is flex/industrial. Absorption has been modest, with just 380,000 square feet per year in the past five years, the majority (79 percent) of which was industrial space.

A key theme amongst all of the real estate inventory is that it is all aging. 69 percent of the commercial real estate inventory and 95 percent of the apartment inventory is over 25 years old. The age of many of the buildings are reflected in formats that are no longer in strong demand, such as "office-showroom-warehouse" space that includes lower ceiling heights.

As indicated below, the evolution of development in the corridor peaked during the 1980s, leaving a mostly built-out community.

Pre-1970s



Built Pre-1970



Built 1970s



Built 1980s

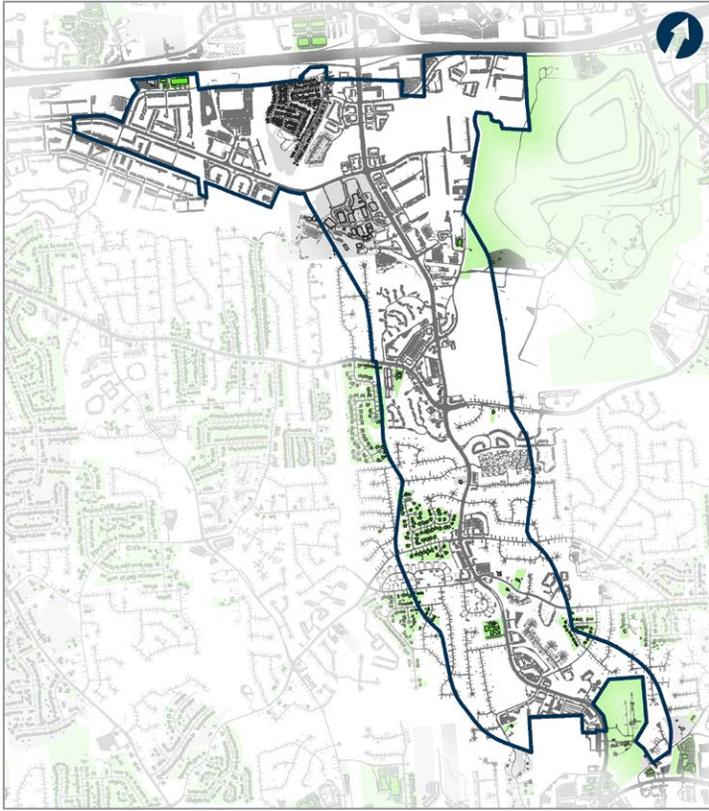


Built 1990s

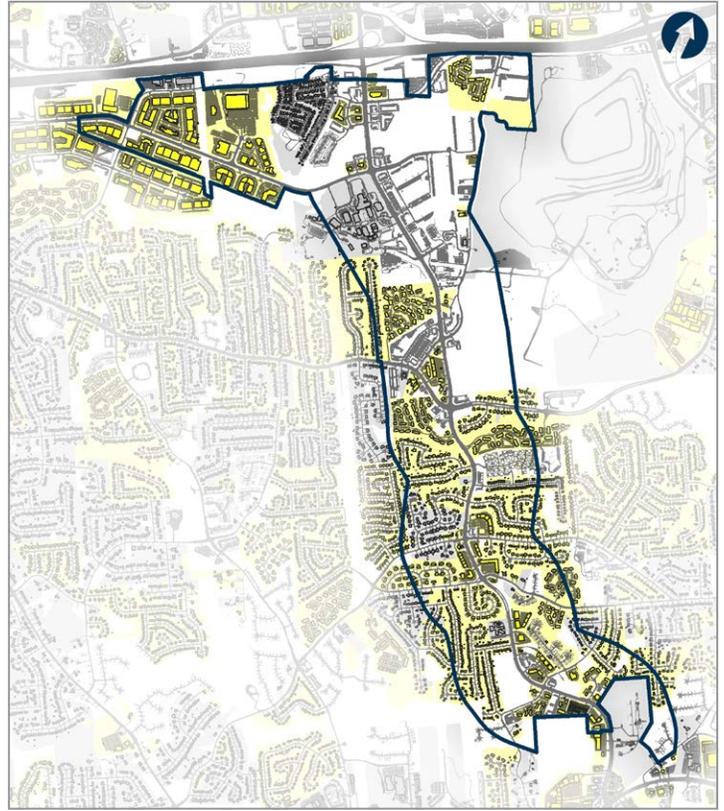


Built 2000s through 2014

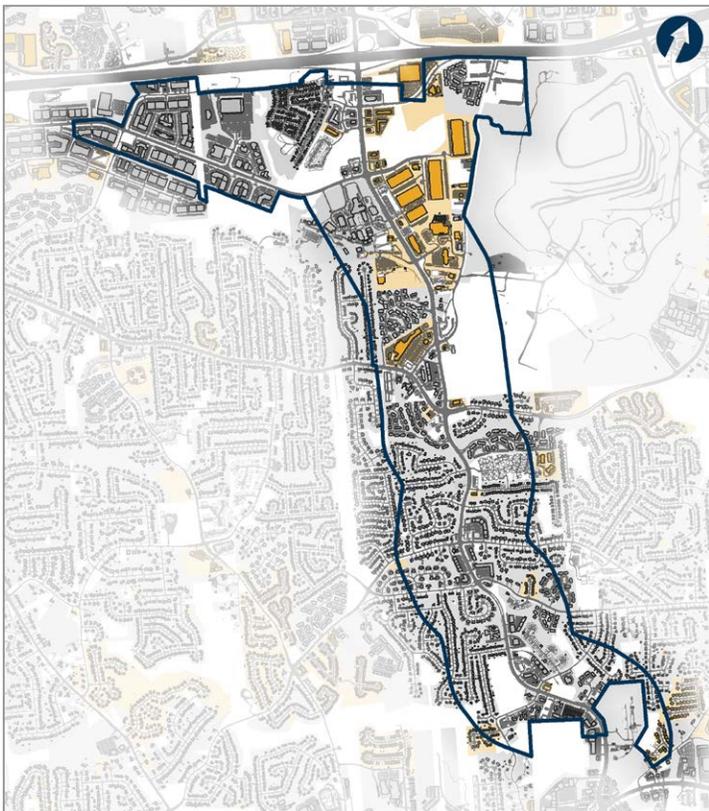
1970s



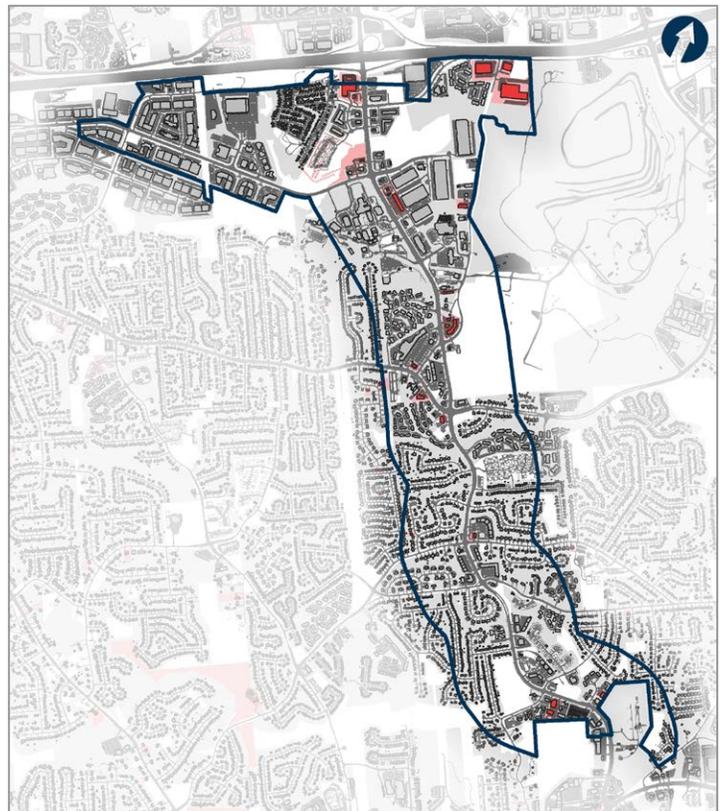
1980s



1990s



2000s through 2014



Source: Gwinnett County

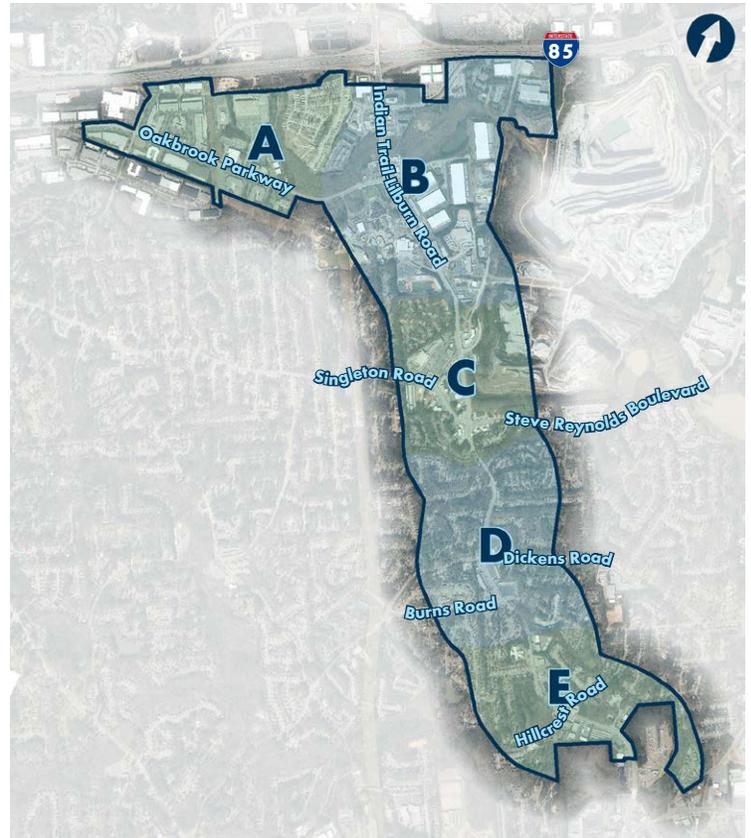
Given the build-out environment in the community, future real estate demand is anticipated to be modest without explicit and committed efforts. Redevelopment opportunities are most likely to occur in proximity to the I-85 corridor where potential catalyst sites such as the Atlanta Trade Center and 39 acre RV park exist and redevelopment is likely to be leveraged against other initiatives along the I-85 corridor, particularly the Atlanta Media Campus located one interchange to the south at Jimmy Carter Boulevard. Additionally, the market analysis did not identify any demand for future detached single family homes in the corridor.

As such, redevelopment opportunities are most prevalent in subareas A and B, while opportunities in subareas C, D, and E are more likely to be longer term endeavors contingent on redevelopment occurring closer to I-85 first.

In summary, demand for real estate is likely to be driven by two sources:

- The replacement of aging apartments and strip centers with higher-density residential and mixed use.
- Increase interest and demand in the large Indian Trail market area, catalyzed by successful redevelopment of other initiatives – such as the Atlanta Media Campus – in surrounding areas.

A more detailed description of various market characteristics is provided as part of a stand-alone market analysis of the LCI area, which is provided in **Appendix B**.



New Jobs

8,200

up to **100,000** square feet

Retail

Townhomes

200-300 new units

1,200 new

Rental Apartments

Without any focused redevelopment plan, growth opportunities for the area are projected to remain modest.

Source: Indian Trail Corridor Livable Centers Initiative Market & Economic Assessment, Bleakly Advisory Group

Land Use & Regulatory Environment

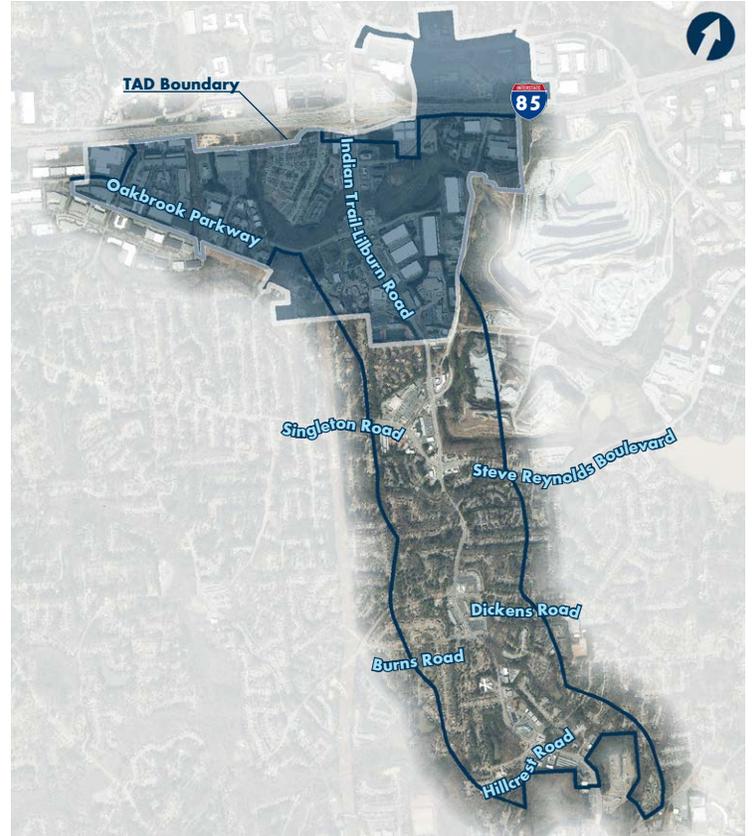
Tax Allocation District

The Indian Trail Tax Allocation District (TAD) is located in the northern portion of the study area predominantly along I-85. TADs allow a portion of property tax revenue over a set base value to be reserved for larger projects, often related to public infrastructure. The projects are expected to increase the value of the property so the additional taxes goes towards the TAD fund. In this case, Gwinnett County administers the fund and proposed projects within the TAD area can be submitted for eligibility. Gwinnett's TAD regulations prohibit the use of TAD funds unless the project can prove that the project is not feasible, "but for" the use of TAD financing. In addition TAD financing generally cannot exceed 15% of the project total, and the applicant must provide their own 15% funding to be considered- however there are exceptions for public infrastructure projects and "large redevelopments that have a significant public benefit". TAD funds can be used to redevelop failing or underperforming properties, reduce poverty, and help implement the County's economic strategy among other goals. The types of projects in addition to public infrastructure includes "medium density and high density residential, mixed-use redevelopment, institutional-public, office-professional, and office-distribution-technology, light and heavy industrial." TAD funding may be significant in implementing any plan for the Indian Trail LCI Study area. The Indian Trail TAD district was established in December of 2013 and will run through 2038, as is required by state law.

Opportunity Zone

In 2013, Gwinnett County adopted and prepared an application for an Oakbrook Parkway Opportunity Zone with the intention of addressing the need for "redevelopment and revitalization due to disinvestment and high rates of vacancy".

The Opportunity Zone program is a state-run tax credit for any business providing new jobs in a approved zone. The Indian Trail study area lies just outside of an Opportunity Zone established near the intersection of Interstate 85 and Jimmy Carter Boulevard. To be considered the area must be within or adjacent to a census block group with a poverty rate of 15% or higher, and have an urban redevelopment plan. Data from the Georgia Department of Community Affairs at the time of writing indicated that the blockgroups in the entire study area would



Source: Gwinnett County

qualify due to poverty levels above the threshold criteria or adjacency to those blocks. The CID or County would need to create an urban redevelopment plan to be able to apply for such a zone. The benefit of having an Opportunity Zone would be state tax credits for each job created, up to \$3,500 per job. These benefits can apply to new or existing businesses of any type and can apply for as little as 2 jobs created. This tax credit can provide a tangible benefit to businesses in the area that can incentivize new businesses to move to the corridor as well as encourage existing businesses to expand. Particularly in areas of the plan that are calling for redevelopment, the tax credit could act as a draw to get new tenants and owners, and potentially investors to back the redevelopment.

Zoning Assessment

The corridor hosts a variety of different land uses and predictably this same pattern is seen in the zoning in the area too. Predominantly the area hosts commercial (C1, C2, C3) and industrial zones (M1, M2), with some multi family residential (RM, RM8, RM-13) that begins to dominate towards in the middle of the study area. Additionally there are several single-family zones to the south, including R-60, R-70, R-100 and two townhouse zones R-TH, R-ZT. There are a few notable other zones, including the RA-200 which is a Agriculture-Residence District - occupied in this area by GACS and some vacant land that appears to be a flood plain. There is also a Mobile Home, MH, district near I-85 containing the 39 acre RV park.

The chart below shows the characteristics of the zoning categories in the area. The height is fairly consistent throughout the district to somewhere between 35-50' overall, the exception is the single family zoning districts which permit 75-100' heights, but realistically most

single family houses will not meet this height. In addition the density of residential units is limited to 13 dwelling units per acre. This maximum may make walkable developments difficult to sustain by foot traffic alone. Additionally, given that these maximums do not include all the non-residential area in the density calculation, it seems that reliable transit service may be difficult to sustain given the maximum allowed density is close to the minimums needed for transit supportive development. The zoning categories in place also do not allow for smaller scale multi-family residential, instead addressing more large scale residential developments. This may make development more 'lumpy', waiting for the capital for large scale developers to redevelop parcels, with no real opportunities for finer-scale infill redevelopment.

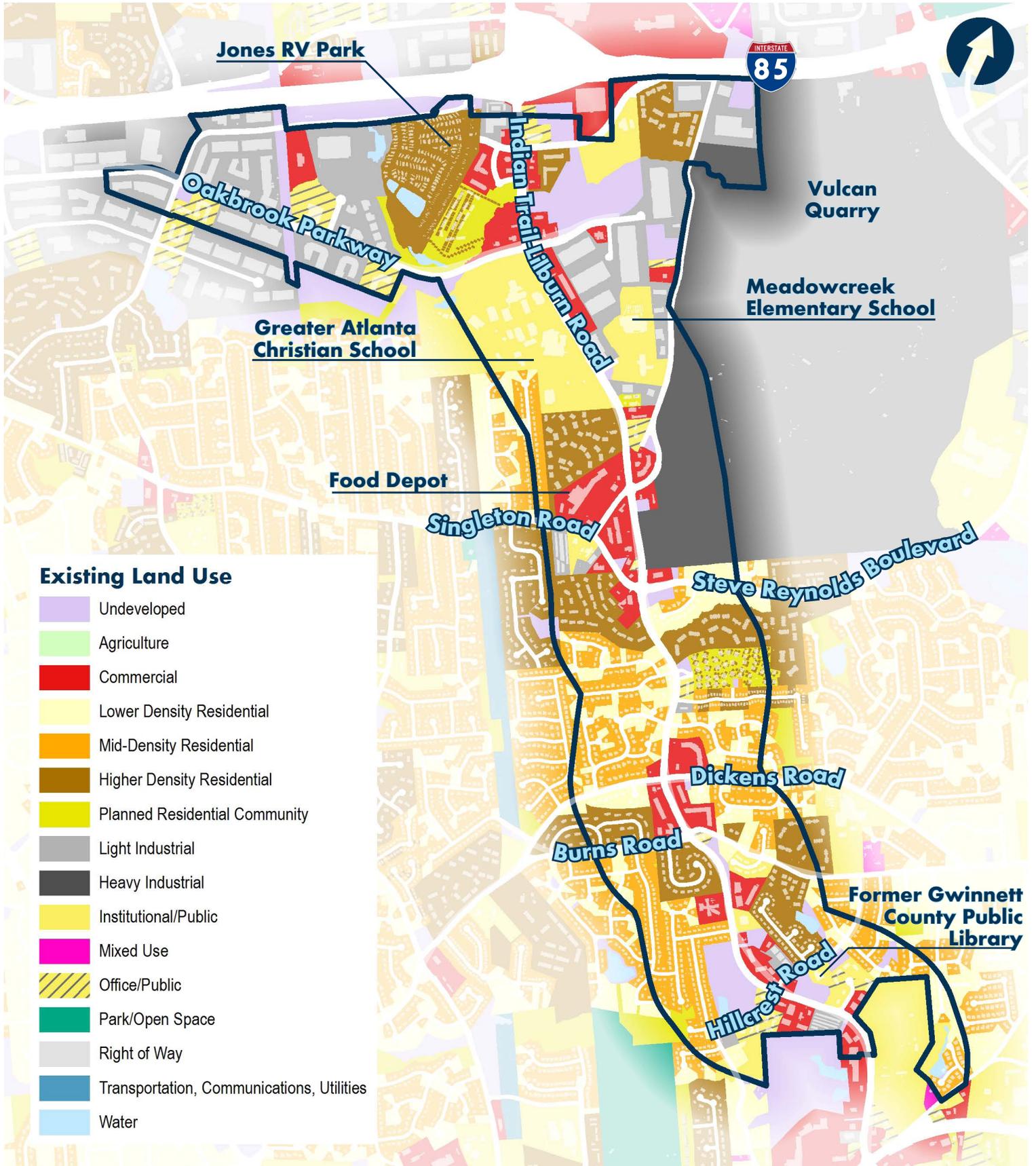
Additionally, existing land use and Future Character Areas (with the northern half identified as Regional Mixed Use and the majority of the remaining corridor identified as Existing and Emerging Suburban Character Area) included in the Gwinnett County Unified Development Plan are provided on page 14.

Zoning District	Min. Lot Size	Max. Net Density/ FAR	Max Height	Min. Lot Width	Min. Front Setback	Min. Side Setback	Min. Rear Setback	Min. % Common Area
O-I	None	None	35 ft.	50 ft.	15 ft.	10 ft.	25 ft.	NA
C-1	None	None	35 ft.	None	15 ft.	10 ft.	30 ft.	NA
C-2	None	None	45 ft.	None	15 ft.	10 ft.	30 ft.	NA
C-3	None	None	45 ft.	None	15 ft.	10 ft.	30 ft.	NA
M-1/ M-2	1 acre	None	45 ft.	150 ft.	50 ft.	25 ft.	50 ft.	NA
RA-200	40,000 sq. ft.	None	35 ft.	200 ft.	35 ft. or 50 ft.	20 ft.	40 ft.	NA
R-100	15,000 sq. ft. sewer; 25,500 sq. ft. septic	NA	100 ft.	35 ft. or; 50 ft.	10 ft. one yard; 25 ft. two yards	40 ft.	1,400 sq. ft.	3
R-75	10,500 sq. ft. sewer; 25,500 sq. ft. septic	3.0	75 ft.	30 ft. or 50 ft.	10 ft.	30 ft.	1,200 sq. ft.	3
R-60	7,200 sq. ft sewer	4.0	60 ft.	25 ft.	7.5 ft.	30 ft.	1,000 sq. ft.	3
R-TH	None	8.0	35 ft.	None	50 ft.	40 ft.	Table 230.2	15%
R-ZT*	None	8	2.5 stories/ 35 ft.	22 ft.	20 ft.	0 ft.	25 ft.	NA
MH	15 acres	6	35 ft.	None	NA	NA	NA	8%
RM-13	18,000 sq. ft.	13	50 ft.	100 ft.	15 ft.	10 ft.	30 ft.	15%
RM*	18,000 sq. ft.**	13	40 ft.	100 ft.	50 ft.	***	40 ft.	NA
RM-8*	None	8	40 ft.	100 ft.	50 ft.	***	40 ft.	NA
OBP*	None	None	3 stories/ 35 ft.	None	50 ft.	10 ft.	15 ft, 40 ft if abuts residential	NA
OBP*	None	None	3 stories/ 35 ft.	None	50 ft.	10 ft.	15 ft, 40 ft if abuts residential	NA

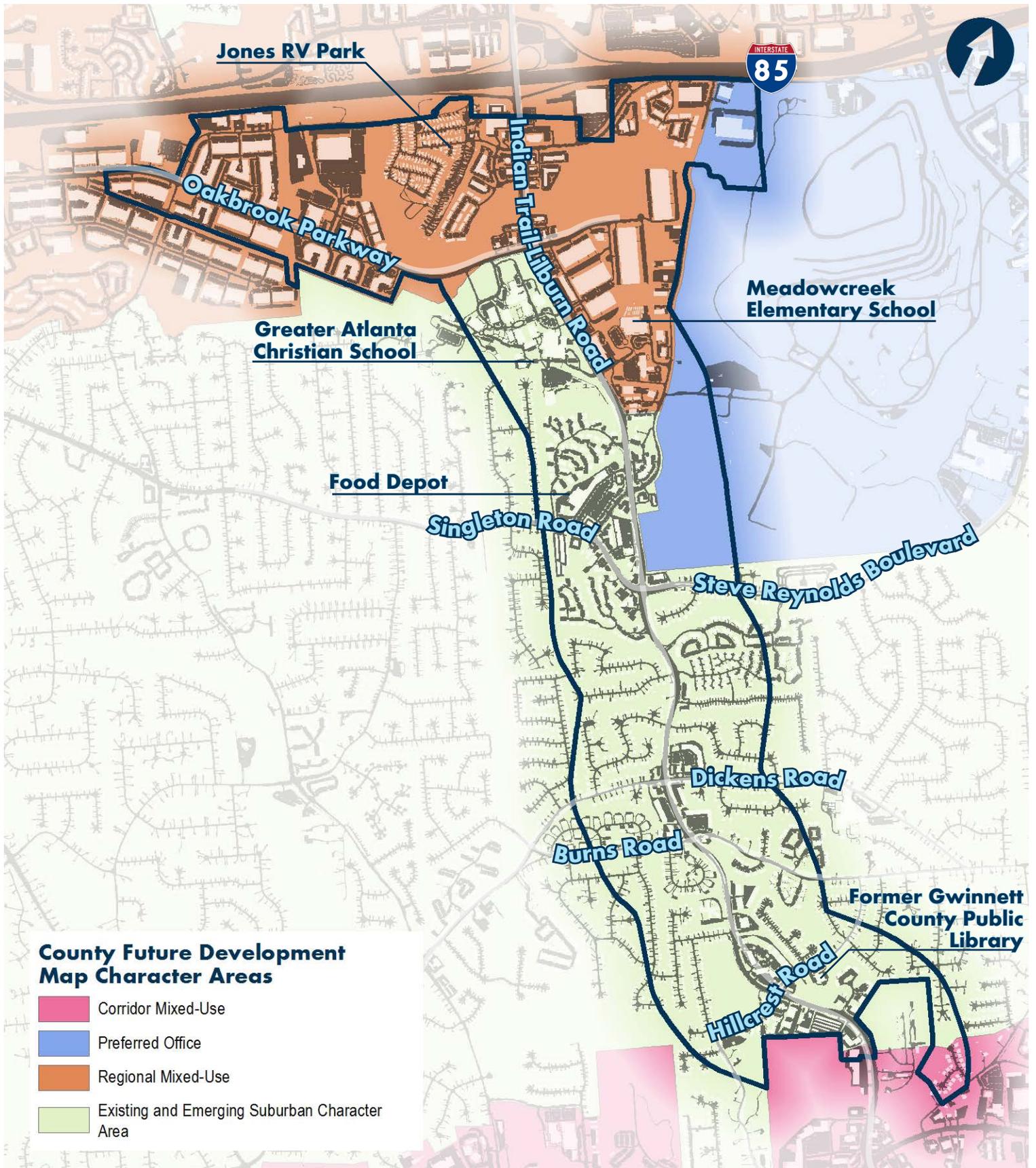
* - "inactive" zoning categories

** - 12,000 First Family Plus 2,500 Each Additional Family

*** - 20 ft 1st Two Stories + 4 ft. each additional story



Source: Gwinnett County



County Future Development Map Character Areas

- Corridor Mixed-Use
- Preferred Office
- Regional Mixed-Use
- Existing and Emerging Suburban Character Area

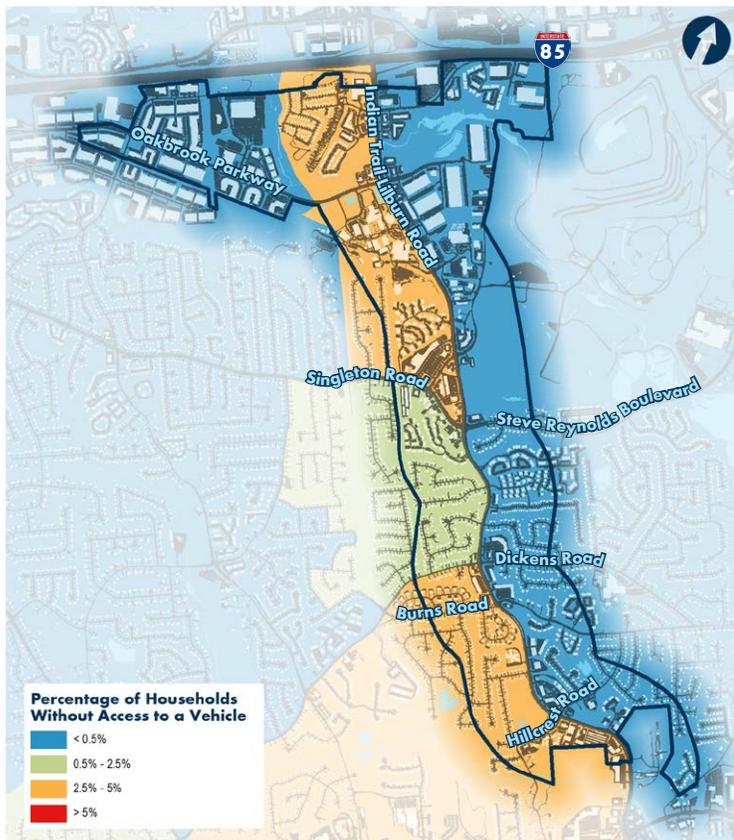
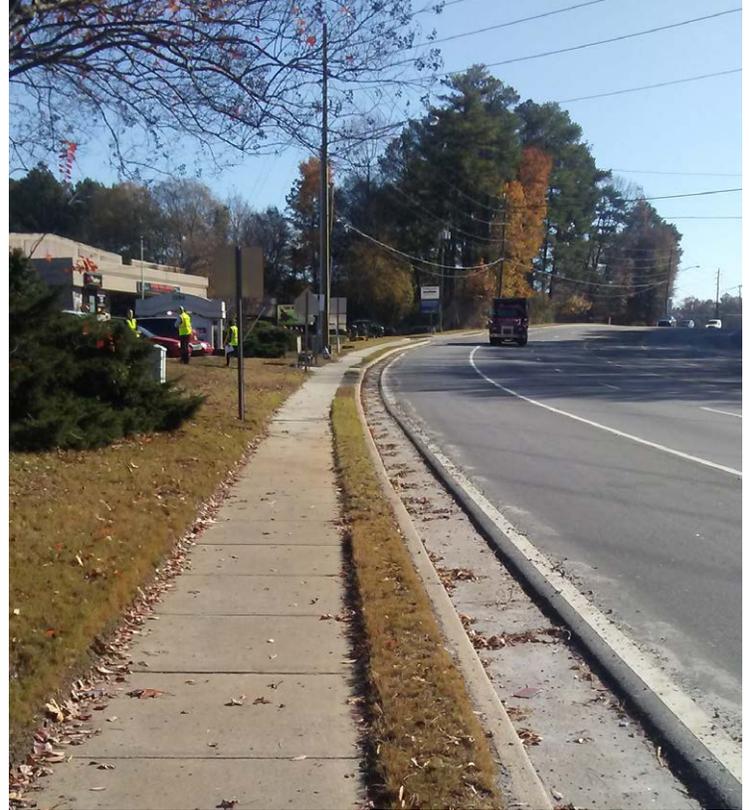
Source: Gwinnett County

Transportation

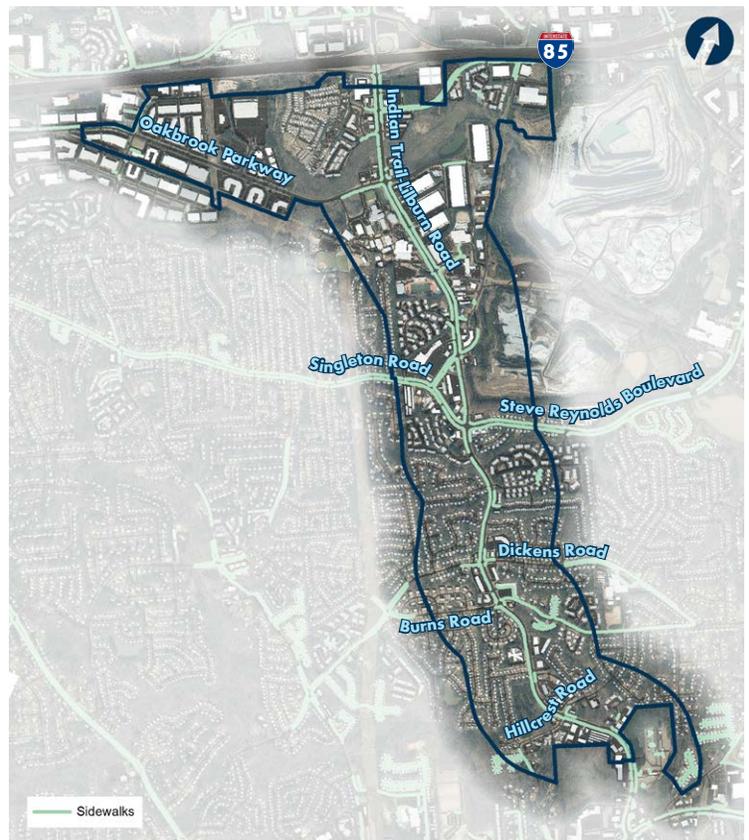
Like the various land uses, the transportation system in the corridor is fundamentally suburban in natural and feel being primarily auto-centric, and yet has the diversity to reflect two local bus routes, proximity to a regional park and ride, and intermittent pedestrian facilities. Incidentally, a review of Census data shows a relatively high number of households without access to a vehicles for a suburban auto-dominated area.

Pedestrian & Bicycle Connectivity

While there is not a fully integrated network of sidewalks throughout the corridor, intermittent sidewalks are prevalent throughout the corridor. Despite the lack of a fully integrated network, observations of the area yielded many examples of pedestrians and cowpaths, underscoring the relatively large number of households with no access to a personal vehicle. There are no dedicated bicycle facilities in the corridor.



Source: U.S. Census Bureau



Transit

The corridor is served by two local bus routes managed by Gwinnett County Transit (GCT):

GCT Route 20 connects the area to the Doraville MARTA station, providing a direct transit connection to major employment and activity centers in Atlanta.

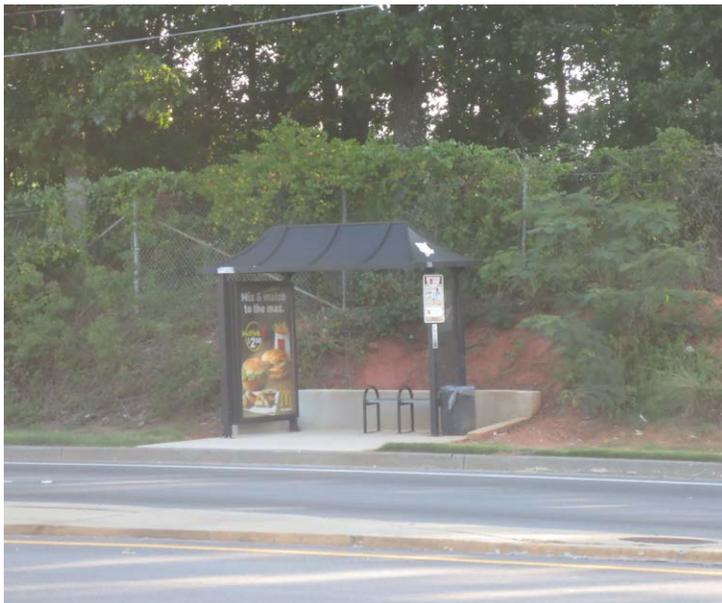
GCT Route 30 connects the area to the Gwinnett Place area, a regional employment and retail center located a few miles to the north and east of the LCI area.

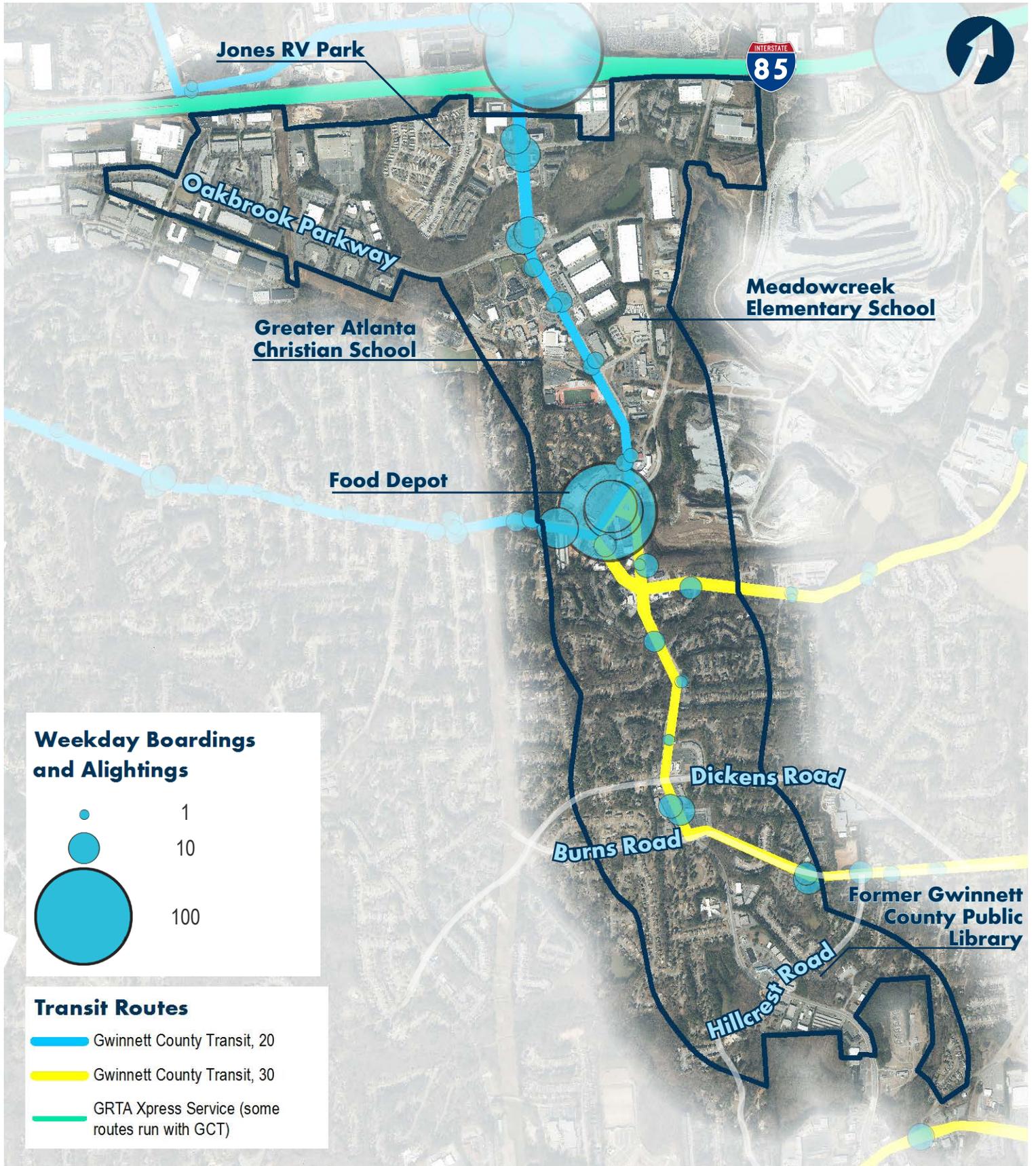
Both routes intersect in the area around Tech Parkway and Singleton Road in the center of the LCI area. The largest number of local bus boardings and alightings in the LCI are in the vicinity of this area, many of them constituting transfers between the two routes.

Immediately to the north of the LCI (on the other side of I-85) is also a park and ride lot with express bus service to Atlanta via GCT Route 102 and to the Emory/CDC area via GCT Route 110. This park and ride lot is the focus of a proposed transit oriented development initiative as part of the Norcross Activity Center LCI and the Gwinnett Way Plan.

Existing local ridership in the LCI area is shown in the table and maps below:

Daily Week <u>day</u> Route 20 and 30 Boardings	152
Daily Week <u>day</u> Route 20 and 30 Alightings	154
Daily Week <u>end</u> Route 20 and 30 Boardings	23
Daily Week <u>end</u> Route 20 and 30 Alightings	30



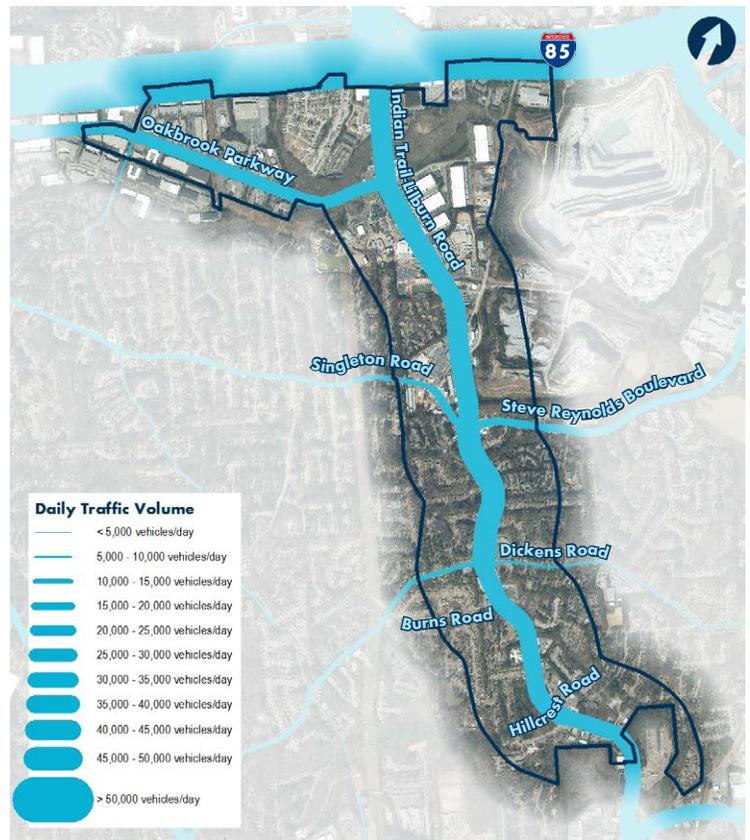


Source: Gwinnett County Transit

Vehicular Transportation

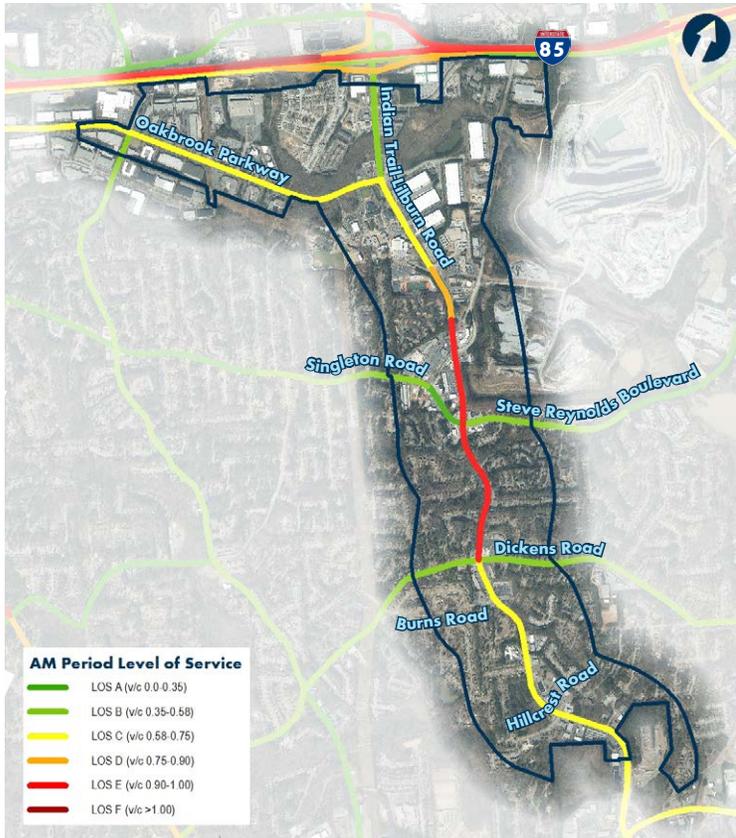
As an auto-centric corridor, Indian Trail-Lilburn Road and surrounding transportation facilities are designed and managed to maximize vehicular throughput. Providing a vital link connecting communities to the south (such as Lilburn) to I-85, Indian Trail-Lilburn Road serves as many as 40,000 vehicles a day according to Georgia Department of Transportation (GDOT) data. Using ARC's travel demand model (which estimates travel demand using regional land use and development data) reveals large traffic flows on side streets in the area. This tool also reveals intermittent AM and PM peak period congestion using a Level of Service (LOS) measure which 'grades' congestion on a scale of A (free flow conditions) to F (where demand exceeds capacity).

A review of crash data from 2014 through 2016 was also conducted, as indicated in the table on the following page, which summarizes all crashes in the LCI area. Page 20 includes a map which shows the locations of all crashes, by severity, and the following page includes selected crashes that might be related to roadway design (bike and pedestrian crashes, rear ends, angle crashes).

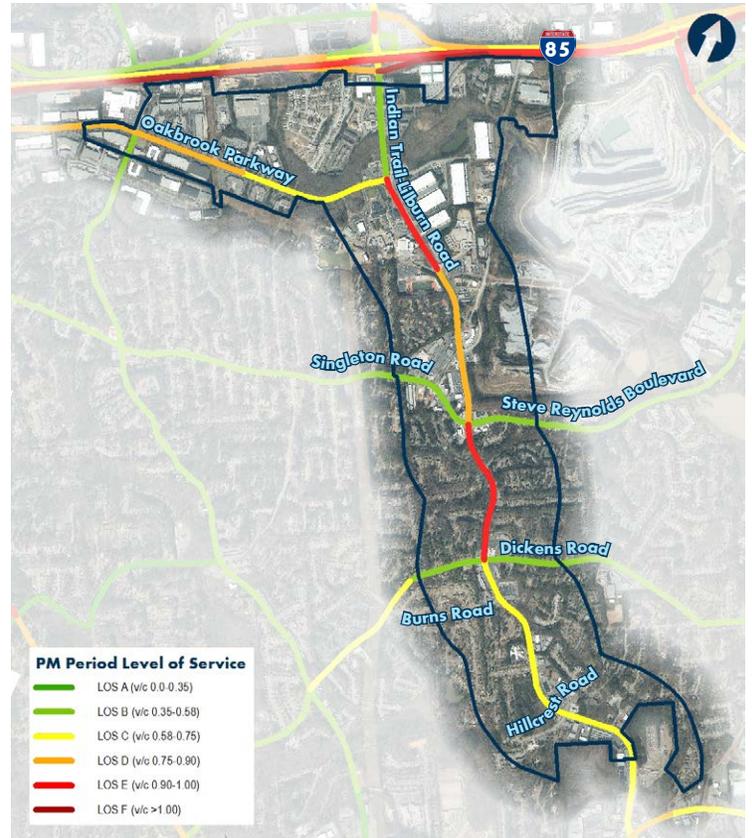


Source: ARC Travel Demand Model





Source: ARC Travel Demand Model



Source: ARC Travel Demand Model



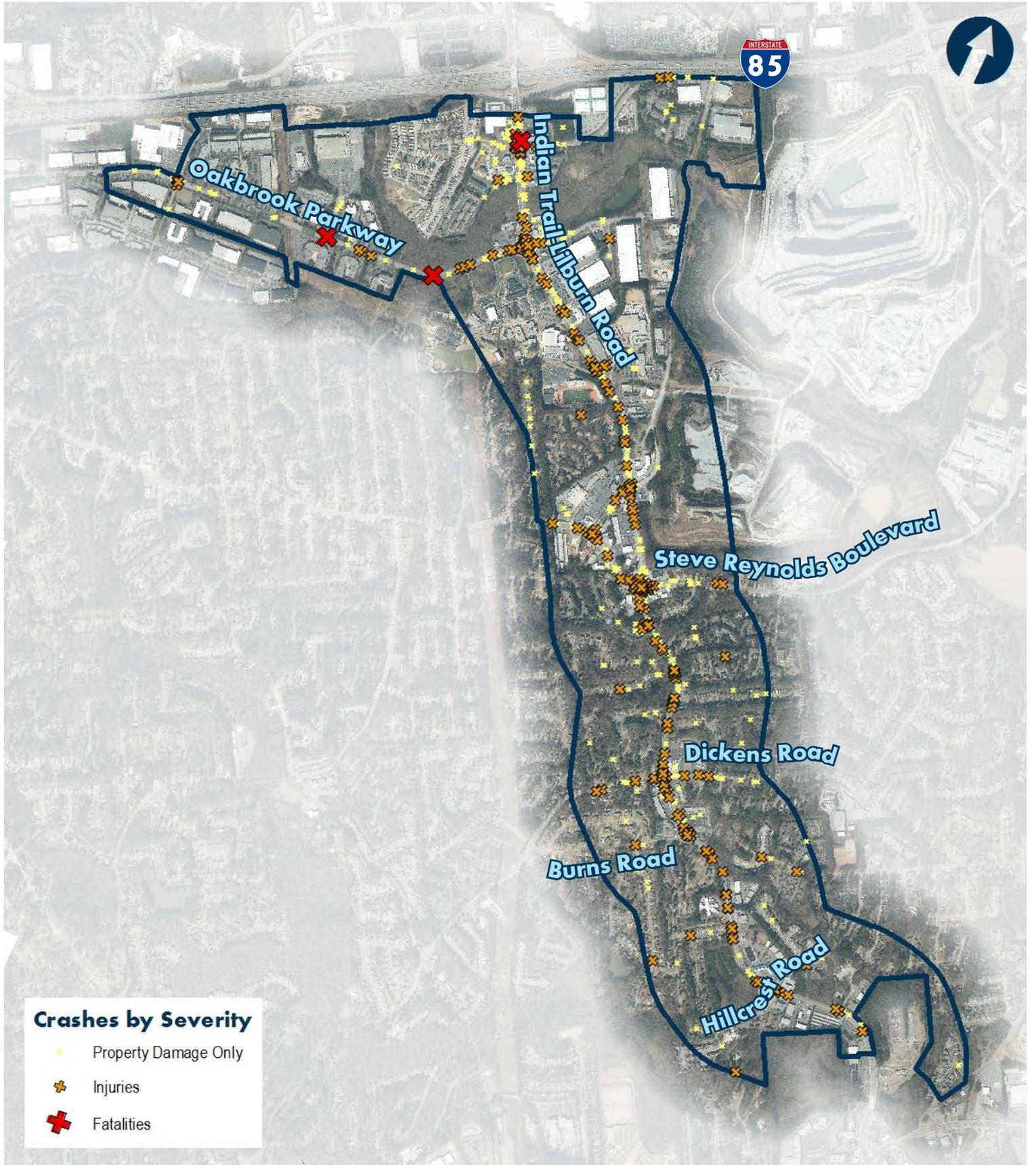
**LOS
A-B**



**LOS
C-D**



**LOS
E-F**

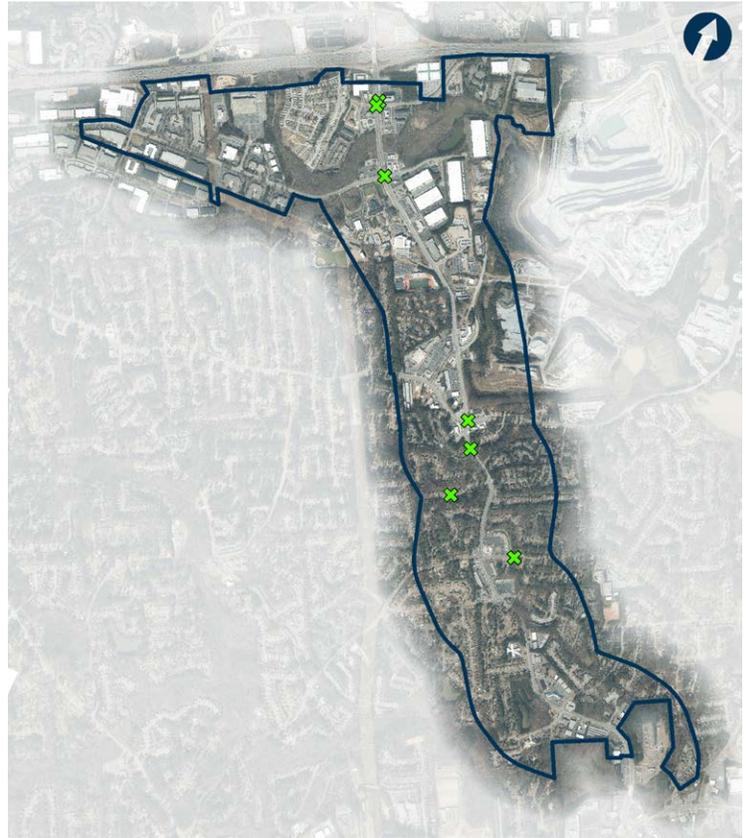


Source: GDOT

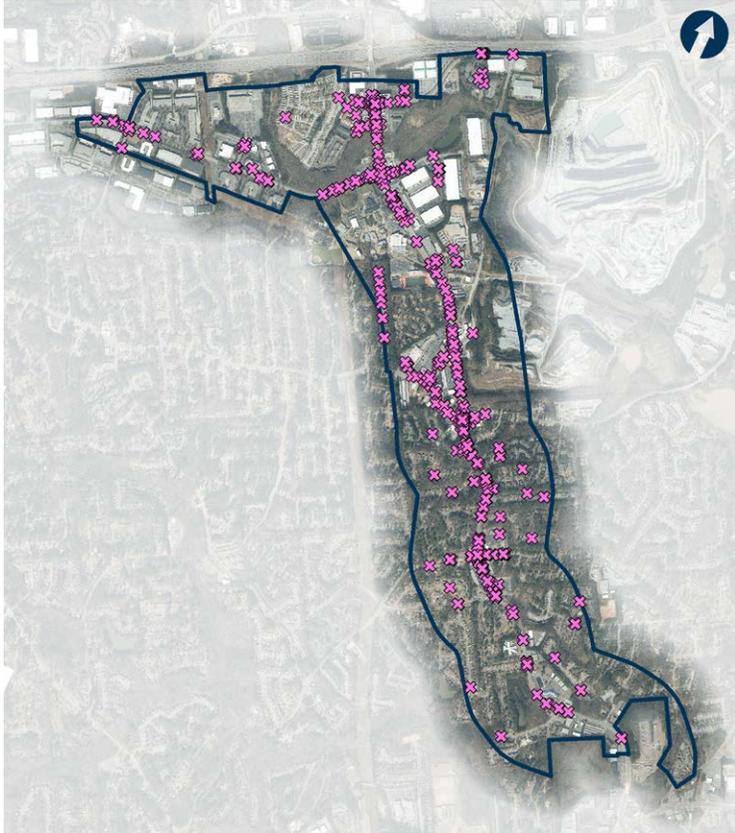
Rear Ends



Bike and Pedestrian Crashes



Angle Crashes



Total Crashes	1769	100%
Angle	755	43%
Head On	59	3%
Not A Collision with Motor Vehicle	91	5%
Rear End	623	35%
Sideswipe-Opposite Direction	31	2%
Sideswipe-Same Direction	199	11%
Other/Unidentified	11	1%
Property Damage Only	1342	76%
Injury Crashes	424	24%
Fatal Crashes	3	<1%
Bicycle and/or Pedestrian Crashes	7	<1%
Bicycle and/or Pedestrian Injury Crashes	6	<1%
Bicycle and/or Pedestrian Fatal Crashes	1	<1%

Natural Features

Topography

Like much of the Atlanta region, the LCI area is characterized by a series of rolling hills. There are two predominant high spots: one in the area around Tech Drive and Singleton Road and the other in the area around Burns Road and Dickens Road. A low point occurs just south of I-85 in the extreme northern area of the study area – it is here that the Beaver Ruin Creek crosses Indian Trail-Lilburn Road.

Water Features

The Beaver Ruin Creek crosses Indian Trail-Lilburn Road in the northern part of the study area running east-west at the crossing but forming a more north-south overall pattern in the areas immediately surrounding the LCI area.



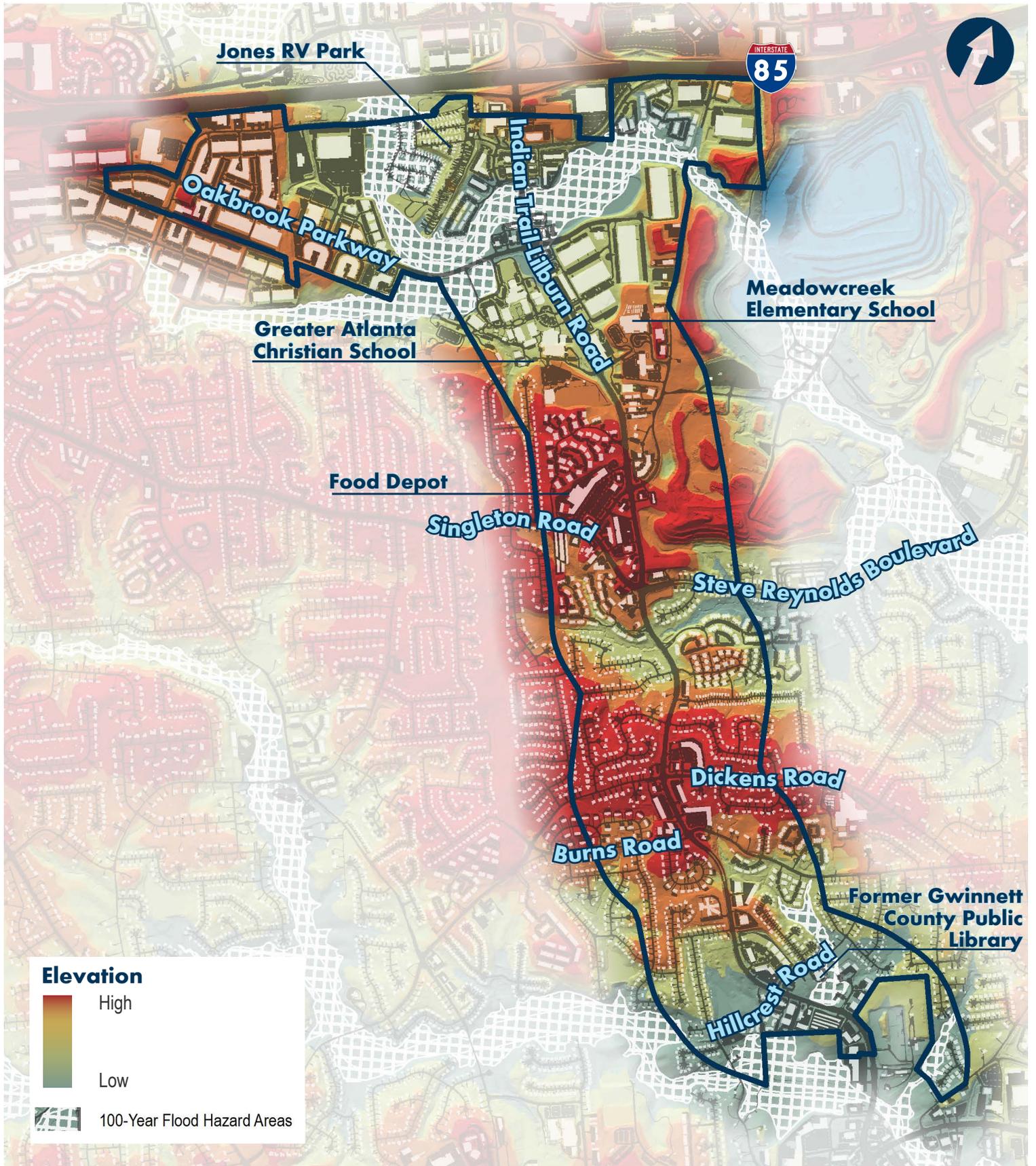
Regional Initiatives

There are a variety of other planning initiatives in the immediate surrounding area and region that were considered as part of the LCI planning effort. These include:

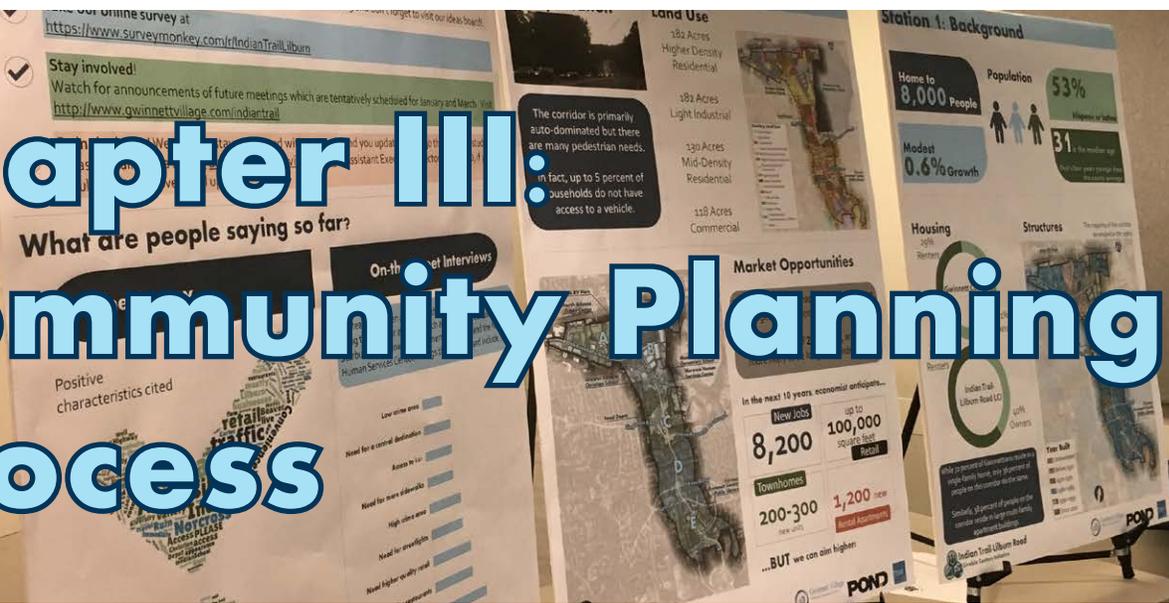
- **The Norcross Activity Center LCI:** Consisting of the area immediately to the north of the Indian-Trail Lilburn Road LCI area, this LCI also includes the conceptual idea of eventually turning the existing park and ride lot at I-85 and Indian Trail-Lilburn Road into

the anchor of a future Transit Oriented Development. The plan can be viewed at: <http://www.norcrossga.net/index.aspx?NID=335>

- As a supplemental to the Norcross Activity Center LCI, the City of Norcross conducted an **LCI Greenways Study** that identified a variety of greenway and trail initiatives in the area immediately to the north of I-85 across from the Indian Trail-Lilburn Road LCI area. These trail initiatives include both a multi-use trail on Indian Trail-Lilburn Road extending down to I-85 as well a series of trails along the Beaver Ruin Creek. The plan can be viewed at: <http://www.norcrossga.net/DocumentCenter/View/1014>
- **The Highway 29 LCI corridor** is immediately to the south of the Indian Trail-Lilburn Road LCI area. Among a variety of land use initiatives, this plan contemplated a series of trails parallel to the US 29 Corridor, which would intersect with the Indian Trail-Lilburn Road corridor immediately to the south. This corridor is also host to the City of Lilburn's plans to create a new town center, anchored by the recent relocation of City Hall and the local branch of the Gwinnett County Public Library. This plan can be viewed at: http://www.atlantaregional.com/File%20Library/Land%20Use/LCI/LCI%20Recipients/Gwinnett/Hwy%2029-Lilburn/lu_lci_2011_highway29_study_2011_08_16.pdf
- **Gwinnett County** is in the process of completing a **Comprehensive Transportation Plan (CTP)** which is anticipated in the Summer of 2017. This effort is closely intertwined with the recent passage (in November 2016) of a six year Special Purpose Local Option Sales Tax (SPLOST) that will fund a variety of countywide initiatives including transportation projects. That plan has also led to two additional initiatives: (1) a **Countywide Trails Plan** that will combine elements of the county's previous Greenways Plan with elements of the CTP to develop an integrated series of trail recommendations throughout the county and (2) an updated **Transit Development Plan** that is anticipated to consider short-term refinements (such as routing and operations) to the existing Gwinnett County Transit system and eventual longer-term initiatives that may consider additional modes of transit.
- Other initiatives include the eventual possibility of the nearby OFS site (located at Jimmy Carter Boulevard and I-85) turning into a broader mixed use development in addition to its current use of manufacturing (on some of the site), and as a series of movie studios. This and other regional redevelopment proposals (such as those located to the north in the Gwinnett Place area) are cited in the market analysis report as initiatives that can be peripheral catalysts for redevelopment of the Indian Trail-Lilburn Road corridor. Additionally, the Vulcan Quarry site – immediately to the east of the corridor – has been cited as a possible future park feature if and whenever mining operations cease.



Chapter III: Community Planning Process



In addition to the assessment of regulatory and physical conditions in the LCI area, the planning team undertook an extensive process to understand the opinions, desires, and general vision of those living, working, and using the corridor on a day to day basis.

Core Team

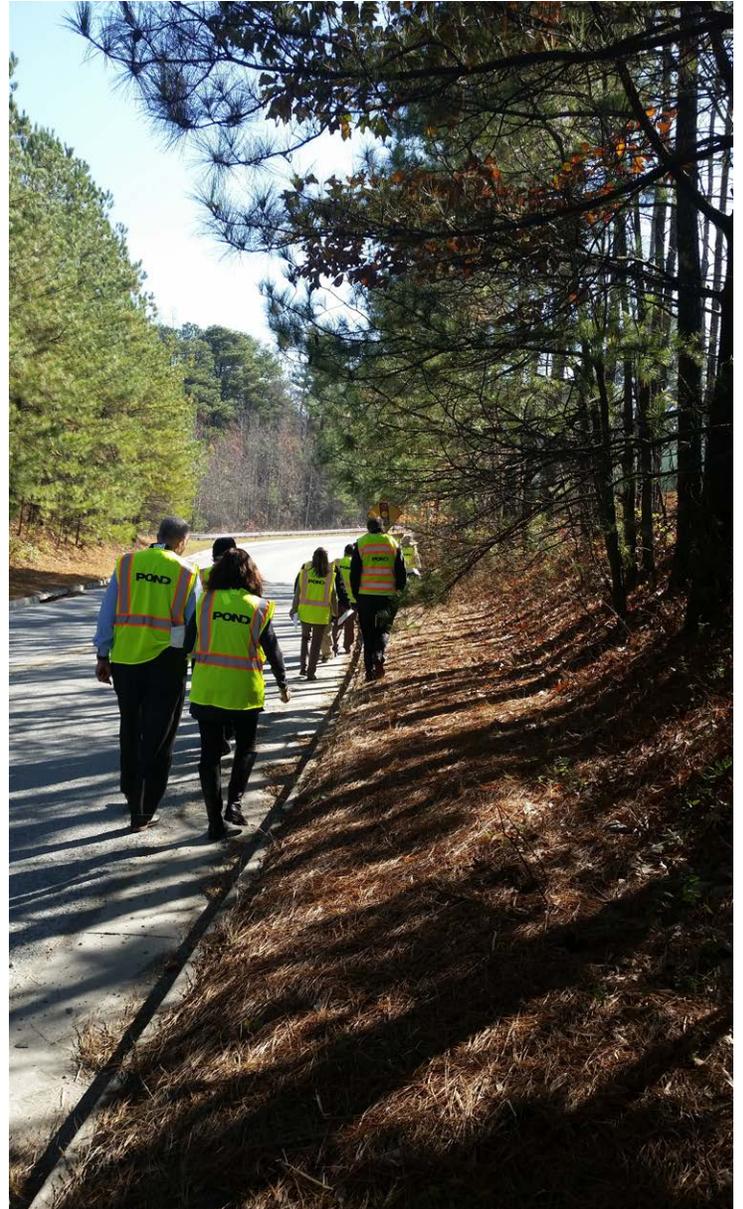
A Core Team of community stakeholders and decision makers was formed to guide the overall process of the plan. This team met a total of four times during the planning process at various milestones in the plan development to help guide the overall direction of the study team.



Establishing a Vision – On September 15, 2016, the Core Team was convened to discuss the overall purpose and intent of the LCI planning process, conduct a SWOT (Strengths, Weaknesses, Opportunities, Threats) discussion of the study corridor, consider the appropriateness of different types of land use and building types in the corridor, and take part in an exercise (Preserve/Change/Create) to gather initial thoughts about the existing and future of the corridor. A summary of this meeting is provided in **Appendix C**.



Walking the Corridor – On December 7, 2016, the Core Team met again with the purpose of viewing the study area together and in real-time through a walk audit exercise. The team walked an approximately 1.5 mile loop of the central area of the corridor discussing topics such as walkability, placemaking (and in some cases the lack thereof), and safety and security. As a predominately auto-centric corridor, it was a particularly illuminating exercise for some in the Core Team to interact with the area and see it from the perspective of a pedestrian. The exercise was defined by a walk audit scoring tool, developed in part by research from the Centers for Disease Control (CDC), and used to compare various segments of the study area to other notable areas in the Atlanta region and to point out the various amenities that could potentially make the corridor a safer and more pleasant environment. A summary of this meeting is provided in **Appendix C**.



Discussing the Possibilities – On March 6, 2017, the Core Team convened to discuss the emerging transportation, land use, and concept recommendations. This included a review of the study process, some local inspirations for types of development, and discussion about balancing what can pragmatically be accomplished on the corridor versus establishing an ambitious vision. A summary of this meeting is provided in **Appendix C**.

Reviewing the Recommendations – On April 17, 2017, the Core Team was invited to view the draft recommendations of the LCI. These draft recommendations were similar to what was presented and discussed in March. A summary of this meeting is provided in **Appendix C**.



Community Engagement

A significant focus of the overall planning process was to reach out to the community, understand their collective needs, and receive feedback on the plan itself. As suggested earlier in this report, there are several dynamics to the ‘community’ along the Indian Trail-Lilburn Road corridor including those who currently live on the corridor and those who work on or near the corridor. The engagement effort was designed to reach out as broadly as possible to these different communities.

On-the-Street Interviews

In lieu of an initial kickoff community meeting, informal, discussion-based interviews were conducted. Interviewers visited various locations, including apartment complexes, shops, and schools, and spoke with people about their experiences with the study area.

Interviews were conducted in both English and Spanish, and focused on the following aspects:

- How community members travel to, from, and along the corridor
- What community members did on the corridor (e.g. live, work, shop, etc.)
- Positive aspects of the corridor
- Negative aspects of the corridor
- What types of development the community thought would be best suited to the area

To assist with the last topic, interviewers carried a type of visual preference survey - a board that showed images of many different types of development, shown below. Community members were encouraged to indicate which of the development types they felt would be best in the area.

Interviewers also had fact sheets in English and Spanish that introduced the plan, and provided links for more information about the plan to give to community members. These fact sheets, along with individual interview records are included in **Appendix C**. A summary of topics discussed is presented below, with the need for local recreational opportunities being the most cited in conversation.

Abbots Glenn Apartments

In order to engage with residents on the corridor, interviewers visited the Abbots Glenn apartment complex on the morning of Thursday, September 1, 2016 during the period leading up to the elementary school bus pickup. This gave interviewers time to talk to parents as they waited for the bus to arrive. Interviewers were able to talk to between ten and fifteen people. Most of the people there were mothers, and were either African-American or Hispanic, and as such many of these conversations were held in Spanish. The interview team returned on Thursday, October 12, 2016 and spoke to additional five to ten people.

The majority of those interviewed also said that they do not have regular access to a vehicle, so they shop in the immediate area too, walking to small shops on the corridor and Food Depot. Many people mentioned that the proximity of these shops and services was a major asset to them, as well as a feeling of safety in their area. When asked about negative aspects of the area, they overwhelmingly identified the lack of a sidewalk on the eastern side of the road, and the lack of a nearby park. One mother said that she hires an Uber every weekend to take her and her children to the nearest park, which is across I-85 in Norcross.

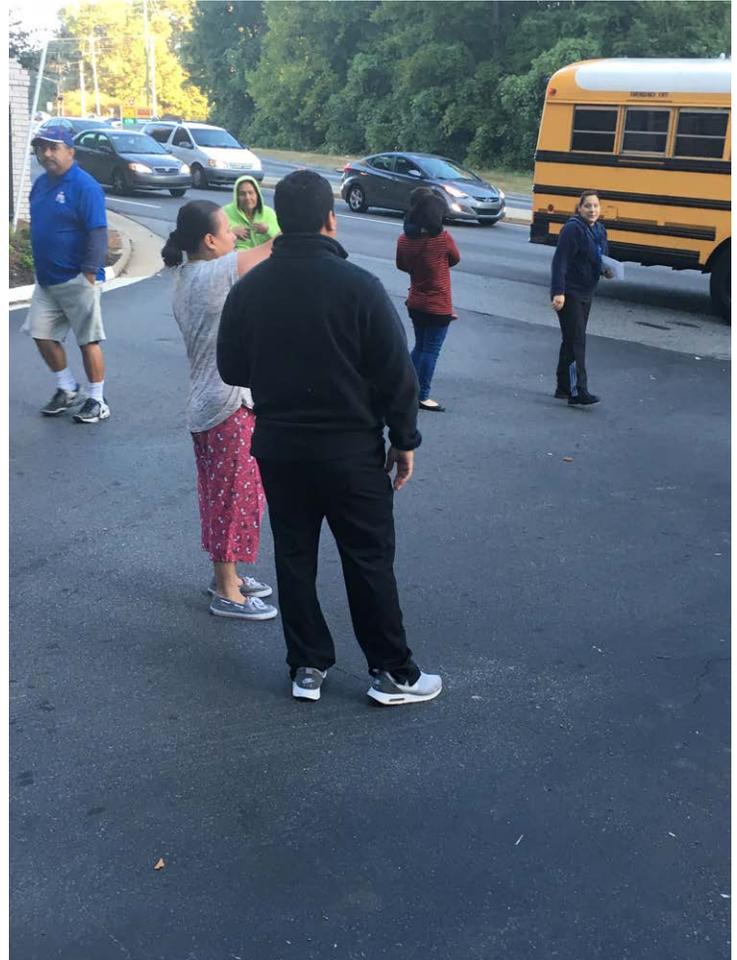
Starbucks

An interviewer was able to visit the Starbucks location on Indian Trail-Lilburn Road near the intersection of Oakbrook Parkway both on the afternoon of Wednesday, September 7 and the morning of Thursday, September 8, and was able to talk to people as they stood in line or on their way out of the store. During these two time periods, conversations were had with between fifteen and twenty people. These people all spoke English, and were frequently associated with Greater Atlanta Christian School (GAC). Those who were not associated with GAC commonly worked along the corridor, while a few lived there as well. Everyone said they had access to a personal vehicle, and very few regularly use any other mode of transportation.

Obstacles in the study area identified by these members of the community largely centered on a lack of commercial amenities. Shoppers expressed a desire for higher-end restaurants than what currently exists in the area, as well higher-end retail options. These people often expressed a desire to run errands while waiting to pick up their children from school or to go out to eat in the area at the end of the school/work day. Residents of the study area were more likely to highlight a need for walkability in the area, especially streetlights. Several people also noted a problem with safety on the corridor, and cited low-quality and/or vacant shops throughout.

Meadowcreek Elementary School

On Thursday, September 29, 2016, interviewers were invited to Meadowcreek Elementary School to talk to parents visiting for parent-teacher conferences. The majority of then approximately ten people spoken to were mothers of students at the school, with a





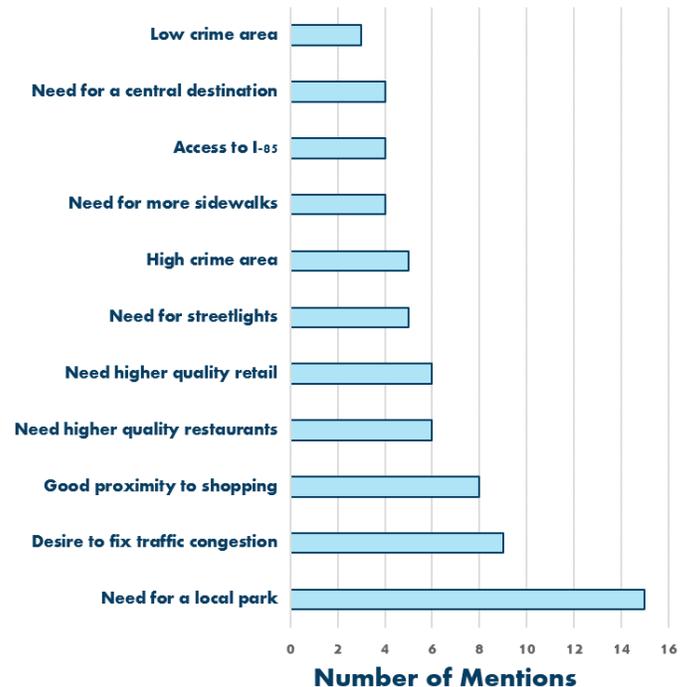
significant portion of them conversing in Spanish. All of those spoken to live near the corridor, if not directly within the study area, and many shop and work nearby as well. Most had access to a car, but many had only limited access and thus used other modes of transportation to supplement their needs.

Many of these people again commented on the area's lack of recreational facilities, expressing a desire for parks and walking trails within an accessible distance. People noted a lack of a hub or central destination in the study area to bring people in. Nearby centers like downtown Lilburn and Norcross were cited as positive examples for future development. Safety was again cited as a concern, both as an overall feeling of danger and as a need for better lighting. Many people complained about a lack of places to eat, or a lack of high-quality places to eat, unhappy with fast food on the corridor.

Norcross Human Services Center

During the morning of Wednesday, October 12, 2016, the Norcross Human Services Center hosted interviewers who were able to talk to people visiting the Center. Many Center visitors were not local to the corridor, and did not have much to say. Of those who were local, most lived or shopped nearby and commuted elsewhere to work. Most had access to a car (not surprising as many were visiting the Center's tag office), and approximately the same number of people speaking English were talked to as those speaking Spanish.

Similar to other community members, many people cited a desire for a local source of recreation. Community members also complained about the high traffic in the area, and one person called out the specific need for more senior housing in the area. Safety was a heightened concern for these people, both as a fear of crimes being committed, and for pedestrians travelling along busy roadways.



Community Survey

To supplement the on-the-street interviews and reach further into the community, an online survey was prepared. Unlike many surveys for planning efforts, this survey wasn't prepared to understand support or desire for any specific initiatives – rather, it took the form of a series of open ended questions mimicking the conversational nature of the on-the-street interviews. Respondents were asked which parts of the corridor they were most familiar with and to cite positive and negative opinions they had about the area.

Most-Cited Positive Aspects:

1. Accessibility to other nearby corridors and the wider Atlanta region
2. Retail (quality, variety, access to, etc.)
3. Greater Atlanta Christian School
4. Restaurants (quality, variety, access to, etc.)
5. Good appearance

581 survey responses.

420 respondents indicated that their children attend GACS.

214 respondents indicated they work on the corridor.

42 respondents indicated they live on the corridor

Most-Cited Obstacles:

1. Traffic
2. Bad appearance/poor upkeep
3. Low property values
4. Unsafe activities/feeling
5. Lack of retail (sometimes lack of high-quality/high-end retail)



Positive and negative attributes cited by survey respondents presented in a word cloud format

Community Meetings

Traditional community meetings were also held as described below.

Meeting #1 – On October 25, 2016, the study team held an open house at the Norcross Human Services Center. Informational boards were prepared to explain the LCI planning process and attendees were asked to take place in exercises similar to those presented to the Core Team in their first meeting. A summary of this meeting is provided in **Appendix C**.



Meeting #2 – On March 14, 2017, the study team held a second open house at Greater Atlanta Christian School where initial recommendations were presented to the community. The open house was scheduled to capture students and parents at the end of the school day in addition to extending into the more traditional evening public meeting time. A summary of this meeting is provided in **Appendix C**.



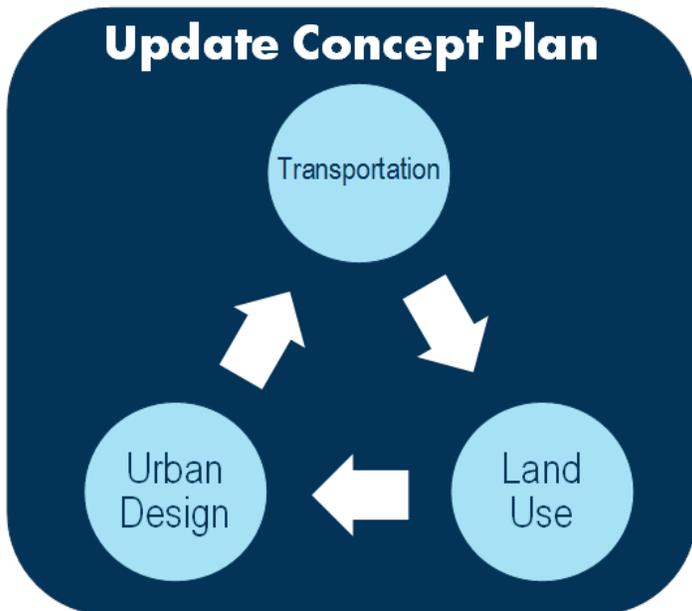
Meeting #3 – On April 17, 2017, a final open house was held at GVCID's office. This open house was held in tandem with the final Core Team meeting and allowed attendees to view the draft recommendations before the completion of the planning document. A summary of this meeting is provided in **Appendix C**.

- ✓ Walking Trails through Passive Parks (8 dots)
- ✓ 5 Story Walkable Urban Center (8 dots)
- ✓ Apartments and Townhomes Sharing Green Space (5 dots)
- ✓ Larger, Multi-Story Single Family Homes (5 dots)
- ✓ 3 to 4 Story Walkable Urban Center (5 dots)



Chapter IV: Concept Plan Vision and Strategies

In taking the various community input and existing conditions/ trends data to prepare the update to the LCI plan, the planning team determined the overall process would be a cyclical relationship between the transportation components of the plan, land use recommendations, and urban design practices.



Transportation Concept

The transportation concept revolves around three major overlapping elements described below:

Develop Multi-Modal Connections: Taking advantage of the Beaver Run Creek and a forthcoming multi-use trail on the east side of Indian Trail-Lilburn Road, a series of possible multi-modal connections were identified that can act as both recreational and transportation amenities for area residents and workers and to incentivize redevelopment at identified catalyst sites. As an overall concept, this would include a looped trail network with the Beaver Run Creek forming a northern segment, a sidepath adjacent to Hillcrest Road forming an eastern segment, a trail along Tech Parkway and Singleton Road as the southern segment, and a trail along a powerline easement (west of the LCI area) forming a western segment. Through other planned trail and greenway concepts (a Singleton Greenway along the aforementioned powerline easement connecting down to Lilburn and its planned network, the multi-use trail along Indian Trail-Lilburn Road, and the long-term possibility of connecting past I-85 into Norcross' network of trails), this loop would connect within the LCI area and to surrounding communities.



Beaver Ruin Creek Today



Beaver Ruin Creek Greenway Tomorrow

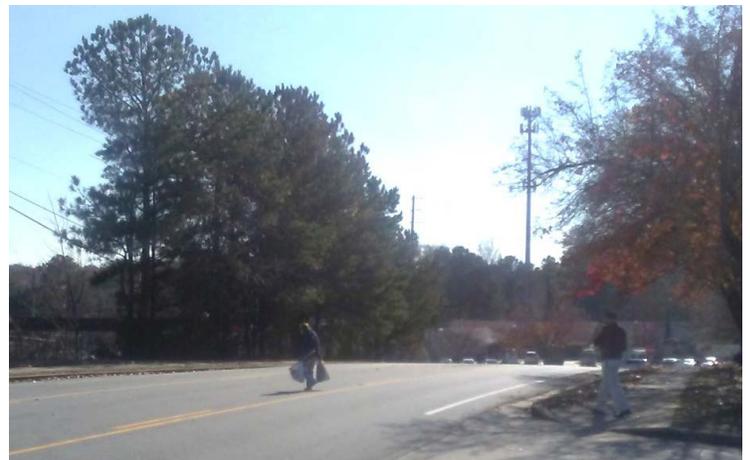
Restore Grid Patterns. Especially in the northern half of the corridor, there are a several opportunities to reconnect disconnected areas and transportation corridors. These include reconnecting Goshen Springs Road into Willow Trail Parkway with any redevelopment of the RV park area, reconnecting Hillcrest Road over Beaver Run Creek (where a bridge previously existed), and extending Hillcrest Road southward to Steve Reynolds Boulevard. These three relatively modest connections would provide multiple ways to get in and out of existing neighborhoods and commercial areas that currently only have one way in and out. More specifically, these connections also will provide vehicular alternatives to those currently using Indian Trail-Lilburn Road for local trips.



Adding and improving pedestrian crossings along the corridor, such as this one at the Woodlands Ridge Apartment Complex, is a low-cost and fast way to improve the pedestrian network.

Low-Hanging Fruit. There are several pedestrian connections and crossings along the corridor that can be enhanced and made safer with limited engineering, construction, and funding. Examples of this include providing a controlled crossing for pedestrians on Tech Parkway between two bus stops (across the street from each other) where many transit transfers take place and providing a striped crosswalk and refuge island for pedestrians on the western side of Indian Trail-Lilburn Road at the entrance to the Woodlands Ridge Apartment Complex.

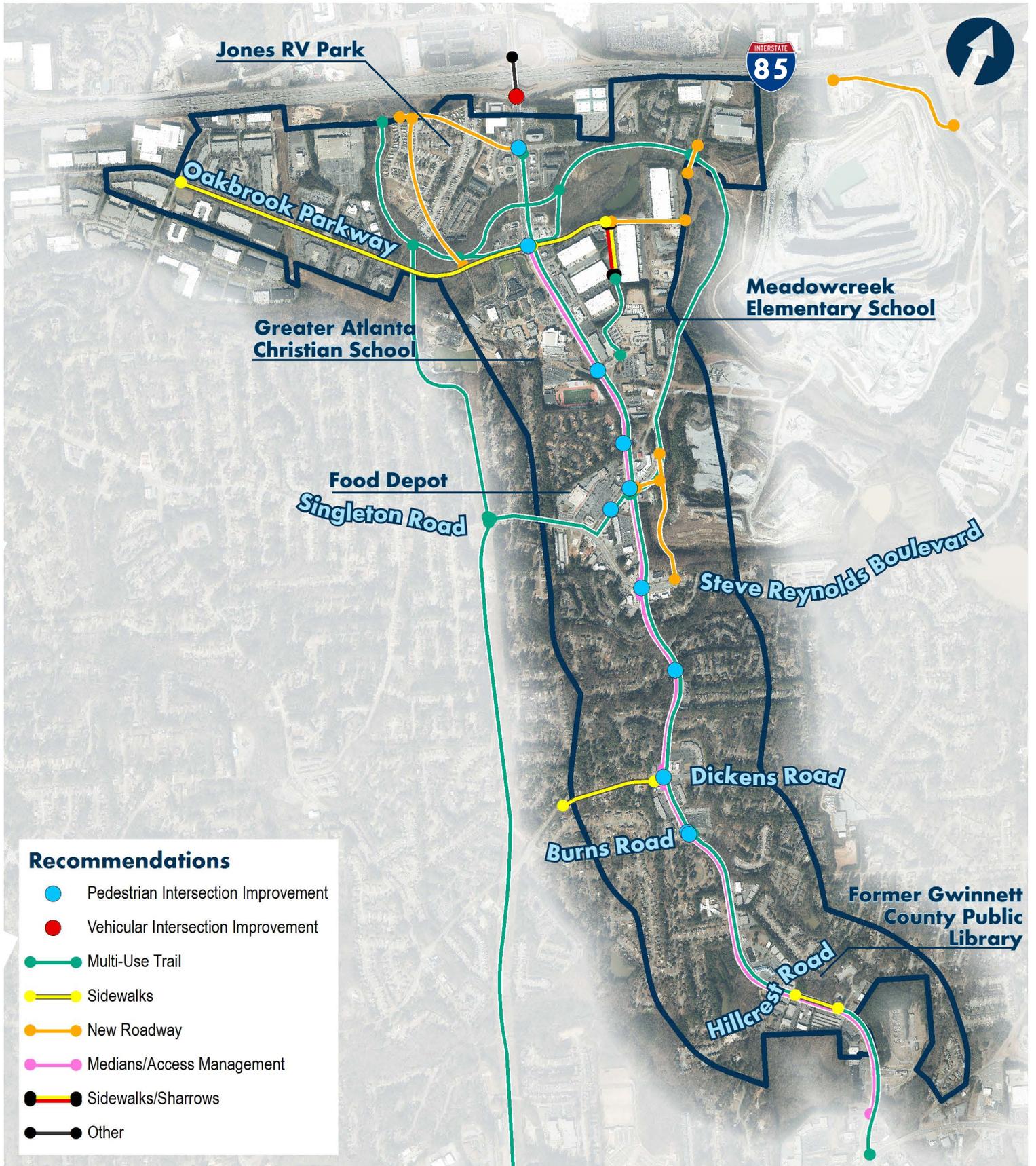
The overall transportation concept is depicted below. In Chapter 5, a proposed implementation plan is identified to address how the timing of these improvements can be best leveraged.



Creating a pedestrian crossing on Tech Drive is an easy way to improve pedestrian and transit experiences.



In several areas along the corridor, pedestrians already exist but appropriate facilities are needed to improve safety and accessibility



Land Use Concept

The Land Use Concept took great care to not disrupt existing and established residential neighborhoods and instead identify where land use changes could support redevelopment. The land use concept is presented below. Overall elements include:

Introduce Mixed Use Neighborhoods. Through land assembly and/or use of catalyst sites in the area, there are opportunities to introduce new mixed use neighborhoods into the LCI area where residential uses, retail and restaurants, office, and even some limited industrial activities could take place within a single site or structure. This also provides the opportunity to underscore the diversity of the existing housing types and integrate different housing types (apartments, condos, and townhomes) within connected neighborhoods or individual sites.

Aging in Place. Similarly, even though the area is relatively young, the introduction of mixed use neighborhoods and varying housing types offer opportunities for people to age in place. This could include the specific recruitment of adult living centers or just the acknowledgment that a community where a person could live, walk to the grocery store and other day to day needs, be connected to transit (either the local GCT system or into Atlanta via the nearby park and ride), and have opportunities for recreation is a community that is likely to be appealing to people in all age groups including individuals contemplating retirement.

Re-Adapt and Reuse. While the various industrial and flex spaces in the northern part of the corridor are still healthy and utilized well, the long term viability of such spaces at the volume constructed in the area will likely create opportunities to redevelop. As these opportunities present themselves, efforts should be made to re-adapt and reuse existing structures and layouts where possible and transition to uses that may include craft industries, art galleries and spaces, office space, and some restaurant and retail use. There are several examples of where similar buildings have been repositioned

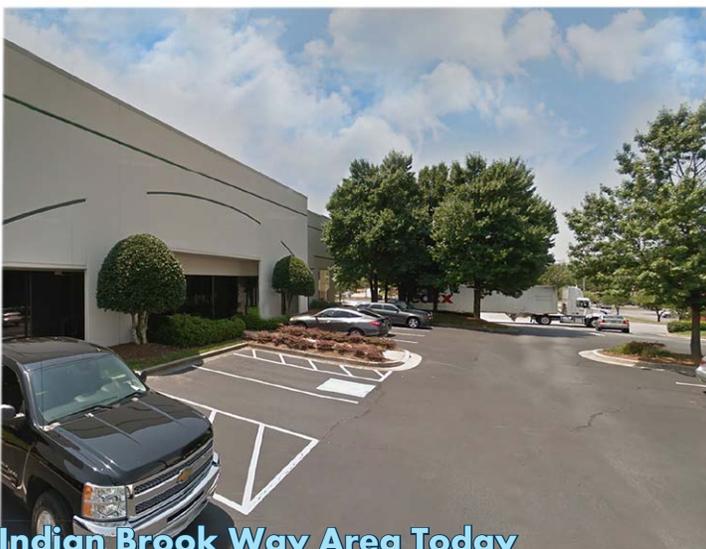


Tech Drive/Singleton Road Node Today



Tech Drive/Singleton Road Node Tomorrow

in nearby Atlanta (such as along the east side Beltline trail and along the Ellsworth Industrial Boulevard corridor) as well as many other examples throughout the country. These areas also lend themselves to the possibility of a campus setup that could host higher learning institutions, medical facilities, or even support industries for the nearby movie studios at the OFS site.

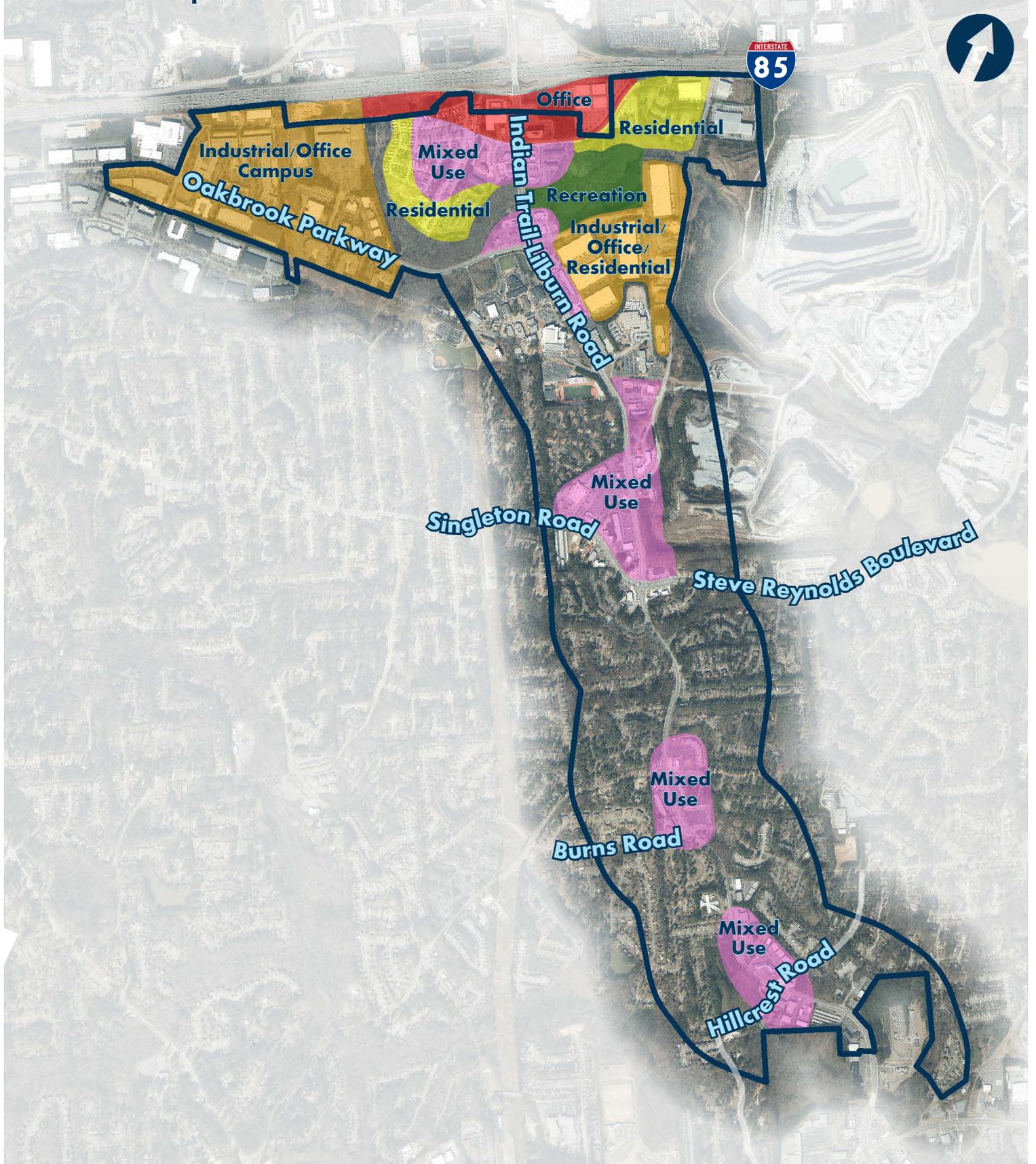


Indian Brook Way Area Today



Indian Brook Way Area Tomorrow

Land Use Concept



Concept Plan

The resulting concept plan combines the initiatives and themes of the transportation and land use concepts with a focus on urban design. The overall Concept Plan is shown below.

Create Remarkable Places. In particular, the redevelopment and creation of mixed use neighborhoods should include public spaces to promote civic integration and a sense of community. Overlapping with the cited need for park features in the area, open space within these developments can act as anchors to the success of these communities. There are several local examples of where such spaces act as both an amenity and anchor including the Duluth Town Green and the Suwanee Town Center Park.

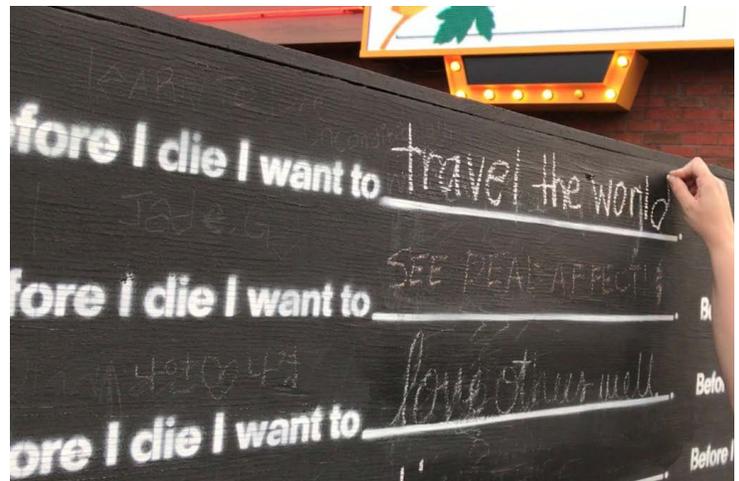
Use the Urban Transect. The Urban Transect is an urban planning concept where the intensity of development ranges from natural areas to completely urban core environments with intermittent steps of intensity in between. This step up (and step down) approach should be used to guide redevelopment as it is implemented. The Concept Plan identifies several mini-transects within the areas identified for possible redevelopment. For example, if the area around the RV park were to redevelop, there is an opportunity to use the transect concept in this area to step up within a few blocks from the natural area of the Beaver Ruin Creek to a relatively low density residential area to a more urban environment where 5-6 story buildings could house several different types of uses. Likewise, the transect is used as an overall concept moving north to south through the corridor, where the most redevelopment intensity is likely to occur to the north and decreasing in intensity as one moves southward.



Atlanta Trade Center Today



Inspiration: Suwanee Town Center Park



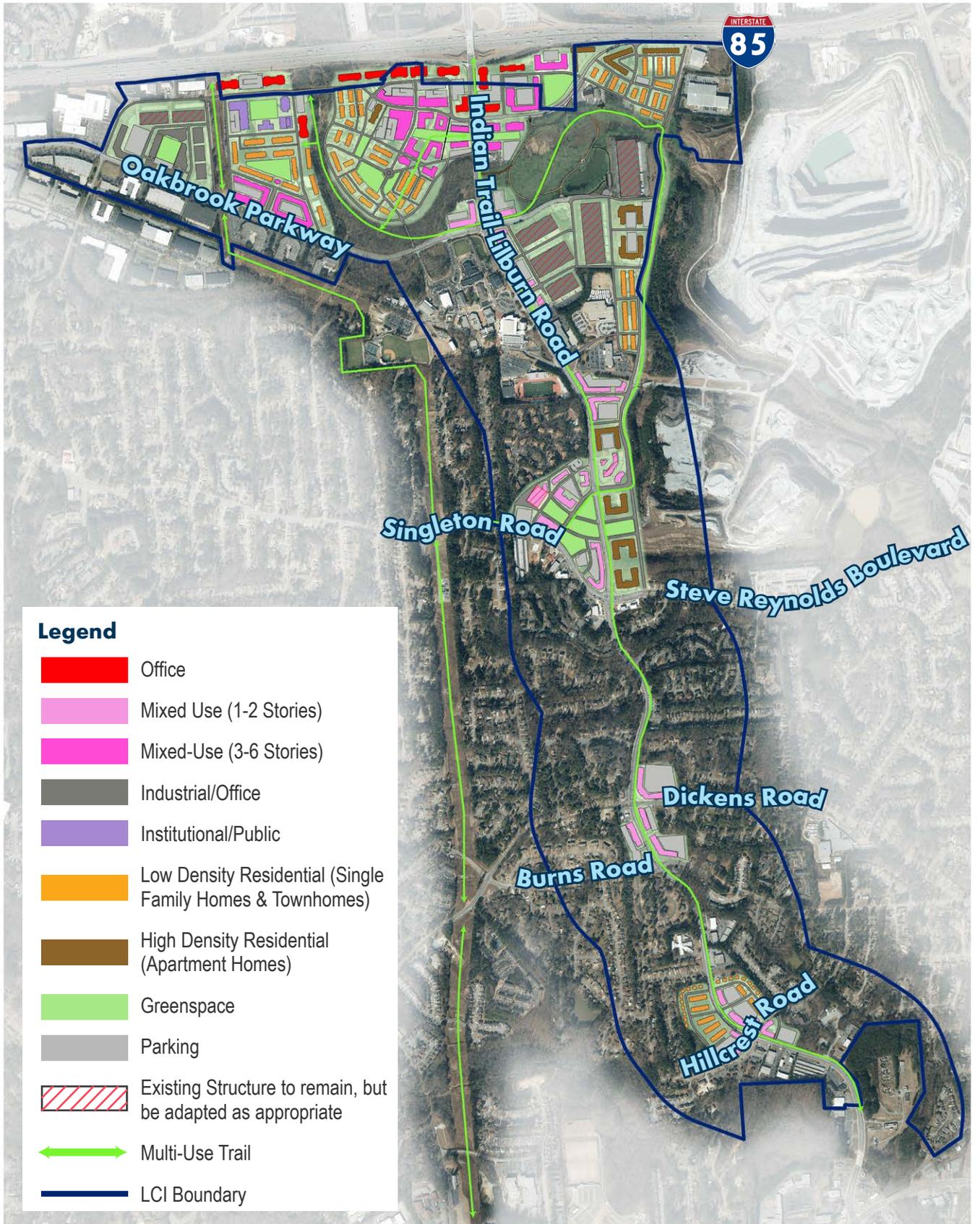
Inspiration: Duluth Town Green



Atlanta Trade Center Tomorrow

A potential vision for the Atlanta Trade Center area features large, dense development near I-85 in a campus setting, gradually becoming smaller and more neighborhood-focused towards the south

Concept Plan



Add Amenities. Overlapping with the creation of public spaces, redevelopment should include amenities wherever possible to reinforce sense of place and community. On the public side, the trails identified as part of the transportation concept could be further enhanced by the creation of a park or trailhead along the Beaver Ruin Creek, particularly in the area immediately east of Indian-Trail Lilburn Road that could be anchored by the wetlands in that area. There are several local examples of where similar initiatives have been successful (the Ivy Creek Greenway in Gwinnett County's George Pierce Park or the Melvin L. Newman Wetlands Center in Hampton).

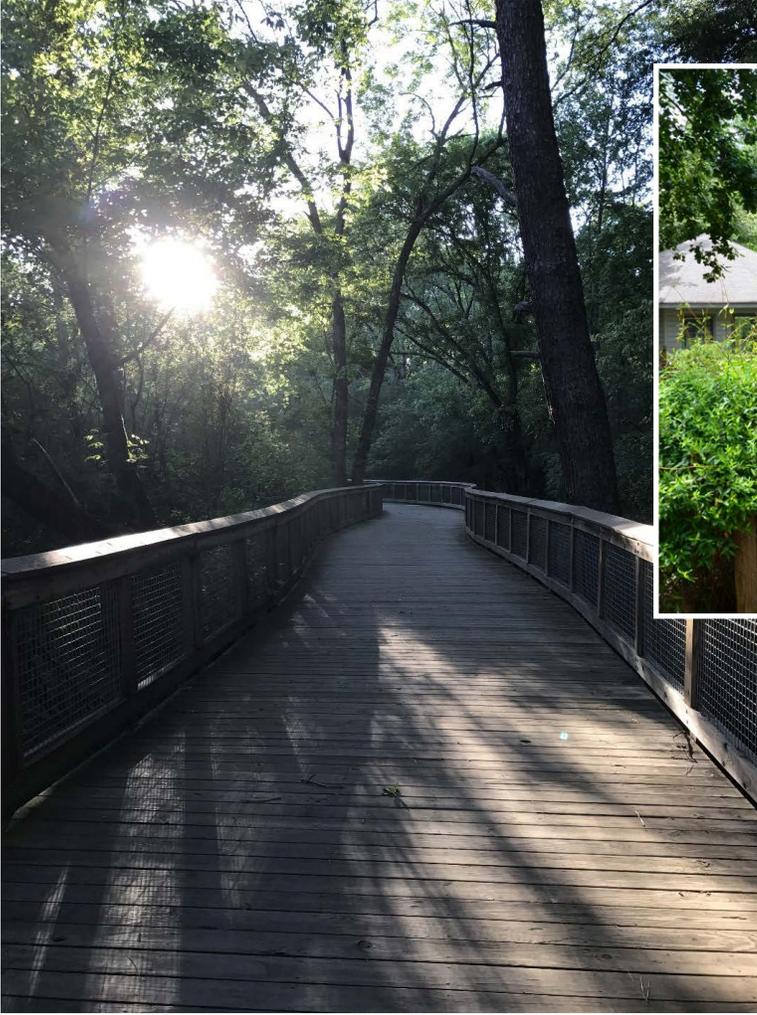


Beaver Ruin Creek Today



Beaver Ruin Creek Greenway Tomorrow





Inspiration: Ivy Creek Greenway



Inspiration: Melvin L. Newman Wetlands Center



Chapter V: Action Plan

Though this LCI plan will likely be revisited and refined every five years, the planning team spent considerable time contemplating how the various initiatives described in the Concept Plan could be implemented to best realize the vision for the future of the LCI area. In addition to the text and tables that follow, a specific five year action plan in the ARC format is provided in **Appendix D**. Likewise, fact sheets with additional information are provided for all of the transportation projects beginning on page 52.

Transportation Projects

With several potential funding sources (including those sourced through the LCI program), the transportation initiatives are the element that have the most direct and tangible relationship to the actions of GVCID and other stakeholders in the LCI area. Therefore, in finalizing the plan, the transportation recommendations were reviewed with members of the Core Team and given consideration of their ability to be funded, ease of construction, and ability to help influence the realization of the LCI goals. These considerations resulted in the planning team categorizing each of the transportation projects as short-term (within 5 years), mid-term (within 15 years), and long-term (over 15 years) initiatives as documented in the following tables and maps.

Project ID Key

S-A01

Term (Short, Mid, Long, with Redevelopment)

Type (Active, Vehicular)

Randomly Assigned Numerical ID

Key Short Term Projects

S-A01 Beaver Ruin Creek Greenway

S-A12 Indian Trail-Lilburn Road Trail, Northern Segment

S-V07 Shared through/right at Indian Trail-Lilburn Road at I-85 NB ramps

S-A08 RRFB at Tech Parkway

S-A09 Pedestrian Crossing at Woodland Ridge Apartments Driveway

Key Medium Term Projects

M-A04 Hillcrest Road Multi-Use Trail

M-A05 Singleton Road/Tech Drive Multi-Use Trail:

M-A07 Indian Trail-Lilburn Road Trail, Southern Segment

M-V05 Reconnect Hillcrest Road at Beaver Ruin Creek

M-V06 Oakbrook Parkway Extension

Key Long Term Projects

L-A03 Power Line Easement Trail

R-V02 Goshen Springs Road Extension

R-V03 Hillcrest Road Extension

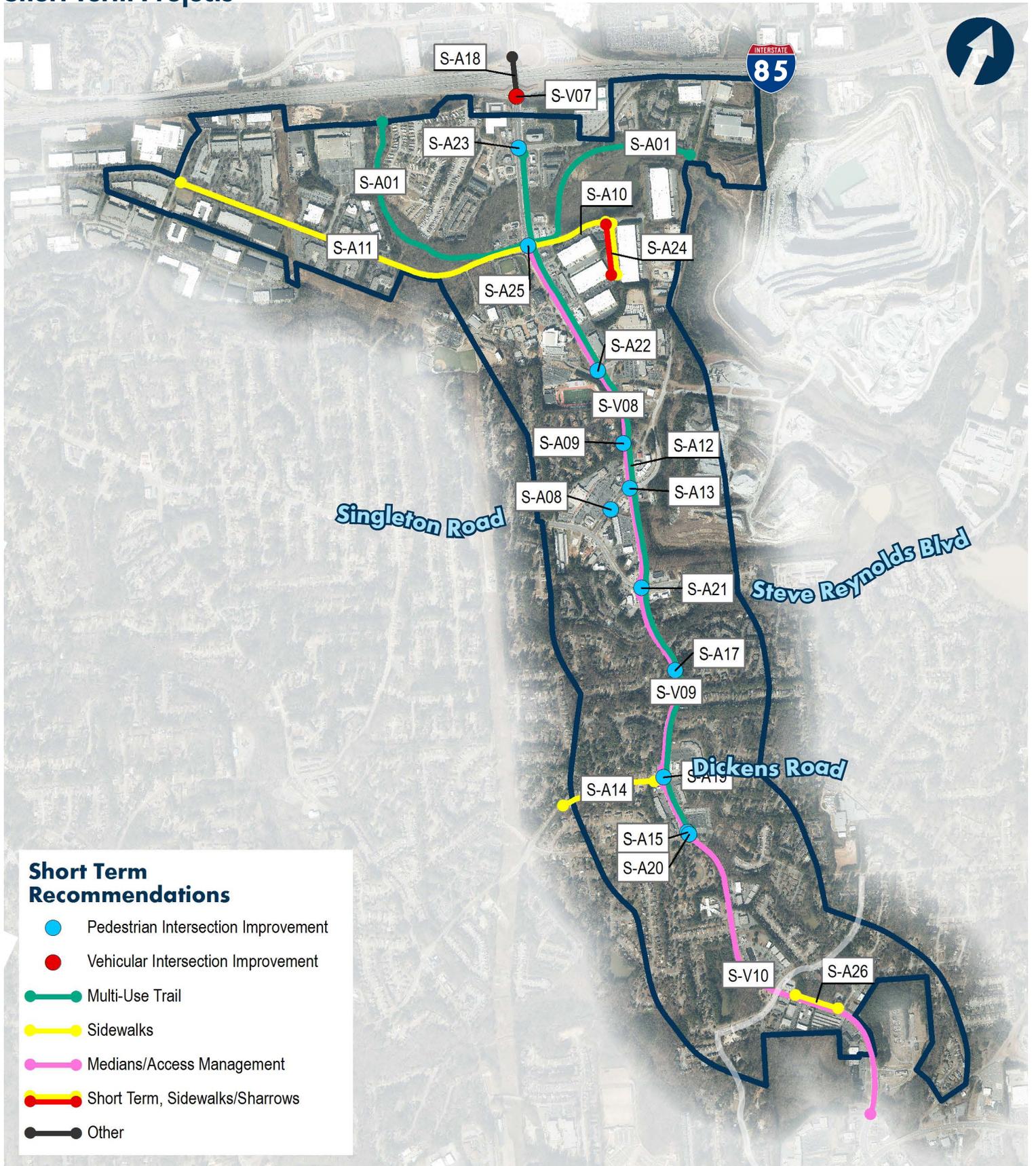
Short Term Projects

Project ID	Name	Description	PE Cost	ROW Cost	Construction Cost	Contingency Cost	Total Cost
S-A01	Beaver Ruin Creek Greenway	A new greenway for bicyclists and pedestrians, following Beaver Ruin Creek from Goshen Springs Road to Oakbrook Parkway, then following Oakbrook Parkway across Indian Trail-Lilburn Road, then again following Beaver Ruin Creek to Hillcrest Road.	\$318,000	\$2,608,000	\$1,789,000	\$358,000	\$5,073,000
S-A08	RRFB at Tech Parkway	Install a pedestrian crossing of Tech Drive including a Rectangular Rapid Flashing Beacon (RRFB) between Gwinnett County Transit bus stops (this is the transfer location for GCT routes 20 and 30).	\$10,000	\$-	\$40,000	\$8,000	\$58,000
S-A09	Pedestrian Crossing at Woodland Ridge Apartments Driveway	Improve crossing conditions along the west side of Indian Trail-Lilburn Road at Woodland Ridge Apartments (Tree Trail Parkway) with continuous sidewalk and striped crosswalk.	\$2,000	\$5,700	\$12,000	\$2,000	\$21,000
S-A10	Oakbrook Parkway Sidewalks - Indian Trail-Lilburn Road to Hillcrest	Add sidewalk to northern side of Oakbrook Parkway (southern sidewalk exists), with crosswalks at all cross streets and driveways, from western GACS driveway to eastern terminus.	\$44,000	\$-	\$218,000	\$44,000	\$306,000
S-A11	Oakbrook Parkway Sidewalks - Goshen Springs/Pirke to Indian Trail-Lilburn Road	Add sidewalks to both sides of Oakbrook Parkway, with crosswalks at all cross streets and driveways, from Goshen Springs Road to western GACS driveway.	\$-	\$-	\$-	\$-	\$1,534,722
S-A12	Indian Trail-Lilburn Road Trail, Northern Segment	Multi-use trail along east side of Indian Trail-Lilburn Road from Willow Creek Parkway to Burns Road	\$453,000	\$1,450,000	\$2,685,000	\$537,000	\$5,125,000
S-A13	Crosswalk at Indian Trail-Lilburn Road and Tech Drive/Hillcrest Road	Add northern crosswalk and pedestrian signals at the intersection of Indian Trail-Lilburn Road at Tech Drive/Hillcrest Road.	\$2,000	\$-	\$10,000	\$2,000	\$14,000
S-A14	Dickens Road Sidewalks	Sidewalks on Dickens Road from Dundee Drive to Indian Trail-Lilburn Road	\$-	\$-	\$-	\$-	\$397,222
S-A15	Crosswalk at Indian Trail-Lilburn Road and Burns Road	Add northern crosswalk and pedestrian signals at the intersection of Indian Trail-Lilburn Road at Burns Road.	\$-	\$-	\$1,000	\$-	\$1,000
S-A17	Bus Stop Relocation and Crosswalk at Indian Trail-Lilburn Road and Whited Way/Wuthering Way	Relocate bus stop on the southwest side of Indian Trail Rd south of Singleton Rd further south to the intersection with Whited Way/Wuthering Way. Add crosswalk and pedestrian phase on the north leg of the intersection.	\$2,000	\$1,100	\$11,000	\$2,000	\$16,000
S-A18	I-85 Overpass Fencing	Install new fencing along the Indian Trail-Lilburn Road bridge over I-85.	\$-	\$-	\$-	\$-	\$500,000

Short Term Projects (continued)

Project ID	Name	Description	PE Cost	ROW Cost	Construction Cost	Contingency Cost	Total Cost
S-A19	Modify/Remove Right-Turn Channelization Islands at Indian Trail-Lilburn Road at Dickens Road	Remove right-turn channelization islands or replace with concrete islands, with pedestrian refuges.	\$9,000	\$-	\$46,000	\$9,000	\$64,000
S-A20	Modify/Remove Right-Turn Channelization Islands at Indian Trail-Lilburn Road at Burns Road	Remove right-turn channelization islands or replace with concrete islands, with pedestrian refuges.	\$9,000	\$-	\$46,000	\$9,000	\$64,000
S-A21	Crosswalk at Indian Trail-Lilburn Road and Singleton Road/Steve Reynolds Boulevard	Add northern crosswalk and pedestrian signals at the intersection of Indian Trail-Lilburn Road at Singleton Road/ Steve Reynolds Boulevard.	\$6,000	\$-	\$30,000	\$6,000	\$42,000
S-A22	Crosswalk at Indian Trail-Lilburn Road and Georgia Belle Court	Add northern crosswalk and pedestrian signals at the intersection of Indian Trail-Lilburn Road at Georgia Belle Court.	\$2,000	\$-	\$10,000	\$2,000	\$14,000
S-A23	Crosswalk at Indian Trail-Lilburn Road and Willow Trail Parkway	Add northern crosswalk and pedestrian signals at the intersection of Indian Trail-Lilburn Road at Willow Trail Parkway.	\$4,000	\$-	\$20,000	\$4,000	\$28,000
S-A24	Sidewalks and Sharrows on Indian Brook Way	Add sharrows and sidealk to Indian Brook Way from Oakbrook Parkway to Project AM-05	\$25,000	\$72,000	\$123,000	\$25,000	\$245,000
S-A25	Modify/Remove Right-Turn Channelization Islands at Indian Trail-Lilburn Road at Oakbrook Parkway	Remove right-turn channelization islands or replace with concrete islands, with pedestrian refuges.	\$6,000	\$-	\$30,000	\$6,000	\$42,000
S-A26	Indian Trail-Lilburn Road Sidewalk	Sidewalk on northeastern side of Indian Trail-Lilburn Road from Hillcrest Road to Exchange Place	\$-	\$-	\$-	\$-	\$198,611
S-V07	Shared through/right at Indian Trail-Lilburn Road at I-85 NB ramps	Modify the northbound approach of Indian Trail-Lilburn Road to convert the rightmost through lane to a shared through/right lane.	\$75,000	\$-	\$374,000	\$75,000	\$524,000
S-V08	Access Management - Indian Trail-Lilburn Road from Oakbrook Parkway to Singleton Road/Steve Reynolds Boulevard	Replace the existing two-way left turn lane with landscaped medians, where possible.	\$357,000	\$-	\$2,044,000	\$409,000	\$2,810,000
S-V09	Access Management - Indian Trail-Lilburn Road from Singleton Road/Steve Reynolds Boulevard to Dickens Road	Replace the existing two-way left turn lane with landscaped medians, where possible.	\$208,000	\$-	\$1,054,000	\$211,000	\$1,473,000
S-V10	Access Management - Indian Trail-Lilburn Road from Dickens Road to Lawrenceville Highway/ southern LCI area boundary	Replace the existing two-way left turn lane with landscaped medians, where possible.	\$413,000	\$-	\$2,422,000	\$484,000	\$3,319,000

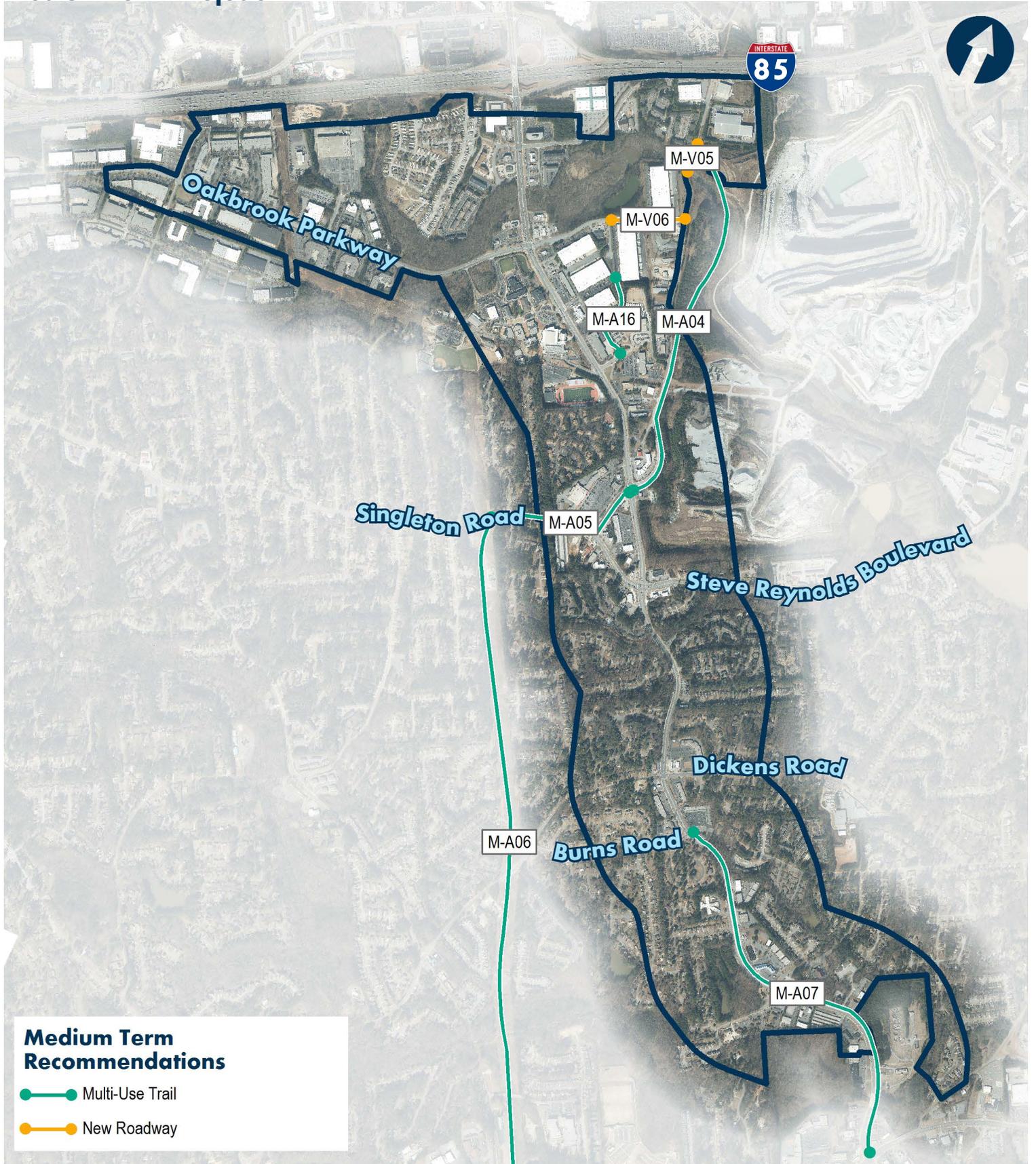
Short Term Projects



Medium Term Projects

Project ID	Name	Description	PE Cost	ROW Cost	Construction Cost	Contingency Cost	Total Cost
M-A04	Hillcrest Road Multi-Use Trail	Multi-use trail along Beaver Ruin Creek and Hillcrest Road, from Hillcrest Road at Beaver Ruin Creek to Hillcrest Road at Indian Trail-Lilburn Road, including potential connections to future quarry park site.	\$208,000	\$154,000	\$1,056,000	\$211,000	\$1,630,000
M-A05	Singleton Road/Tech Drive Multi-Use Trail	Sidepath along Singleton Road and Technology Drive between Powerline Easement Trail (Project #2) and Hillcrest Road Trail (Project #4).	\$27,000	\$210,000	\$136,000	\$27,000	\$401,000
M-A06	Singleton Greenway	Greenway connecting Singleton Road to the Camp Creek Greenway along the existing power line easement.	\$705,000	\$1,697,000	\$4,364,000	\$873,000	\$7,639,000
M-A07	Indian Trail-Lilburn Road Trail, Southern Segment	Multi-use trail along east side of Indian Trail-Lilburn Road from Burns Road to US 29/Lawrenceville Highway	\$403,000	\$1,271,000	\$2,354,000	\$471,000	\$4,500,000
M-A16	Indian Brook Way - Georgia Belle Court Connecting Trail	A trail in the buffer space north and west of Meadowcreek Elementary School connecting Indian Brook Way to Georgia Belle Court	\$18,000	\$225,000	\$91,000	\$18,000	\$352,000
M-V05	Reconnect Hillcrest Road at Beaver Ruin Creek	Construct bridge over Beaver Ruin Creek to connect existing pieces of Hillcrest Road on either side.	\$355,000	\$-	\$2,033,000	\$407,000	\$2,795,000
M-V06	Oakbrook Parkway Extension	Extend Oakbrook Parkway east from its current terminus to connect with Hillcrest Road.	\$298,000	\$1,026,000	\$1,656,000	\$331,000	\$3,311,000

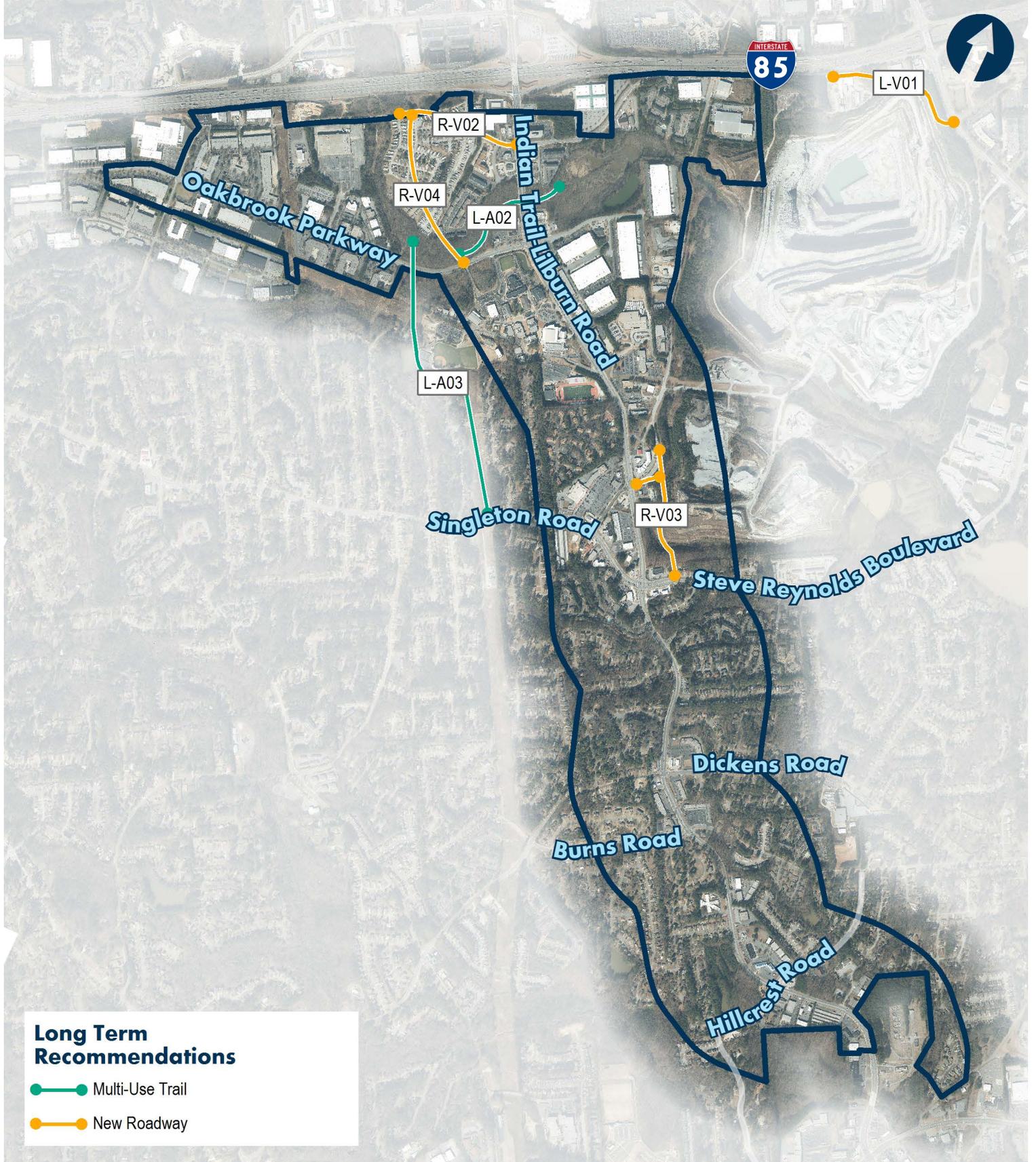
Medium Term Projects



Long Term Projects and Projects to consider with Redevelopment

Project ID	Name	Description	PE Cost	ROW Cost	Construction Cost	Contingency Cost	Total Cost
L-A02	Beaver Ruin Creek Greenway expansion (Indian Trail-Lilburn Road underpass)	An extension of the Beaver Ruin Creek Greenway (Project AS-01) that runs parallel to Beaver Ruin Creek where Project AS-01 runs along Oakbrook Parkway, passing under Indian Trail-Lilburn Road at or near the existing bridge.	\$403,000	\$885,000	\$2,356,000	\$471,000	\$4,116,000
L-A03	Powerline Easement Trail	Off-road bike and pedestrian trail connecting the Beaver Ruin Creek Greenway to Singleton Road, generally along an existing power line easement. Includes enhanced crossing of Oakbrook Parkway.	\$245,000	\$1,260,000	\$1,297,000	\$259,000	\$3,061,000
L-V01	Extend Frontage Road to Beaver Ruin Road (at Shackleford Road)	Extend Frontage Road from its current terminus east to connect with Beaver Ruin Road, at the existing intersection with Shackleford Road.	TBD	TBD	TBD	TBD	TBD
R-V02	Goshen Springs Road Extension	With redevelopment in area, create new road that extends Goshen Springs Road along a new alignment to the intersection of Willow Trail Parkway at Indian Trail-Lilburn Road.	\$486,000	\$1,683,000	\$2,905,000	\$581,000	\$5,655,000
R-V03	Hillcrest Road Extension	Reconfigure and extend Hillcrest Drive so that it extends southward to Steve Reynolds Boulevard, increasing connectivity in the area. Realign section that currently connects to Indian-Trail Lilburn Road to intersect with new roadway at right angle.	\$811,000	\$976,000	\$5,071,000	\$1,014,000	\$7,872,000
R-V04	New Roadway	Working with redevelopment in the area, create a new roadway connecting Indian Trail-Lilburn Road with Oakbrook Parkway, including a bridge over Beaver Ruin Creek.	\$642,000	\$2,444,000	\$3,947,000	\$789,000	\$7,822,000

Long Term Projects and Projects to consider with Redevelopment



Overall Initiatives

In addition to the timeline of securing funding for and implementing transportation projects there are several other initiatives that should be considered to help support the goals of the LCI in the short-term as documented in the following table.

Description/Action	Cost	Year	Responsible Party	Funding Source	Status
Support efforts to explore density bonus provisions for projects that include redevelopment and/or renovation of older apartment complexes and extended stay motels	Staff Time	2017	CID	CID	Continue to explore
Support efforts to attract owner occupied multiple story residential units within the major activity center designations in the corridor	Staff Time	2017	CID	CID	Continue to explore

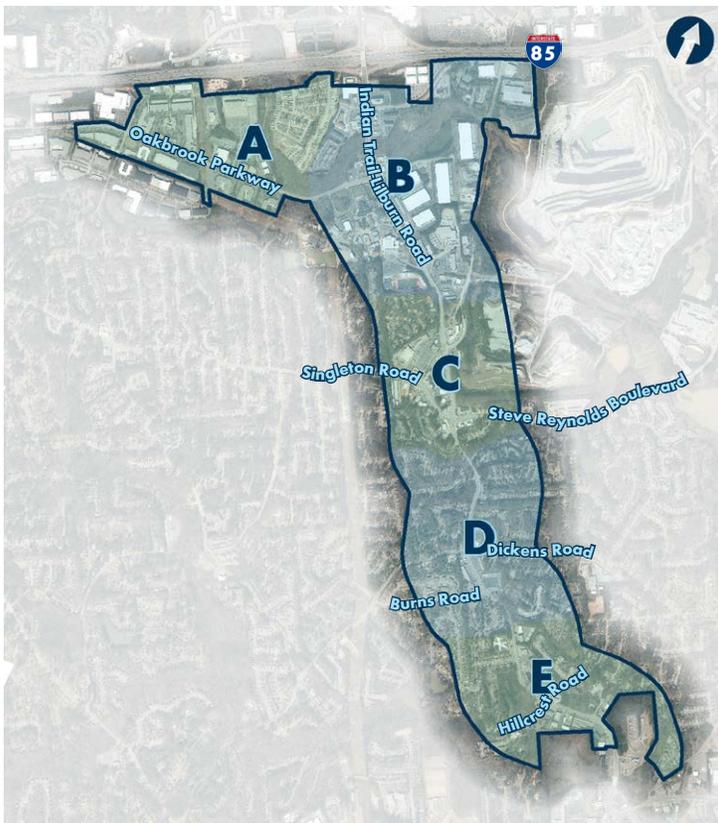
Description/Action	Cost	Year	Responsible Party	Funding Source	Status
Implement Security Master Plan to address the security issues within the corridor	Staff Time	2017	CID	CID	Complete
Support Partnership Gwinnett initiatives and determine best initiatives to lead	Staff Time	2017-2024	CID	CID	Continue to explore
Work with the County and City planning staff to adopt and implement overlay district(s) through the new Unified Development Ordinance for the study area that include architectural/design guidelines that encourage aesthetically pleasing/sustainable/ new developments that are reflective of the International nature of the corridor.	Staff Time	2017	CID	CID	Overlay District language being considered
Support County regulations that are consistent with the findings of the Access Management Plan.	Staff Time	2017-2024	CID	CID	Continue to explore. Implement as 2017 LCI Projects 13, 14, and 15
Establish an identity for the corridor and promote the area as a destination.	Staff Time	2017-2024	CID	CID	Continue to explore. Various projects and development initiatives would help support this goal.
Complete Signage Master Plan.	\$30,000	2017	CID	CID/LCI	Signage standards being considered as part of Overlay
Continue to implement Code Enforcement Strategic Plan.	Staff Time	2017-2024	CID	CID	Continue to explore
Support/Coordinate Indian Trail Tax Allocation District (TAD) Implementation	Staff Time	2017-2024	CID	CID	Continue to explore

Redevelopment Approach

Additionally, as opportunities for redevelopment present themselves, there should be consideration given to the likely timing to maximize the changes for successful redevelopment in the area. As presented throughout this planning document, the majority of catalyst sites for redevelopment are located close to I-85. These locations are also the most likely to benefit from redevelopment in surrounding areas along the I-85 corridor, including at the OFS Site to the west, and in the Gwinnett Place area to the north. Combined with how the opportunities to redevelop the various industrial and flex areas along Oakbrook Parkway occur, these northern parts of the LCI area should be prioritized.

Similar to how the urban transect is a guiding principle of the Concept Plan, redevelopment opportunities become less obvious and feasible as one moves south through the corridor. Nonetheless, successful redevelopment projects in the northern part of the area are likely to create demand in adjacent areas. The retail area around Tech Parkway and Singleton Road presents a great opportunity to develop a neighborhood serving center that can capitalize on the more regional accessibility of redevelopment areas to the north. Moving further south, nodes at Burns and Dickens Roads, and then again at Hillcrest Road offer additional opportunities to develop smaller village-type centers as redevelopment moves southwards along the corridor.

In effect, opportunities to redevelop should be pursued first in subareas A and B, followed by subareas C, D, and E.



Addressing LCI Program Priorities and Focus Areas

Finally, as the planning effort was funded as part of ARC's LCI program, the section below summarizes how the resulting LCI plan and recommendations support the priorities of the LCI program.

Mix of Uses and a Density of Development that Support Walking, Biking, or Transit. The LCI plan recommends a variety of mixed use areas and supporting multi-modal transportation projects to address the current separation of uses and auto-dominated feel of the corridor. These include a mixed use area in the northern part of the corridor, which is close to the express bus park and ride (and possible future TOD) on the northern side of I-85 that will also be benefited by the looped trail network –particularly along the Beaver Ruin Creek - recommended in this plan.

Mixed-Income and Workforce Housing. In researching the area, the planning team discovered that the area is already host to apartments and modest single-family homes, addressing a variety of workforce housing needs. The challenge is more related to creating new housing stock providing choices for those with higher incomes to locate in this community. As this suggests, many of the employees in the area are commuting in from surrounding communities. Through the development of mixed use neighborhood centers along the corridor, the plan attempts to provide more varied employment and housing opportunities in the area in order to increase the likelihood of more localized commuting trips.

Transit-Oriented Development or Bicycle and Pedestrian Access to Transit. The plan is not necessarily developed as a TOD, though accessibility to the express bus park and ride (and explicitly planned TOD) immediately to the north is likely to influence the nature of redevelopment, particularly in the northern part of the LCI area. The area is also currently served by two GCT routes that transfer in the center of the study area. The plan recommends that the looped trail that forms the backbone of the transportation concept come right through this transfer location. Additionally, an enhanced pedestrian crossing on Tech Parkway is identified as a way to safely allow pedestrians and transit users to transfer between the two bus stops which are on opposite sides of the roadway. Finally, the plan recommends a series of multi-modal initiatives that will increase access and safety to the various bus stops along the corridor.

Redevelopment of Underutilized Infrastructure, Brownfield, or Grayfield Sites. The majority of the corridor is currently built-out though certain areas (particularly retail centers in the southern part of the corridor) are underperforming. These areas are all identified for potential redevelopment. Likewise, existing industrial and flex areas are identified for potential redevelopment as they become less viable and more ready for transformation in the future.

Jobs-Housing Balance and Economic Opportunity for All. As suggested previously, the imbalance between those who work on or near the corridor and those who live in the area is a great challenge for the LCI plan. The plan addresses this by identifying opportunities for more mixed use neighborhoods centers that can provide more varied employment and housing opportunities in the area. Additionally, the planning team was careful to minimize the number of existing residential areas (which are generally lower income) that were identified for possible redevelopment.

Increased Street Connectivity, Complete Streets, and Travel Demand Management. There are several initiatives recommended in the LCI plan to enhance local street connectivity, either through public investment or with redevelopment. A recommendation to consider an Overlay district for the area (with potential guidance for the Overlay being prepared in a separate but coordinated effort) implies a complete street approach, with several requirements regarding the presence and quality of multi-modal facilities along new streets.

Creative Placement Strategies, Creative Public Involvement and Demonstration projects. As described in Chapter 3 of this document, a commitment to reaching out to underserved members of the community dominated much of the engagement approach. This included coordinating on-the-street interviews in ways to maximize involvement (participating in a parent-teacher conference event at Meadowcreek Elementary School, approaching residents at a local apartment complex waiting for the school bus to pick up children, coordinating with Starbucks to speak with customers, etc.) as well as an online survey that was heavily promoted by community stakeholders, resulting in almost 600

responses. Additionally, to supplement the recommendations of the plan, several illustrative schematics were developed to demonstrate to the community how the LCI plan could be implemented.

Historic Preservation and Context-Sensitive Infill and Development. As mentioned previously, the Concept Plan focused potential redevelopment areas to minimize displacement of existing residential communities while enhancing areas that are either currently or projected to underperform. This was done in part to maintain the existing context of the study area. Any additional redevelopment of other areas should be done in such a way that it does not disrupt the area's existing character.

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S-A01

Beaver Ruin Creek Greenway

Description: A new greenway for bicyclists and pedestrians, following Beaver Ruin Creek from Goshen Springs Road to Oakbrook Parkway, then following Oakbrook Parkway across Indian Trail-Lilburn Road, then again following Beaver Ruin Creek to Hillcrest Road.

Implementation Phase: Short Term

Need and Purpose: Increases connectivity for alternative travel modes, and creates access to passive recreation space around Beaver Ruin Creek.

Length (feet): 6,875

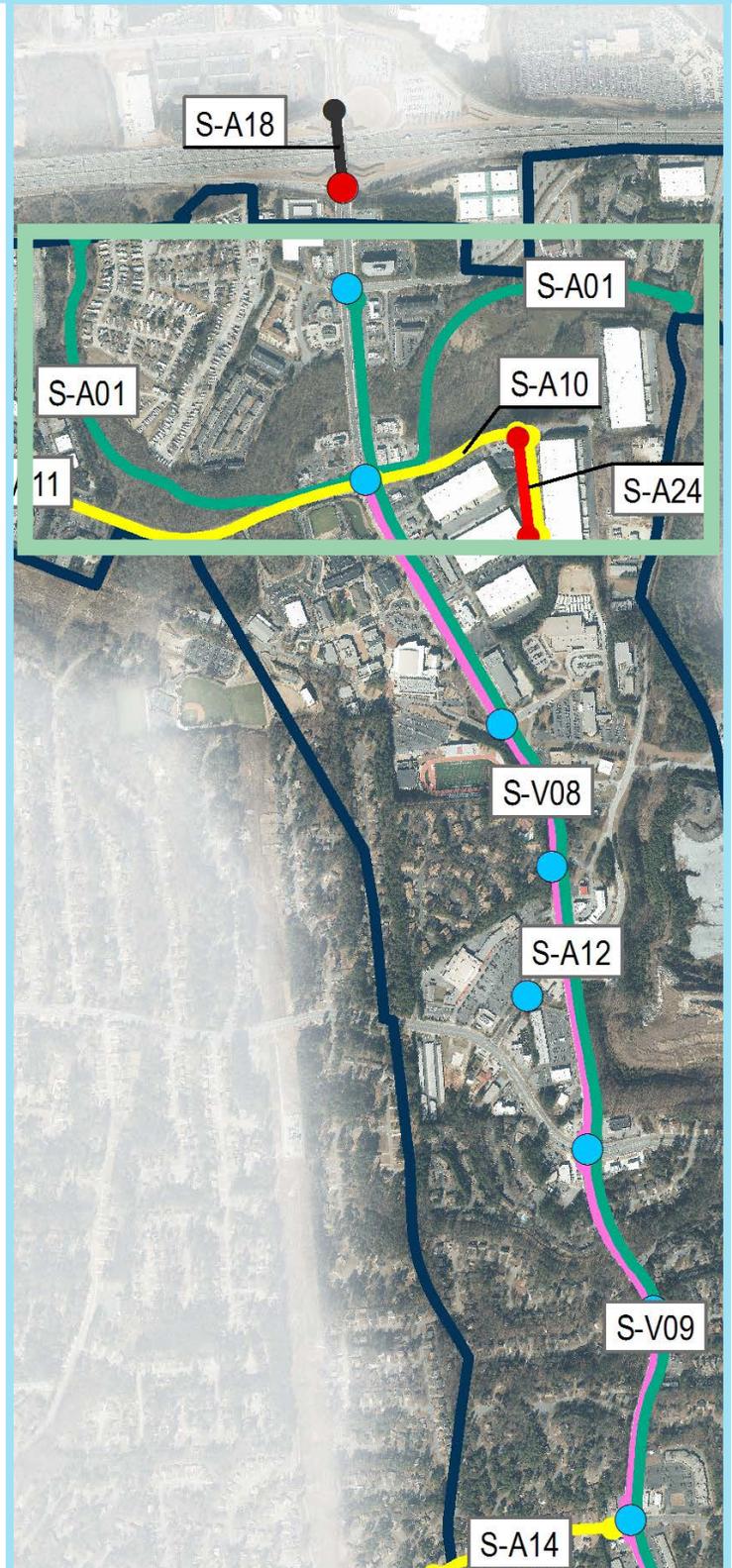
Potential Funding Sources:

- LCI Transportation Funding
- Gwinnett SPLOST, Transportation
- Gwinnett SPLOST, Parks and Recreation

Planning Level Cost Estimate

Preliminary Engineering	\$318,000
Right of Way	\$2,608,000
Construction	\$1,789,000
Contingency	\$358,000
Total	\$5,073,000

Notes and Assumptions: Right of Way may cost much less due to most of necessary property being in the floodplain.



S-A08 RRFB at Tech Parkway

Description: Install a pedestrian crossing of Tech Drive including a Rectangular Rapid Flashing Beacon (RRFB) between Gwinnett County Transit bus stops (this is the transfer location for GCT routes 20 and 30).

Implementation Phase: Short Term

Need and Purpose: Improves pedestrian safety for transit riders transferring at the busiest transit stops in study area.

Length (feet): N/A

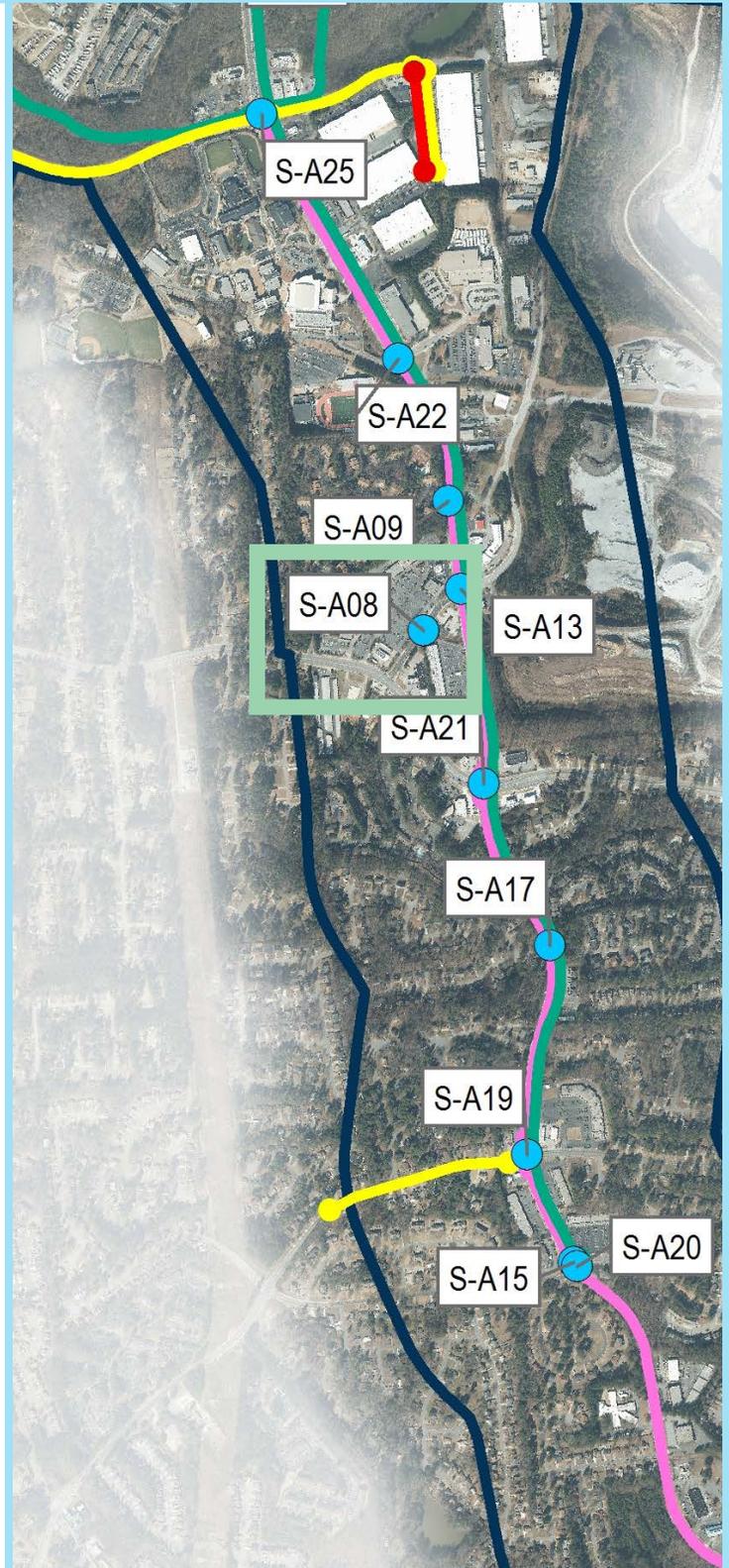
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$10,000
Right of Way	\$-
Construction	\$40,000
Contingency	\$8,000
Total	\$58,000

Notes and Assumptions:



S-A09

Pedestrian Crossing at Woodland Ridge Apartments Driveway

Description: Improve crossing conditions along the west side of Indian Trail-Lilburn Road at Woodland Ridge Apartments (Tree Trail Parkway) with continuous sidewalk and striped crosswalk.

Implementation Phase: Short Term

Need and Purpose: Improves safety and comfort for pedestrians travelling along the west side of Indian Trail-Lilburn Road.

Length (feet): N/A

Potential Funding Sources:
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$2,000
Right of Way	\$5,700
Construction	\$12,000
Contingency	\$2,000
Total	\$21,000

Notes and Assumptions:



S-A10

Oakbrook Parkway Sidewalks - Indian Trail -Lilburn Road to Hillcrest

Description: Add sidewalk to northern side of Oakbrook Parkway (southern sidewalk exists), with crosswalks at all cross streets and driveways, from Indian Trail-Lilburn Road to eastern terminus of roadway.

Implementation Phase: Short Term

Need and Purpose: Improves pedestrian conditions along Oakbrook Parkway.

Length (feet): 1,100

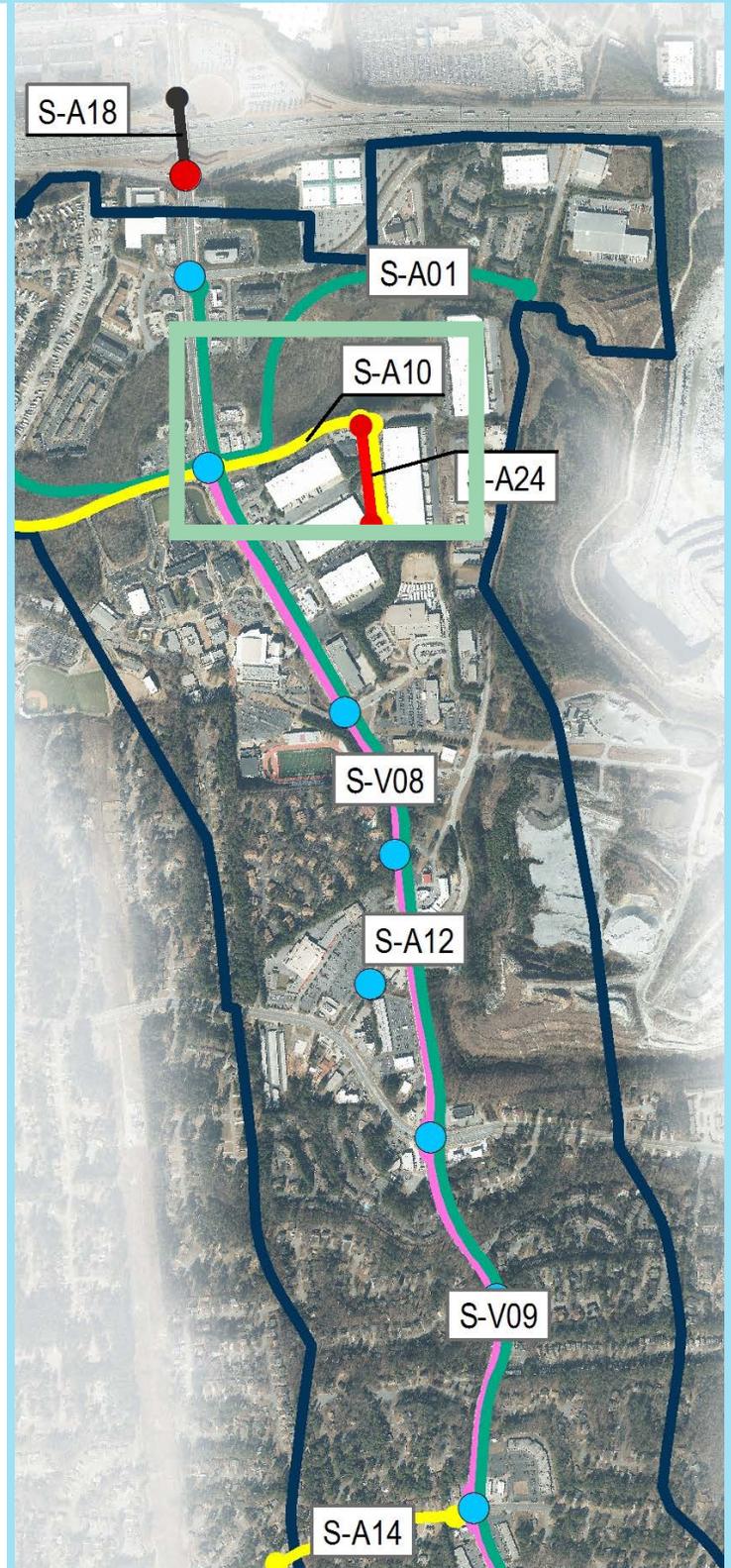
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$-
Right of Way	\$-
Construction	\$-
Contingency	\$-
Total	\$397,222

Notes and Assumptions: Total cost from SPLOST



S-A11

Oakbrook Parkway Sidewalks - Goshen Springs/Pirkle to Indian Trail-Lilburn Road

Description: Add sidewalks to both sides of Oakbrook Parkway, with crosswalks at all cross streets and driveways, from Goshen Springs Road/Pirkly Road to Indian Trail-Lilburn Road.

Implementation Phase: Short Term

Need and Purpose: Creates adequate space for pedestrians travelling along Oakbrook Parkway.

Length (feet): 2,150

Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$-
Right of Way	\$-
Construction	\$-
Contingency	\$-
Total	\$1,534,722

Notes and Assumptions: Total cost from SPLOST



S-A12

Indian Trail-Lilburn Road Trail, Northern Segment

Description: Multi-use trail along east side of Indian Trail-Lilburn Road from Willow Creek Parkway to Burns Road

Implementation Phase: Short Term

Need and Purpose: Provides a safe space for pedestrians and bicyclists to travel along the corridor.

Length (feet): 10,250

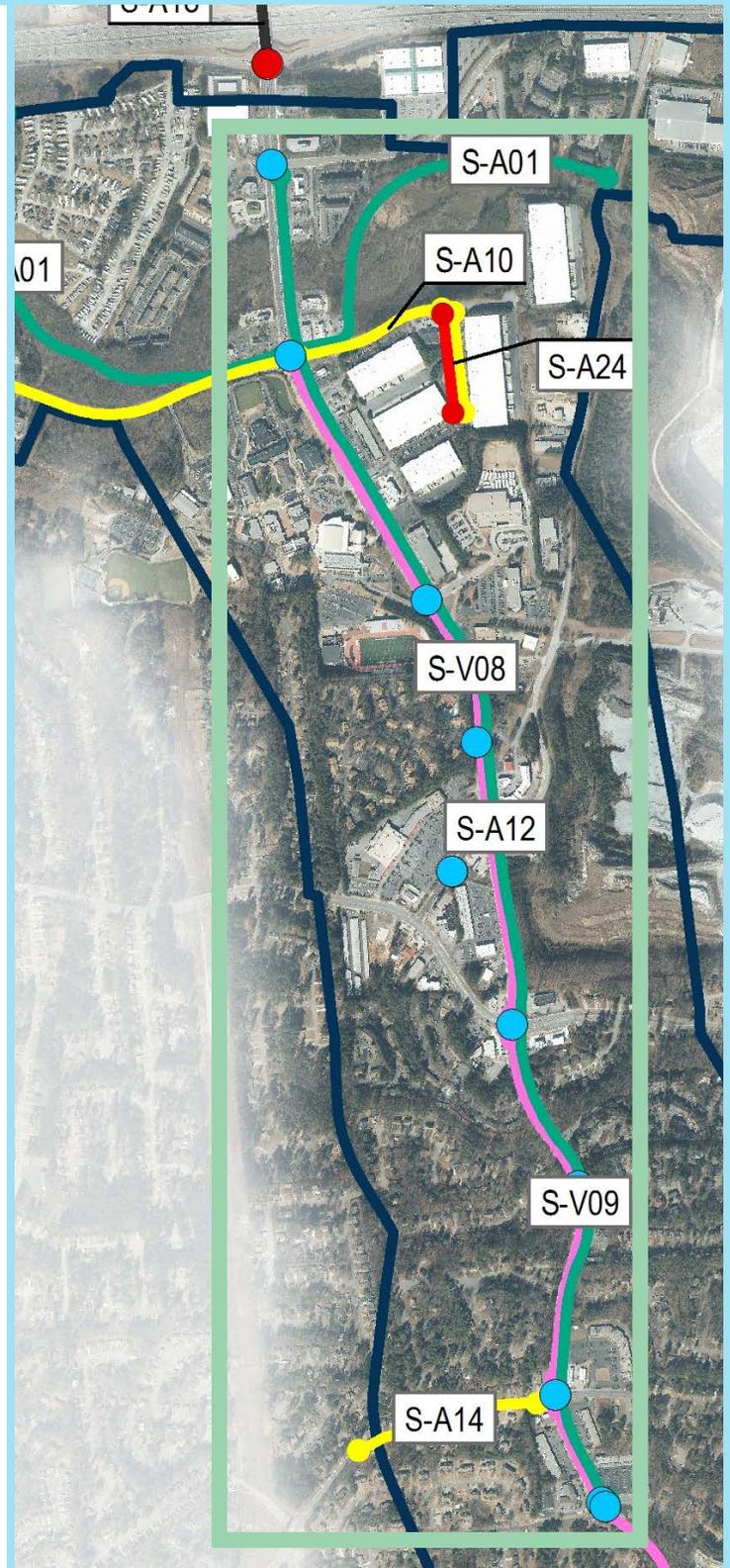
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$453,000
Right of Way	\$1,450,000
Construction	\$2,685,000
Contingency	\$537,000
Total	\$5,125,000

Notes and Assumptions: Costs shown are based on a more detailed cost estimate completed in August 2016.



S-A13

Crosswalk at Indian Trail-Lilburn Road and Tech Drive/Hillcrest Road

Description: Add northern crosswalk and pedestrian signals at the intersection of Indian Trail-Lilburn Road at Tech Drive/Hillcrest Road.

Implementation Phase: Short Term

Need and Purpose: Improves pedestrian access around the area by providing a complete set of crosswalks in the area.

Length (feet): 125

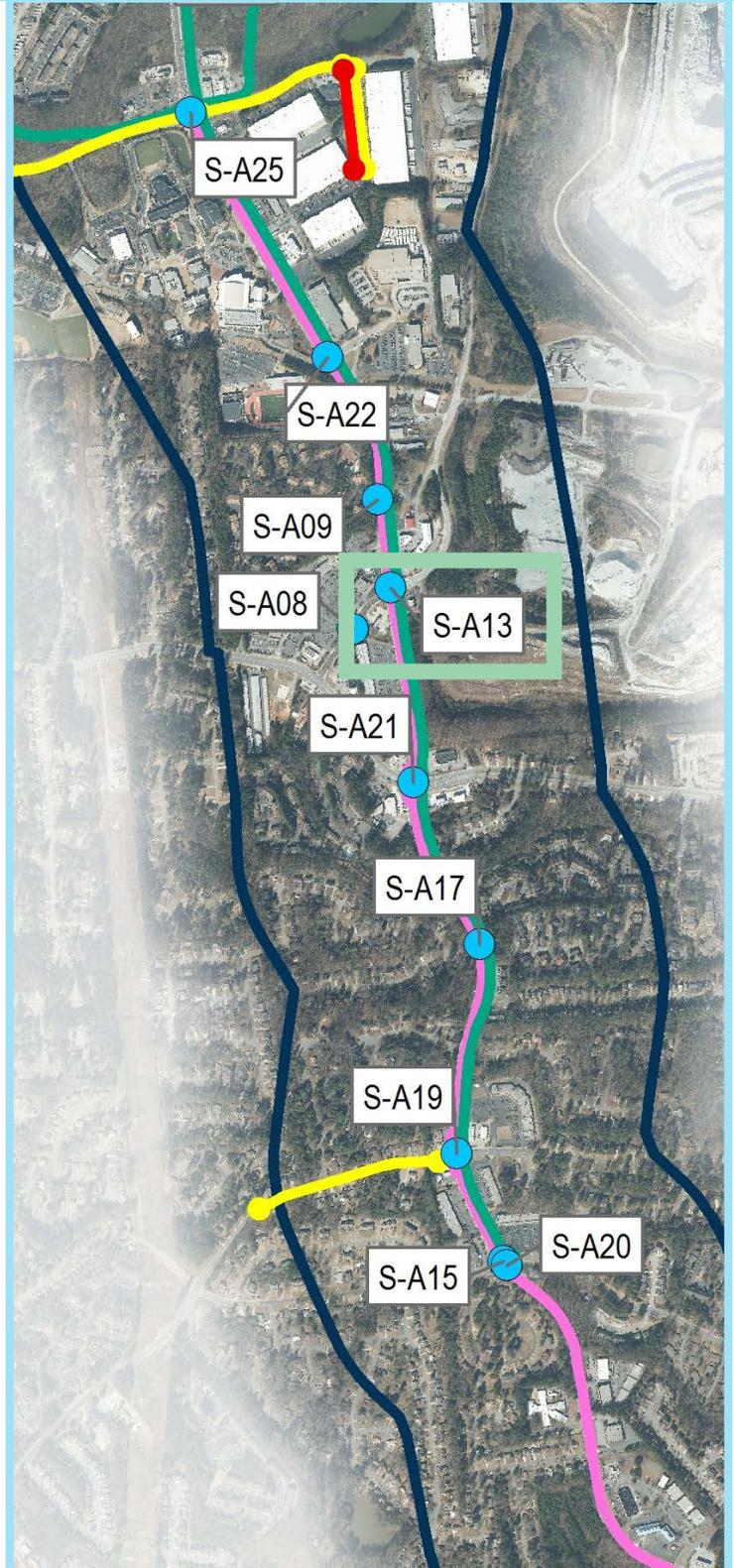
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$2,000
Right of Way	\$-
Construction	\$10,000
Contingency	\$2,000
Total	\$14,000

Notes and Assumptions: Construction costs from 5-year Implementation Plan created in 2014.



S-A14

Dickens Road Sidewalks

Description: Sidewalks on Dickens Road from Dundee Drive to Indian Trail-Lilburn Road

Implementation Phase: Short Term

Need and Purpose: Improves pedestrian conditions along Dickens Road.

Length (feet): 1,425

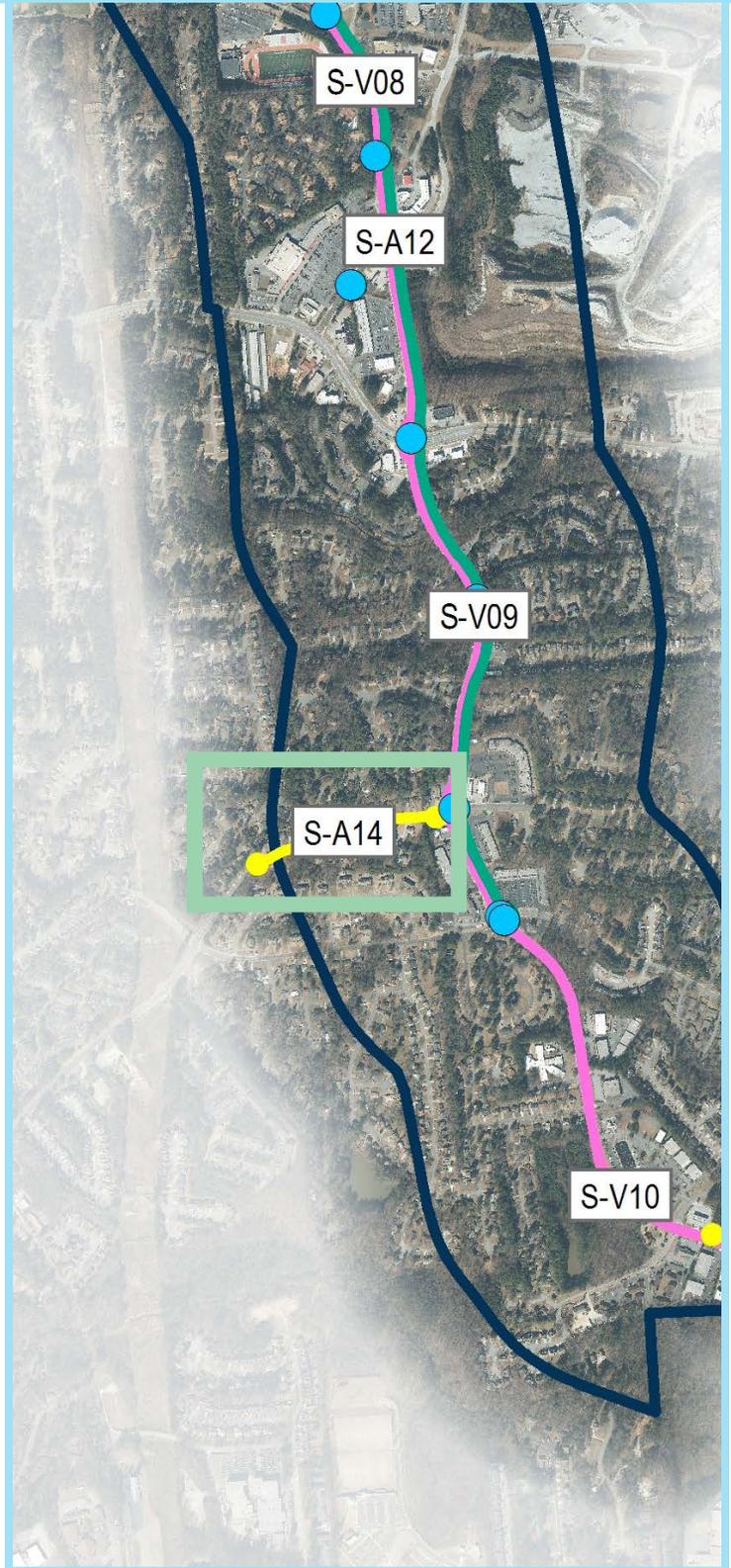
Potential Funding Sources:

Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$-
Right of Way	\$-
Construction	\$-
Contingency	\$-
Total	\$397,222

Notes and Assumptions: Total cost from SPLOST



S-A15

Crosswalk at Indian Trail-Lilburn Road and Burns Road

Description: Add northern crosswalk and pedestrian signals at the intersection of Indian Trail-Lilburn Road at Burns Road.

Implementation Phase: Short Term

Need and Purpose: Improves pedestrian access around the area by providing a complete set of crosswalks in the area.

Length (feet): 100

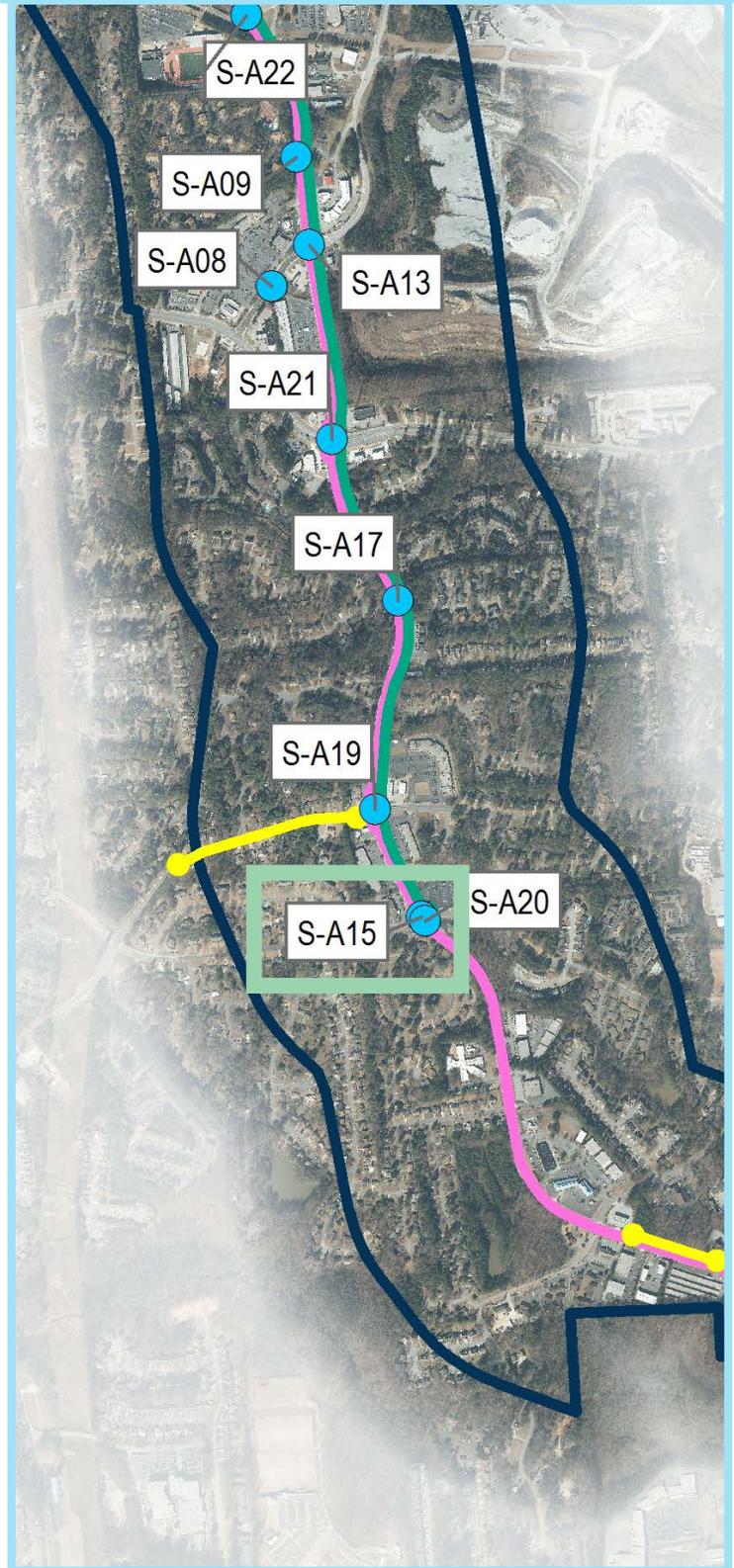
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$-
Right of Way	\$-
Construction	\$1,000
Contingency	\$-
Total	\$1,000

Notes and Assumptions: Construction costs from 5-year Implementation Plan created in 2014.



S-A17

Bus Stop Relocation and Crosswalk at Indian Trail-Lilburn Road and Whited Way/Wuthering Way

Description: Relocate bus stop on the southwest side of Indian Trail Rd south of Singleton Rd further south to the intersection with Whited Way/Wuthering Way. Add crosswalk and pedestrian phase on the north leg of the intersection.

Implementation Phase: Short Term

Need and Purpose: Improves pedestrian access around the area by providing a complete set of crosswalks in the area.

Length (feet): 100

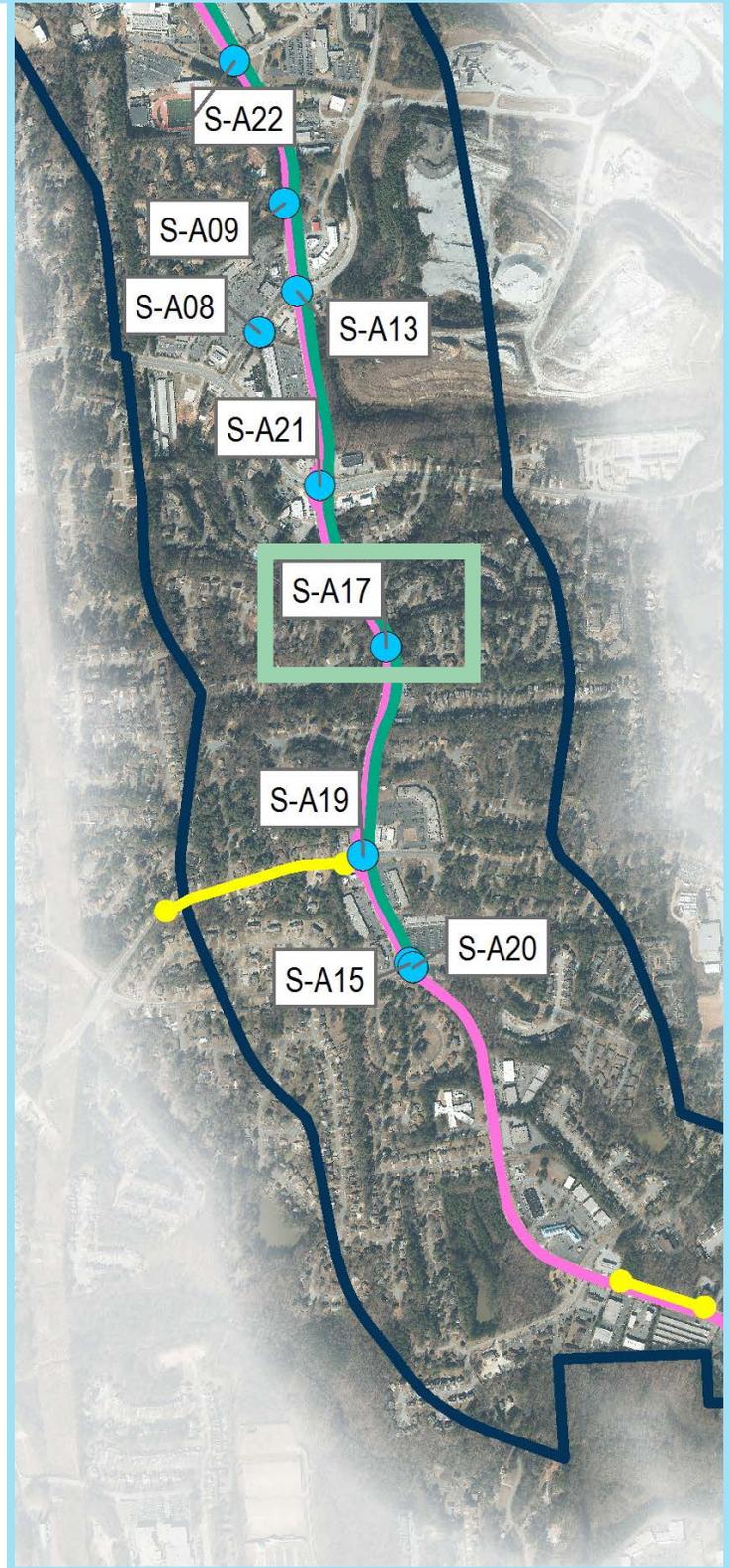
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$2,000
Right of Way	\$1,100
Construction	\$11,000
Contingency	\$2,000
Total	\$16,000

Notes and Assumptions: Construction costs from 5-year Implementation Plan created in 2014.



S-A18 I-85 Overpass Fencing

Description: Install new fencing along the Indian Trail-Lilburn Road bridge over I-85.

Implementation Phase: Short Term

Need and Purpose: Improves the pedestrian experience and safety when crossing the bridge.

Length (feet): 600

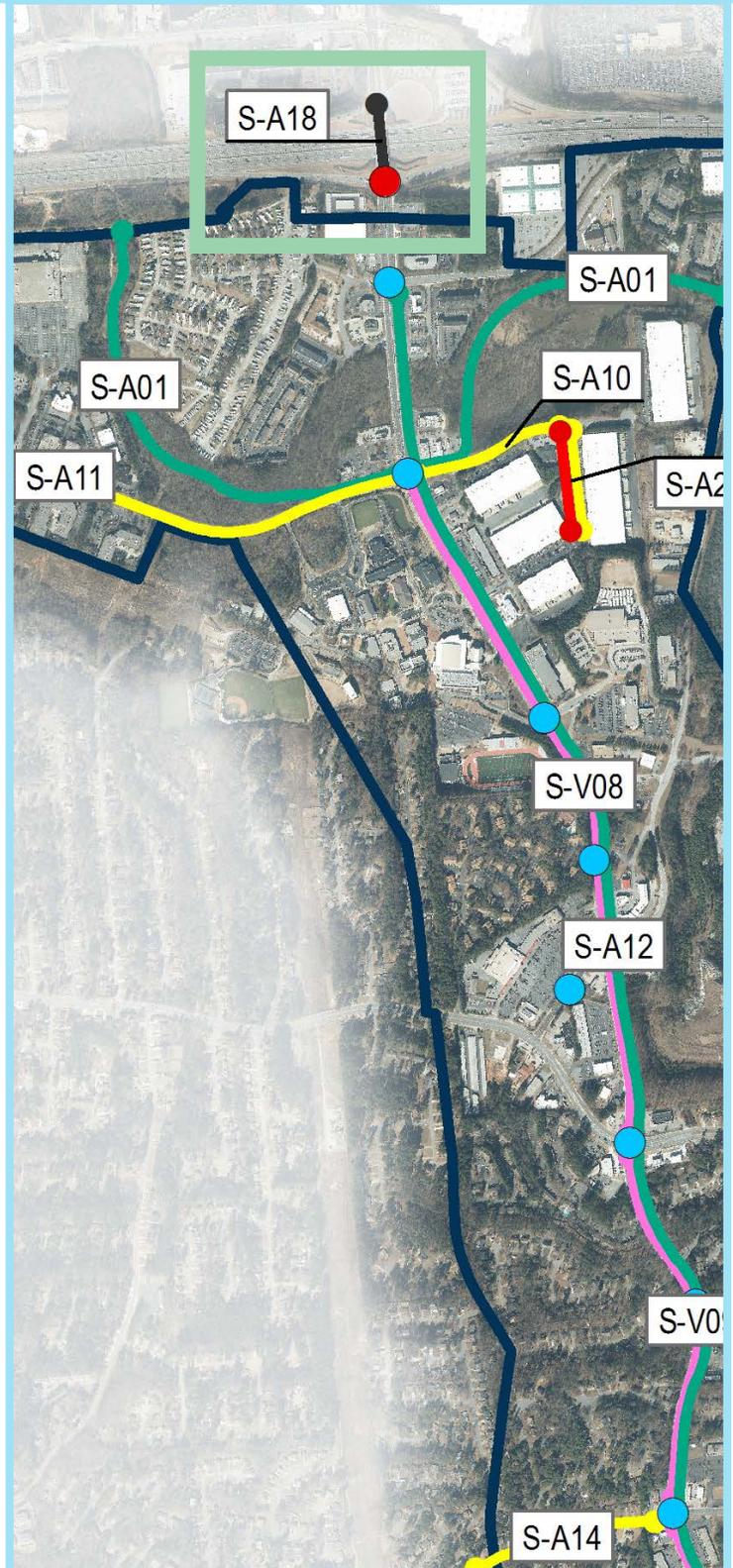
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$-
Right of Way	\$-
Construction	\$-
Contingency	\$-
Total	\$500,000

Notes and Assumptions: Total cost from SPLOST



S-A19

Modify/Remove Right-Turn Channelization Islands at Indian Trail-Lilburn Road at Dickens Road

Description: Remove right-turn channelization islands or replace with concrete islands, with pedestrian refuges.

Implementation Phase: Short Term

Need and Purpose: Improves pedestrian safety by reduce the conflicts between crossing pedestrians and right turning vehicles.

Length (feet): N/A

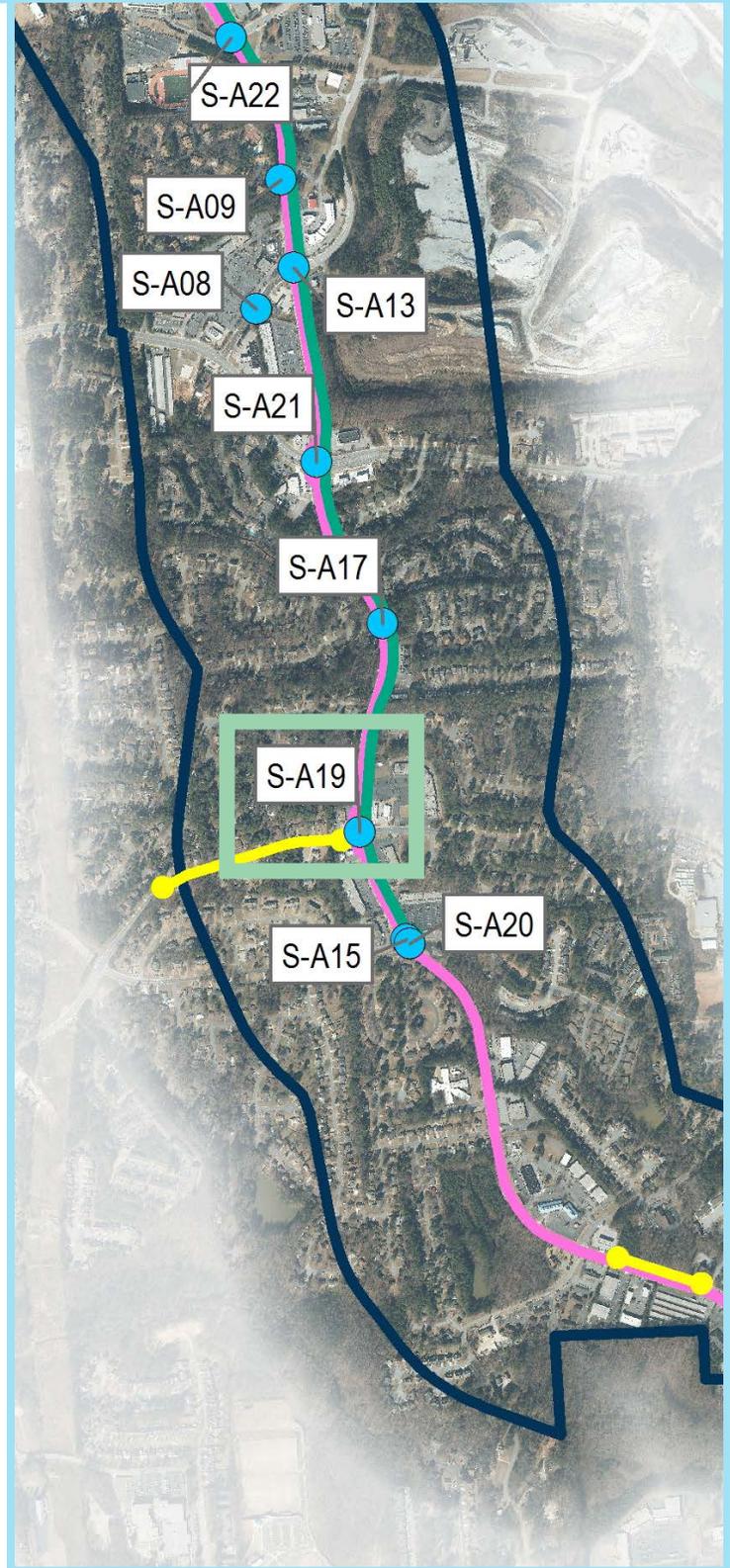
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$9,000
Right of Way	\$-
Construction	\$46,000
Contingency	\$9,000
Total	\$64,000

Notes and Assumptions: Construction costs from 5-year Implementation Plan created in 2014.



S-A20

Modify/Remove Right-Turn Channelization Islands at Indian Trail-Lilburn Road at Burns Road

Description: Remove right-turn channelization islands or replace with concrete islands, with pedestrian refuges.

Implementation Phase: Short Term

Need and Purpose: Improves pedestrian safety by reduce the conflicts between crossing pedestrians and right turning vehicles.

Length (feet): N/A

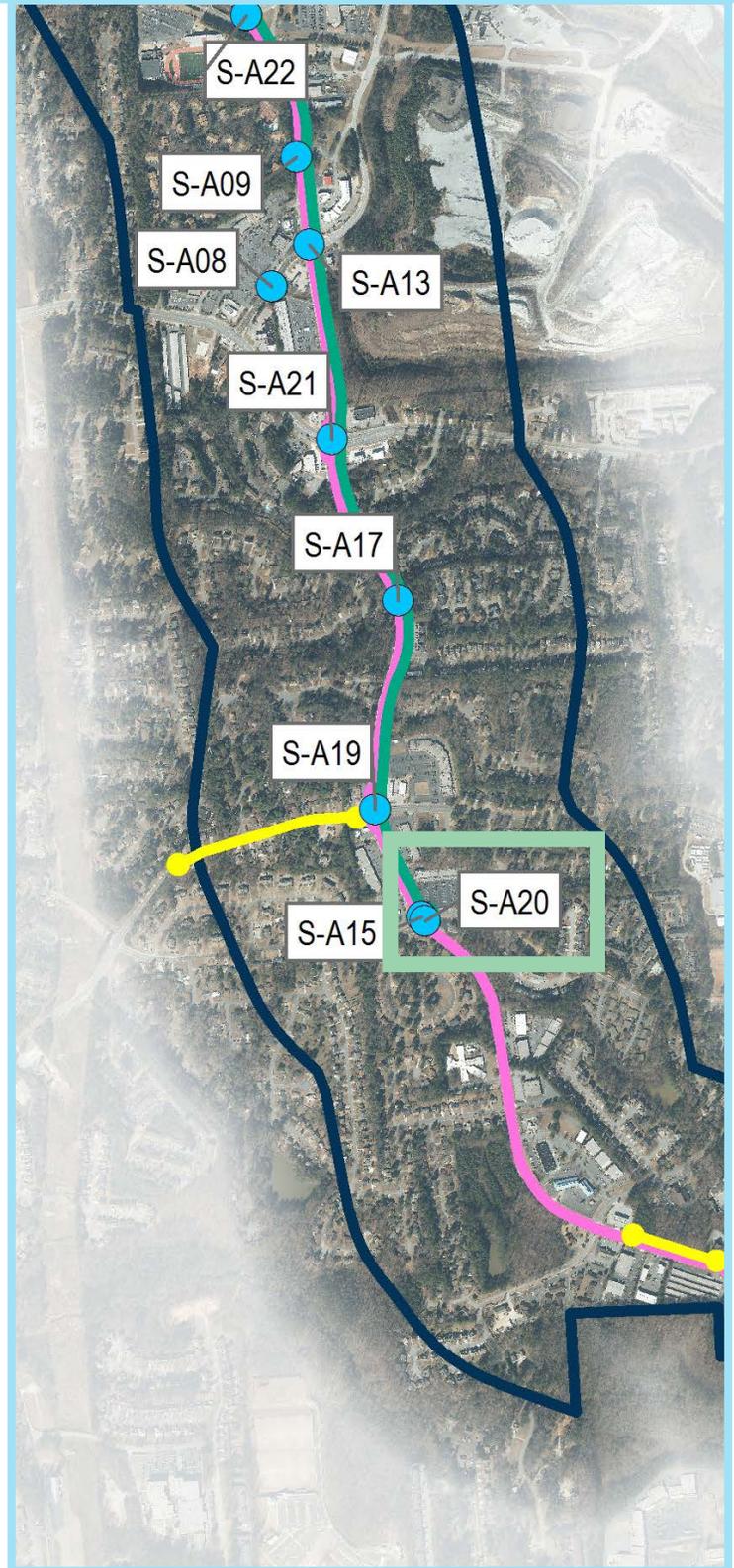
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$9,000
Right of Way	\$-
Construction	\$46,000
Contingency	\$9,000
Total	\$64,000

Notes and Assumptions: Construction costs from 5-year Implementation Plan created in 2014.



S-A21

Crosswalk at Indian Trail-Lilburn Road and Singleton Road/Steve Reynolds Boulevard

Description: Add northern crosswalk and pedestrian signals at the intersection of Indian Trail-Lilburn Road at Singleton Road/Steve Reynolds Boulevard.

Implementation Phase: Short Term

Need and Purpose: Improves pedestrian access around the area by providing a complete set of crosswalks in the area.

Length (feet): 100

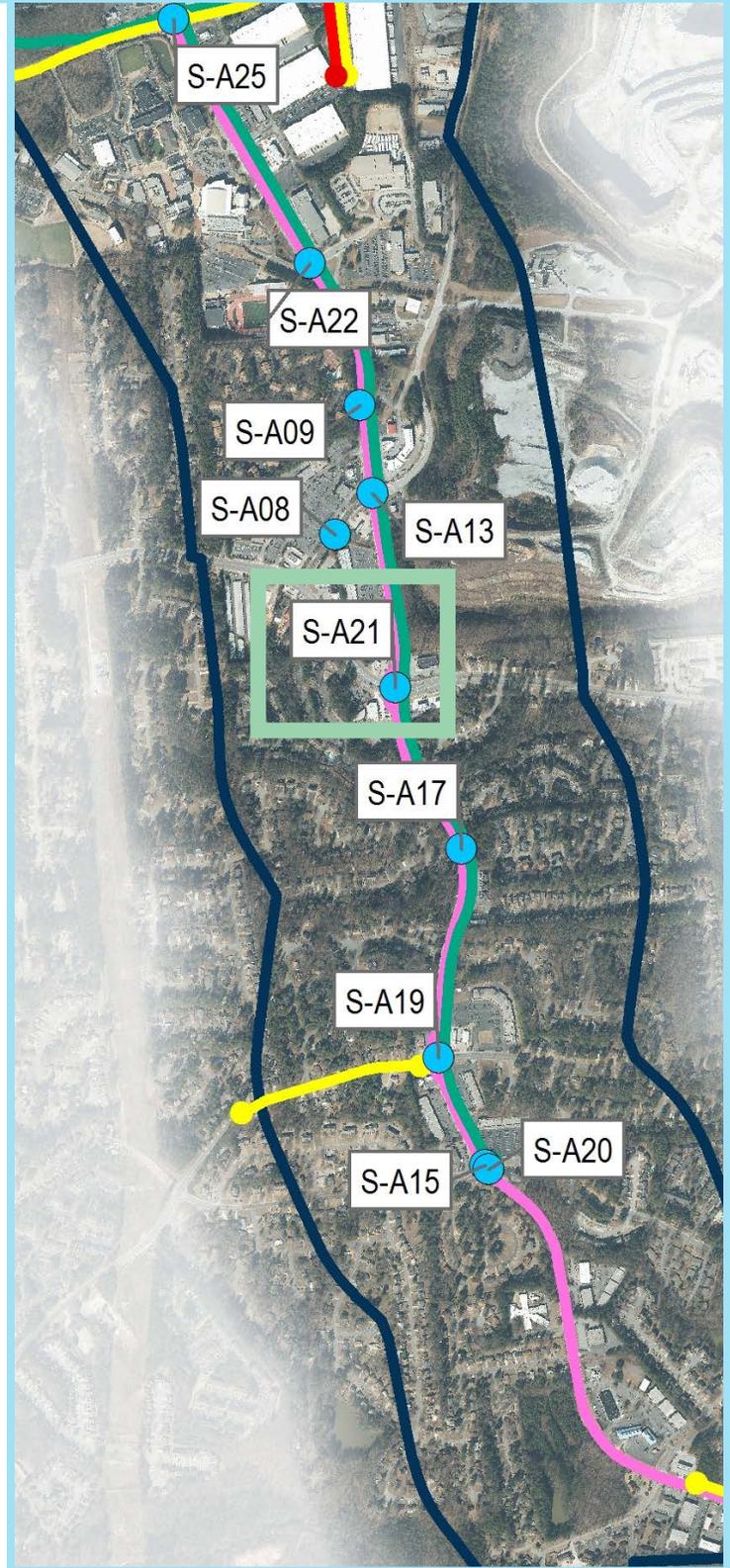
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$6,000
Right of Way	\$-
Construction	\$30,000
Contingency	\$6,000
Total	\$42,000

Notes and Assumptions: Construction costs from 5-year Implementation Plan created in 2014.



S-A22

Crosswalk at Indian Trail-Lilburn Road and Georgia Belle Court

Description: Add northern crosswalk and pedestrian signals at the intersection of Indian Trail-Lilburn Road at Georgia Belle Court.

Implementation Phase: Short Term

Need and Purpose: Improves pedestrian access around the area by providing a complete set of crosswalks in the area.

Length (feet): 100

Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$2,000
Right of Way	\$-
Construction	\$10,000
Contingency	\$2,000
Total	\$14,000

Notes and Assumptions: Construction costs from 5-year Implementation Plan created in 2014.



S-A23

Crosswalk at Indian Trail-Lilburn Road and Willow Trail Parkway

Description: Add northern crosswalk and pedestrian signals at the intersection of Indian Trail-Lilburn Road at Willow Trail Parkway.

Implementation Phase: Short Term

Need and Purpose: Improves pedestrian access around the area by providing a complete set of crosswalks in the area.

Length (feet): 100

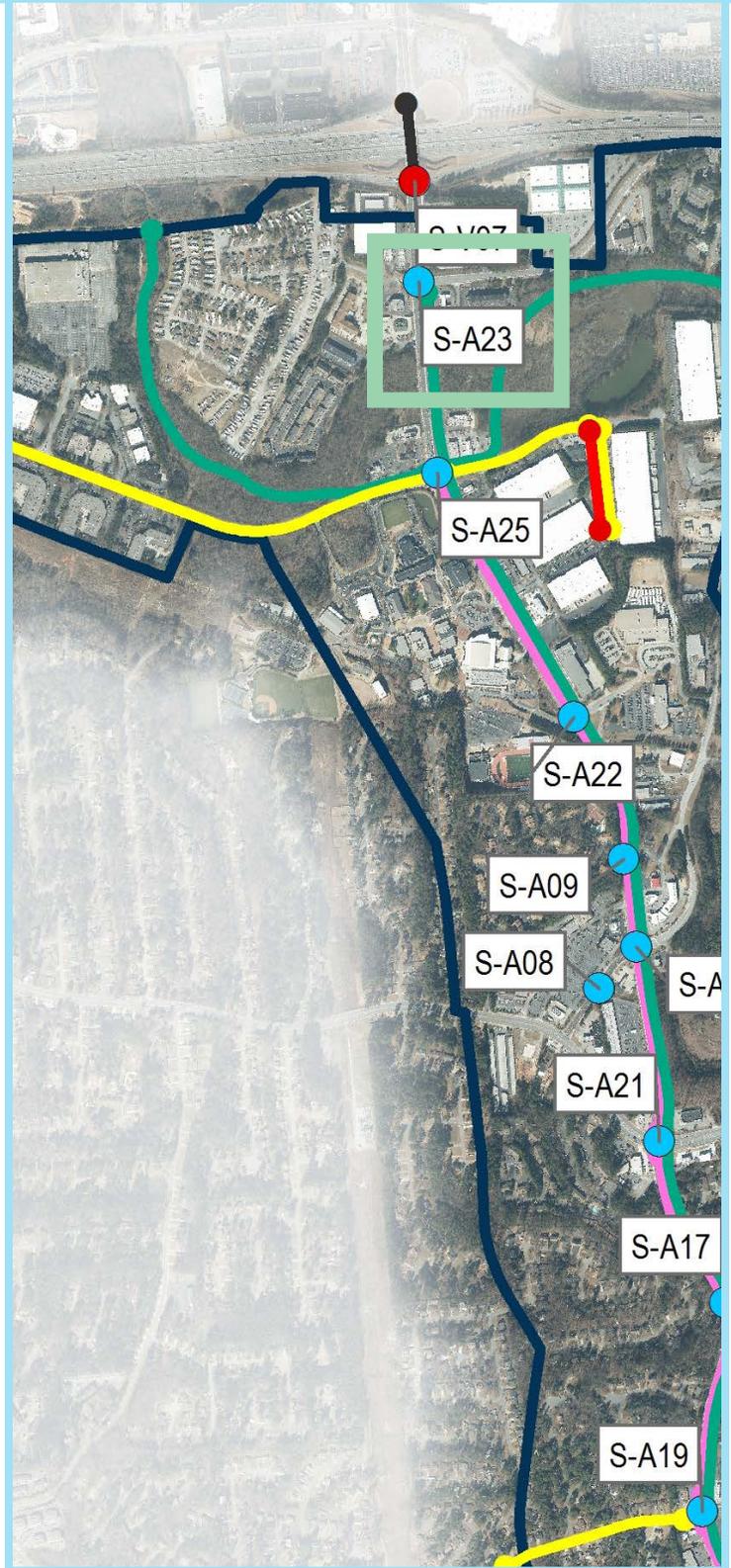
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$2,000
Right of Way	\$-
Construction	\$10,000
Contingency	\$2,000
Total	\$14,000

Notes and Assumptions: Construction costs from 5-year Implementation Plan created in 2014.



S-A24

Sidewalks and Sharrows on Indian Brook Way

Description: Add sharrows and sidewalk to Indian Brook Way from Oakbrook Parkway to Project AM-05

Implementation Phase: Short Term

Need and Purpose: Improves bike and pedestrian connectivity by allowing for movement on a parallel road to Indian Trail-Lilburn Road.

Length (feet): 850

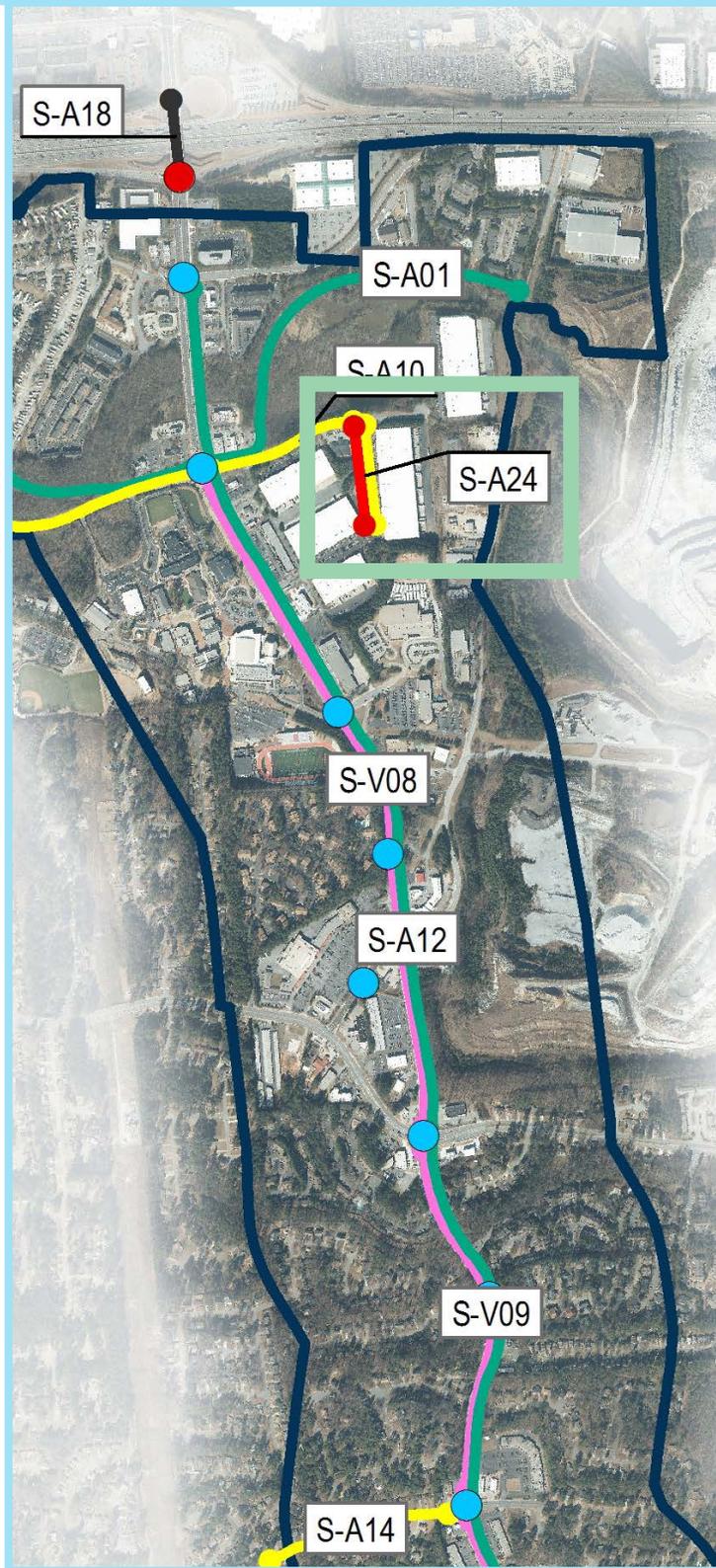
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$25,000
Right of Way	\$78,000
Construction	\$123,000
Contingency	\$25,000
Total	\$251,000

Notes and Assumptions: Construction costs from 5-year Implementation Plan created in 2014.



S-A25

Modify/Remove Right-Turn Channelization Islands at Indian Trail-Lilburn Road at Oakbrook Parkway

Description: Remove right-turn channelization islands or replace with concrete islands, with pedestrian refuges.

Implementation Phase: Short Term

Need and Purpose: Improves pedestrian safety by reduce the conflicts between crossing pedestrians and right turning vehicles.

Length (feet): N/A

Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$6,000
Right of Way	\$-
Construction	\$30,000
Contingency	\$6,000
Total	\$42,000

Notes and Assumptions: Construction costs from 5-year Implementation Plan created in 2014.



S-A26

Indian Trail-Lilburn Road Sidewalks

Description: Sidewalk on northeastern side of Indian Trail-Lilburn Road from Hillcrest Road to Exchange Place

Implementation Phase: Short Term

Need and Purpose: Improves pedestrian conditions along Indian Trail-Lilburn Road

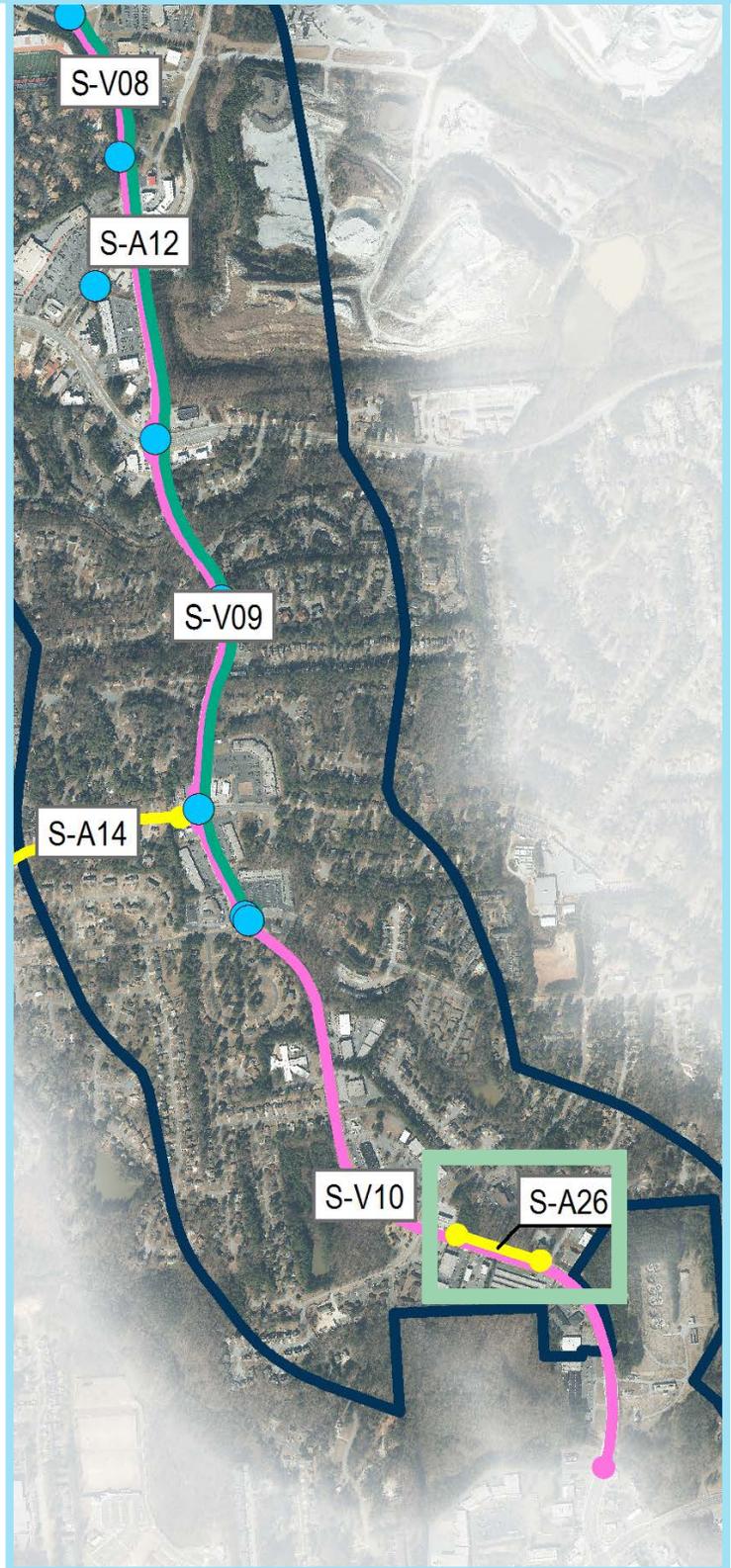
Length (feet): 700

Potential Funding Sources:
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$-
Right of Way	\$-
Construction	\$-
Contingency	\$-
Total	\$198,611

Notes and Assumptions: Total cost from SPLOST



S-V07

Shared through/right at Indian Trail-Lilburn Road at I-85 NB ramps

Description: Modify the northbound approach of Indian Trail-Lilburn Road to convert the rightmost through lane to a shared through/right lane.

Implementation Phase: Short Term

Need and Purpose: Helps alleviate evening congestion by adding a second lane for vehicles trying to access I-85 northbound.

Length (feet): N/A

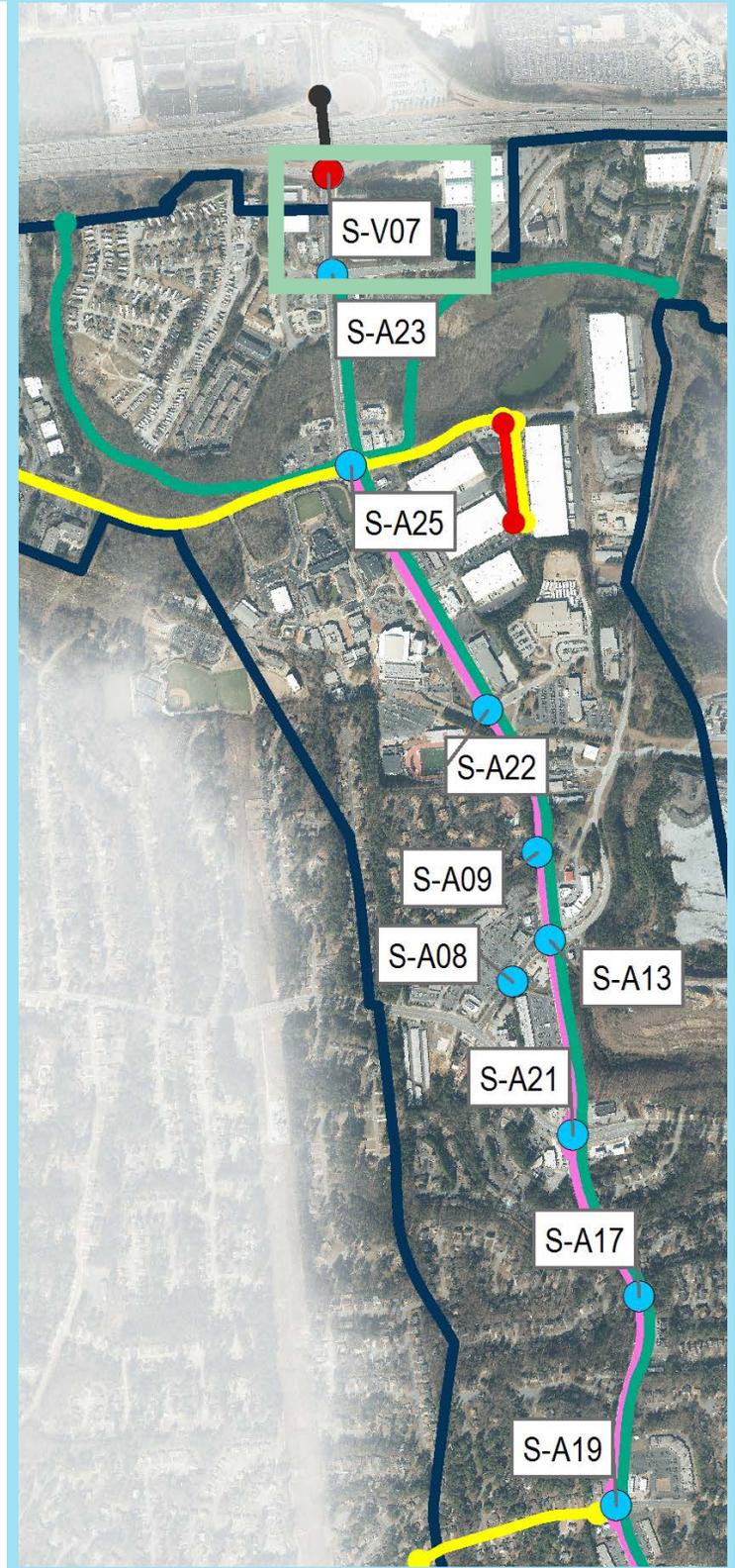
Potential Funding Sources:

Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$75,000
Right of Way	\$-
Construction	\$374,000
Contingency	\$75,000
Total	\$524,000

Notes and Assumptions:



S-V08

Access Management - Indian Trail-Lilburn Road from Oakbrook Parkway to Singleton Road/ Steve Reynolds Boulevard

Description: Replace the existing two-way left turn lane with landscaped medians, where possible.

Implementation Phase: Short Term

Need and Purpose: Improves safety by limiting left turn conflicts. Improves overall aesthetics of the corridor.

Length (feet): 5,175

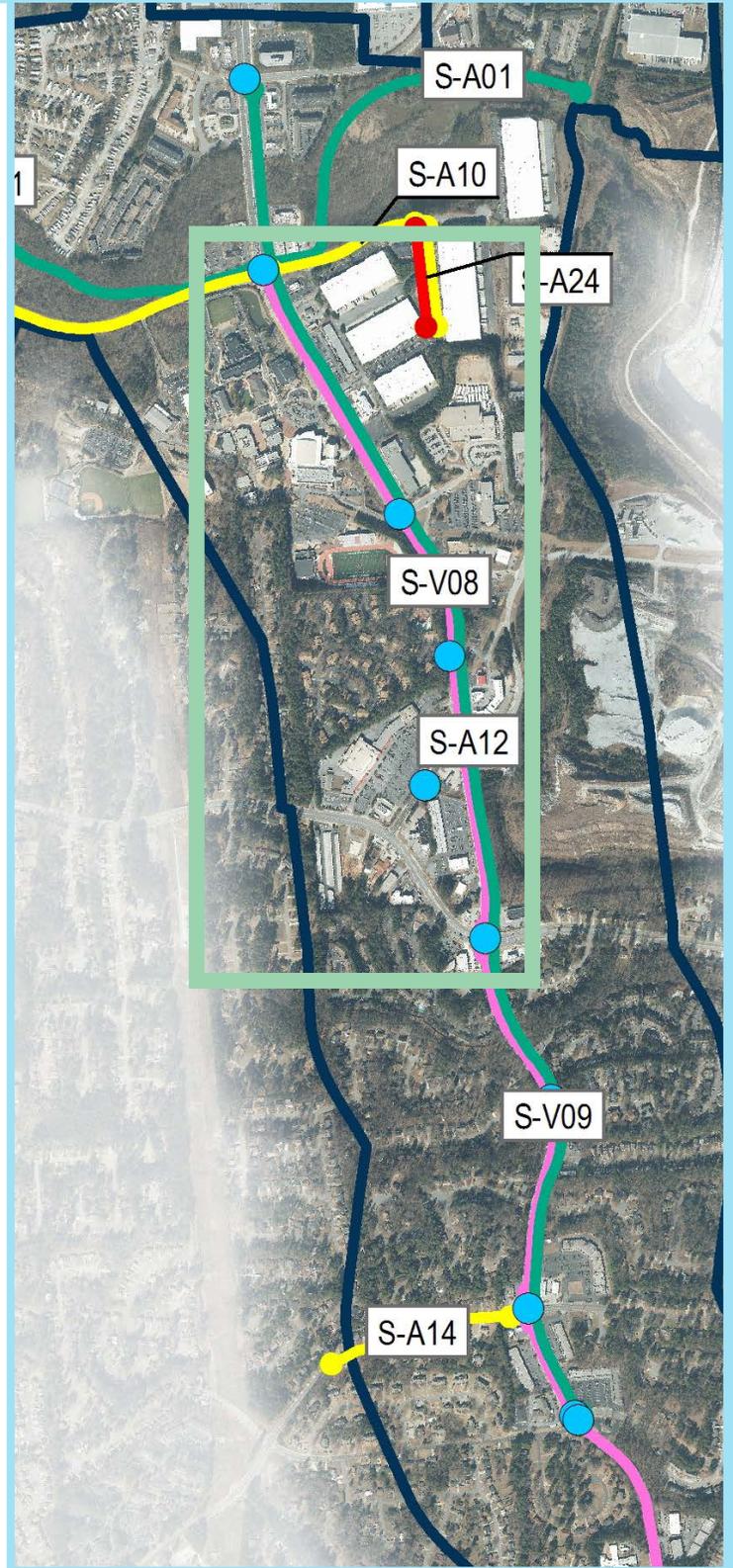
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$13,000
Right of Way	\$-
Construction	\$67,000
Contingency	\$13,000
Total	\$93,000

Notes and Assumptions:



S-V09

Access Management - Indian Trail-Lilburn Road from Singleton Road/Steve Reynolds Boulevard to Dickens Road

Description: Replace the existing two-way left turn lane with landscaped medians, where possible.

Implementation Phase: Short Term

Need and Purpose: Improves safety by limiting left turn conflicts. Improves overall aesthetics of the corridor.

Length (feet): 2,675

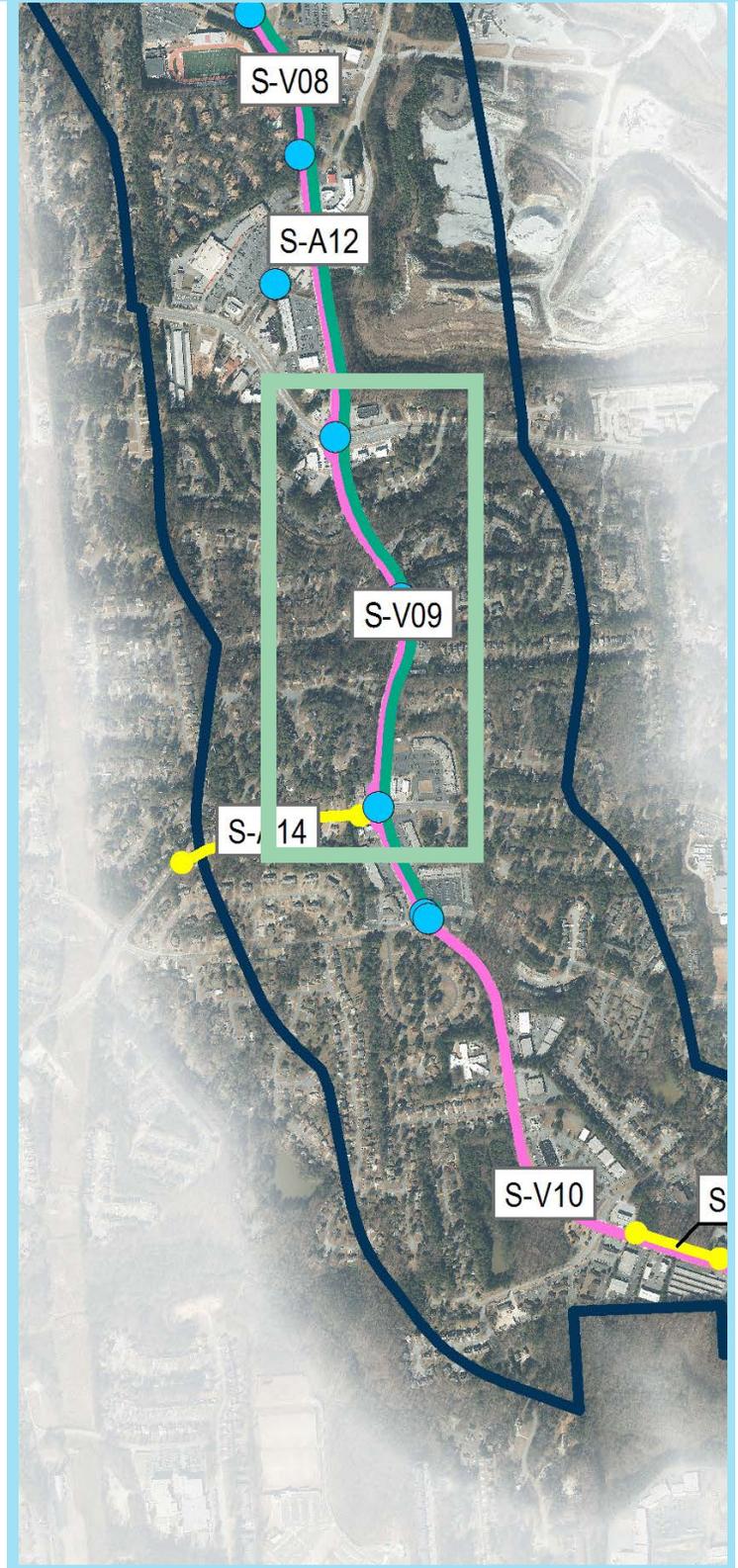
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$7,000
Right of Way	\$-
Construction	\$35,000
Contingency	\$7,000
Total	\$49,000

Notes and Assumptions:



S-V10

Access Management - Indian Trail-Lilburn Road from Dickens Road to Lawrenceville Highway/ southern LCI area boundary

Description: Replace the existing two-way left turn lane with landscaped medians, where possible.

Implementation Phase: Short Term

Need and Purpose: Improves safety by limiting left turn conflicts. Improves overall aesthetics of the corridor.

Length (feet): 6,125

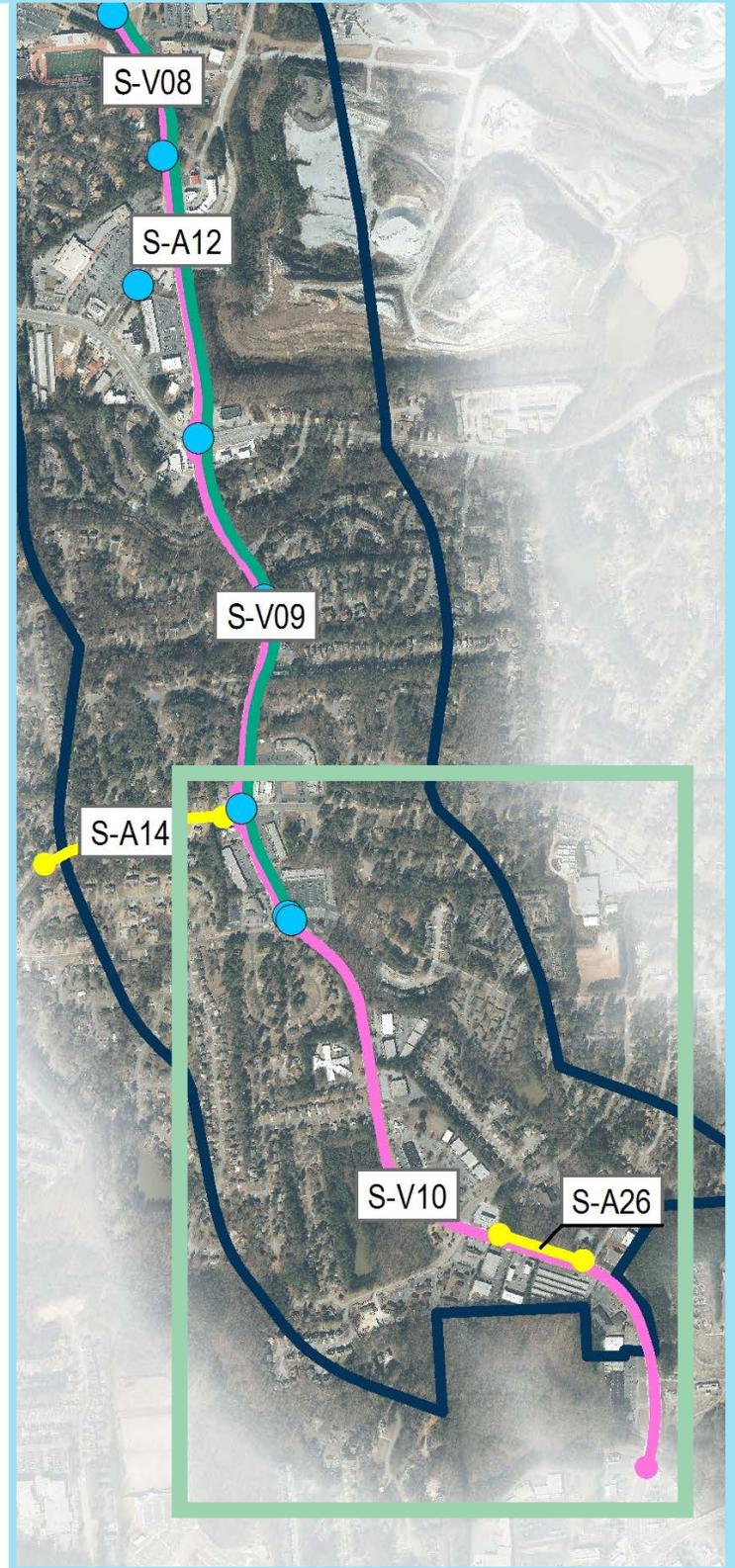
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$16,000
Right of Way	\$-
Construction	\$79,000
Contingency	\$16,000
Total	\$111,000

Notes and Assumptions:



M-A04 Hillcrest Road Multi-Use Trail

Description: Multi-use trail along Beaver Ruin Creek and Hillcrest Road, from Hillcrest Road at Beaver Ruin Creek to Hillcrest Road at Indian Trail-Lilburn Road, including potential connections to future quarry park site.

Implementation Phase: Mid Term

Need and Purpose: Improves the bike and pedestrian network and extends access to the Beaver Ruin Creek Greenway (Project AS-01). Could provide future access to a park site at the quarry.

Length (feet): 5,375

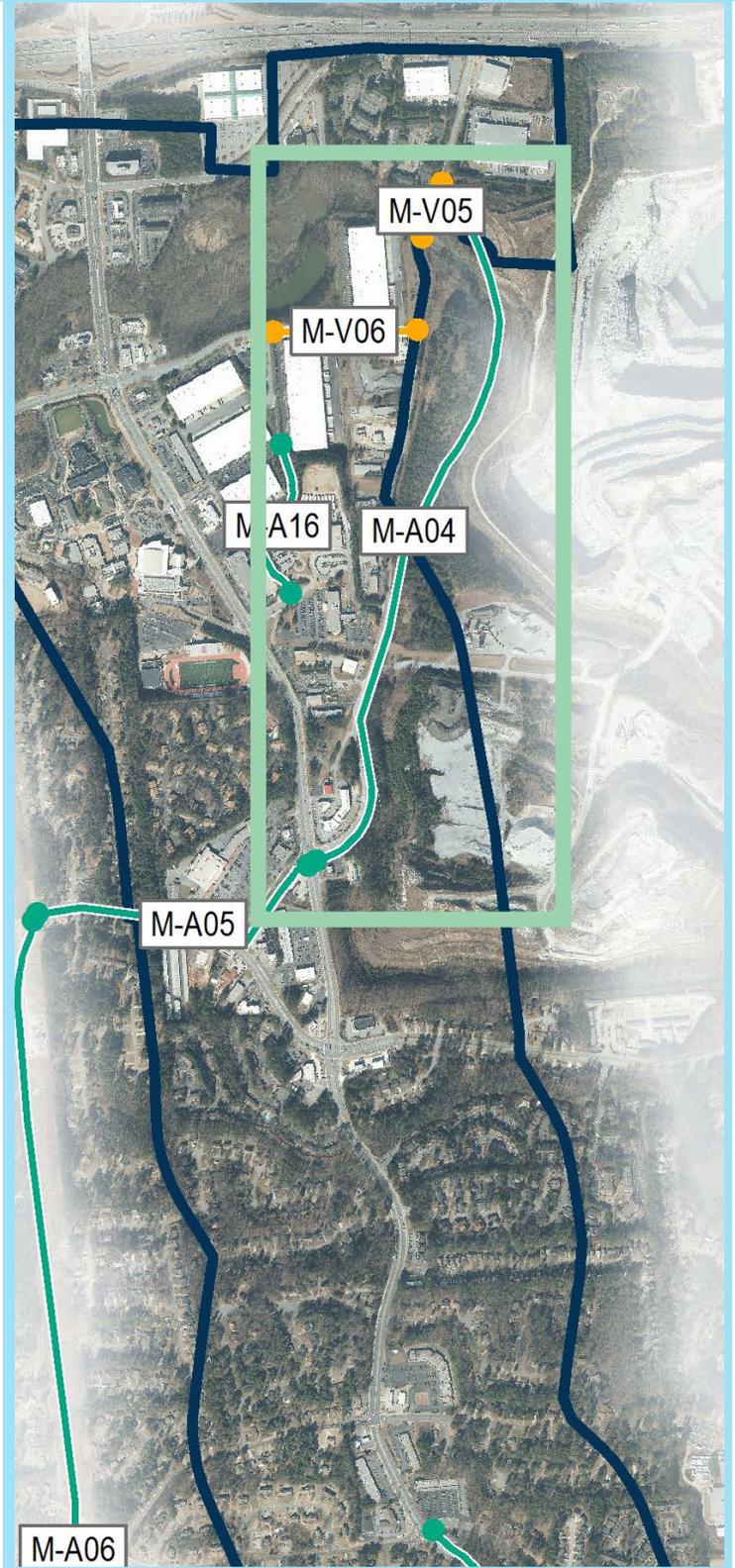
Potential Funding Sources:

- LCI Transportation Funding
- Gwinnett SPLOST, Transportation
- Gwinnett SPLOST, Parks and Recreation

Planning Level Cost Estimate

Preliminary Engineering	\$208,000
Right of Way	\$154,000
Construction	\$1,056,000
Contingency	\$211,000
Total	\$1,630,000

Notes and Assumptions:



M-A05 Singleton Road/Tech Drive Multi-Use Trail

Description: Sidepath along Singleton Road and Technology Drive between Powerline Easement Trail (Project #2) and Hillcrest Road Trail (Project #4).

Implementation Phase: Mid Term

Need and Purpose: Connects other existing trail sections into a loop, creating a network. Bike and pedestrian trail connections to neighborhood node near Singleton Road/Steve Reynolds Boulevard and Tech Drive.

Length (feet): 2,350

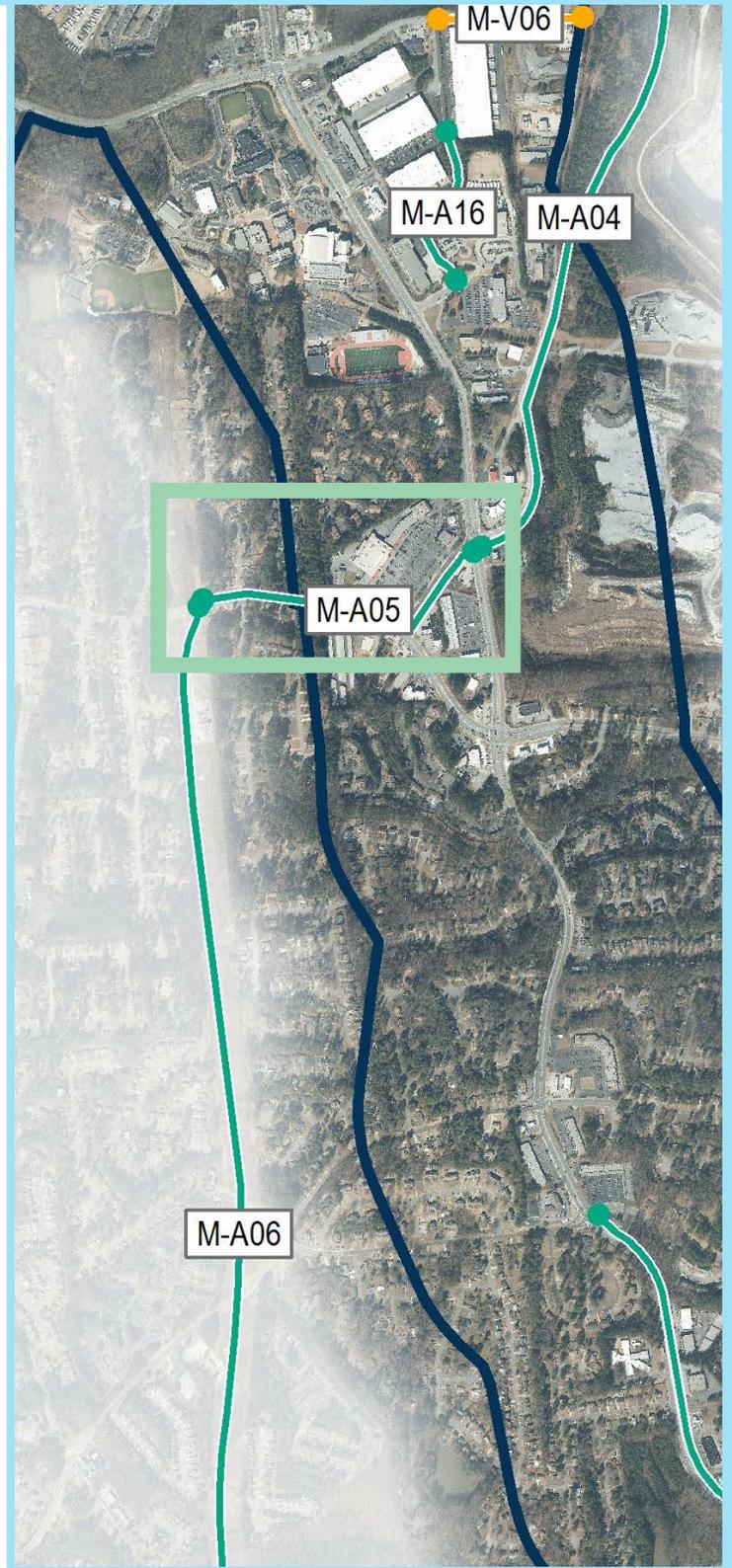
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$27,000
Right of Way	\$210,000
Construction	\$136,000
Contingency	\$27,000
Total	\$401,000

Notes and Assumptions:



M-A06 Singleton Greenway

Description: Greenway connecting Singleton Road to the Camp Creek Greenway along the existing power line easement.

Implementation Phase: Mid Term

Need and Purpose: Improves regional connectivity between the study area and other regional amenities and destinations

Length (feet): 14,775

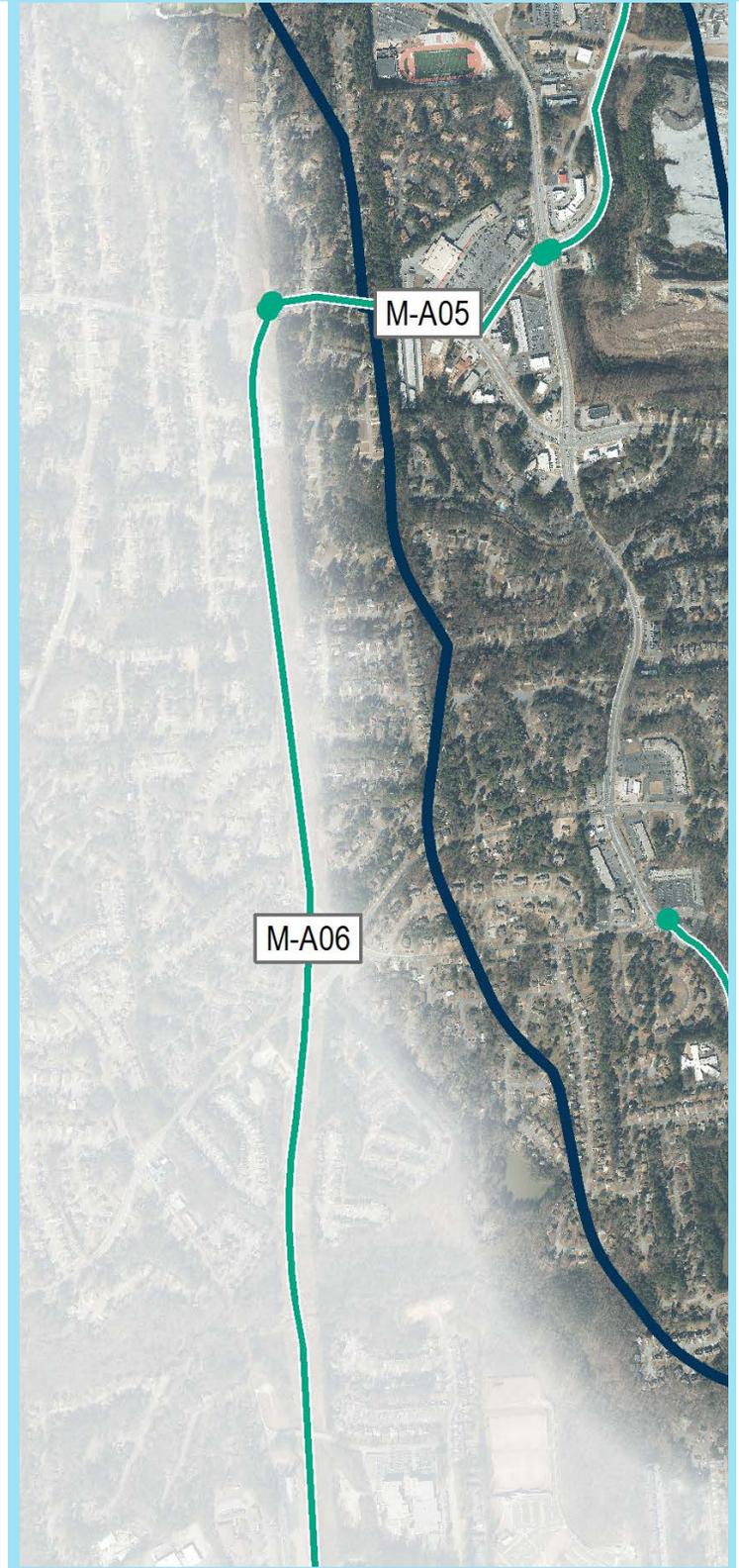
Potential Funding Sources:

Gwinnett SPLOST, Transportation
Gwinnett SPLOST, Parks and Recreation

Planning Level Cost Estimate

Preliminary Engineering	\$705,000
Right of Way	\$1,697,000
Construction	\$4,364,000
Contingency	\$873,000
Total	\$7,639,000

Notes and Assumptions: Cost is shown for full 2.8 mile greenway, which extends far beyond the LCI study area.



M-A07

Indian Trail-Lilburn Road Trail, Southern Segment

Description: Multi-use trail along east side of Indian Trail-Lilburn Road from Burns Road to US 29/Lawrenceville Highway

Implementation Phase: Mid Term

Need and Purpose: Provides a safe space for pedestrians and bicyclists to travel along the corridor.

Length (feet): 8,975

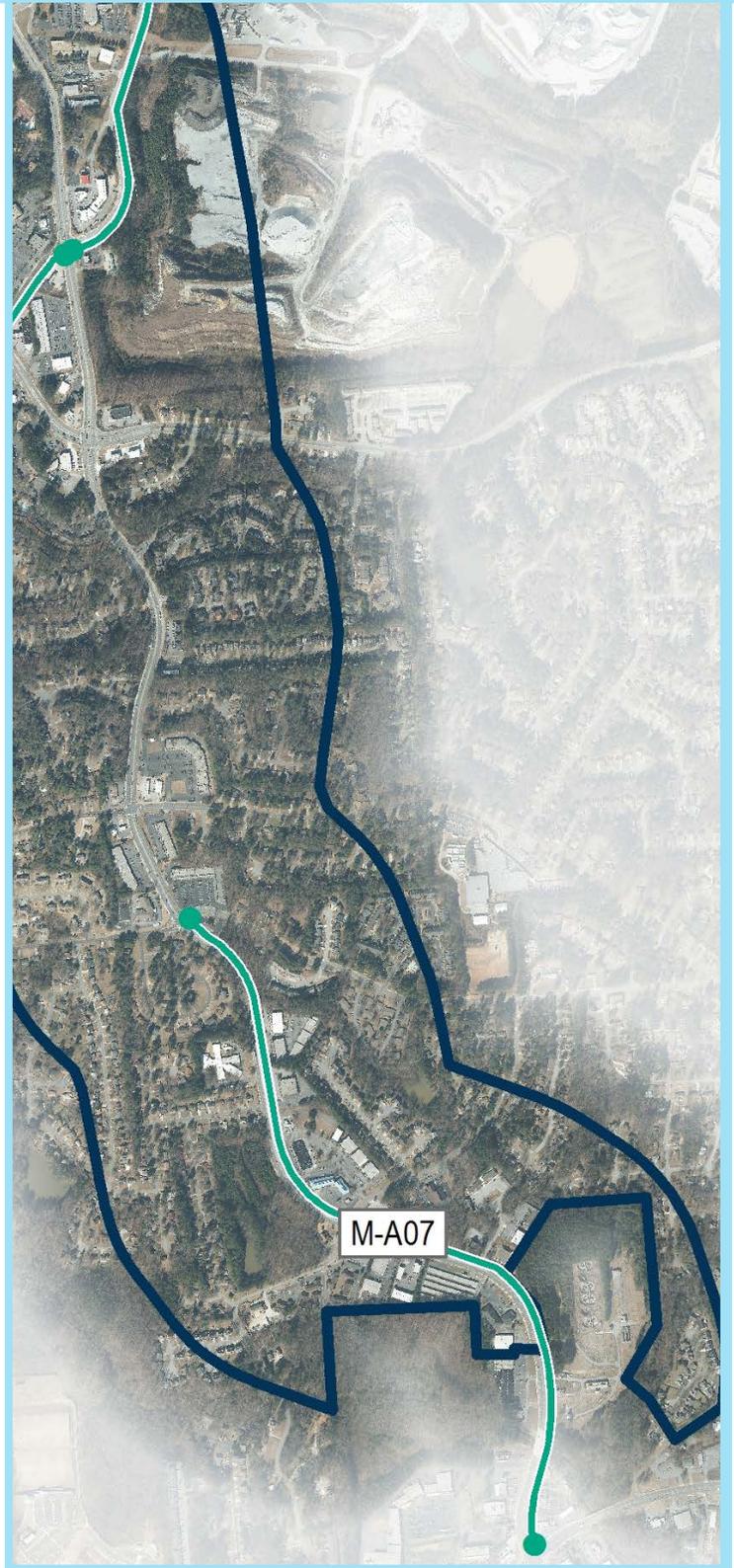
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$403,000
Right of Way	\$1,271,000
Construction	\$2,354,000
Contingency	\$471,000
Total	\$4,500,000

Notes and Assumptions: Costs shown are based on the detailed cost estimate for the northern section of trail.



M-A16

Indian Brook Way - Georgia Belle Court Connecting Trail

Description: A trail in the buffer space north and west of Meadowcreek Elementary School connecting Indian Brook Way to Georgia Belle Court

Implementation Phase: Mid Term

Need and Purpose: Improves bike and pedestrian connectivity by allowing for movement on a parallel road to Indian Trail-Lilburn Road.

Length (feet): 1,300

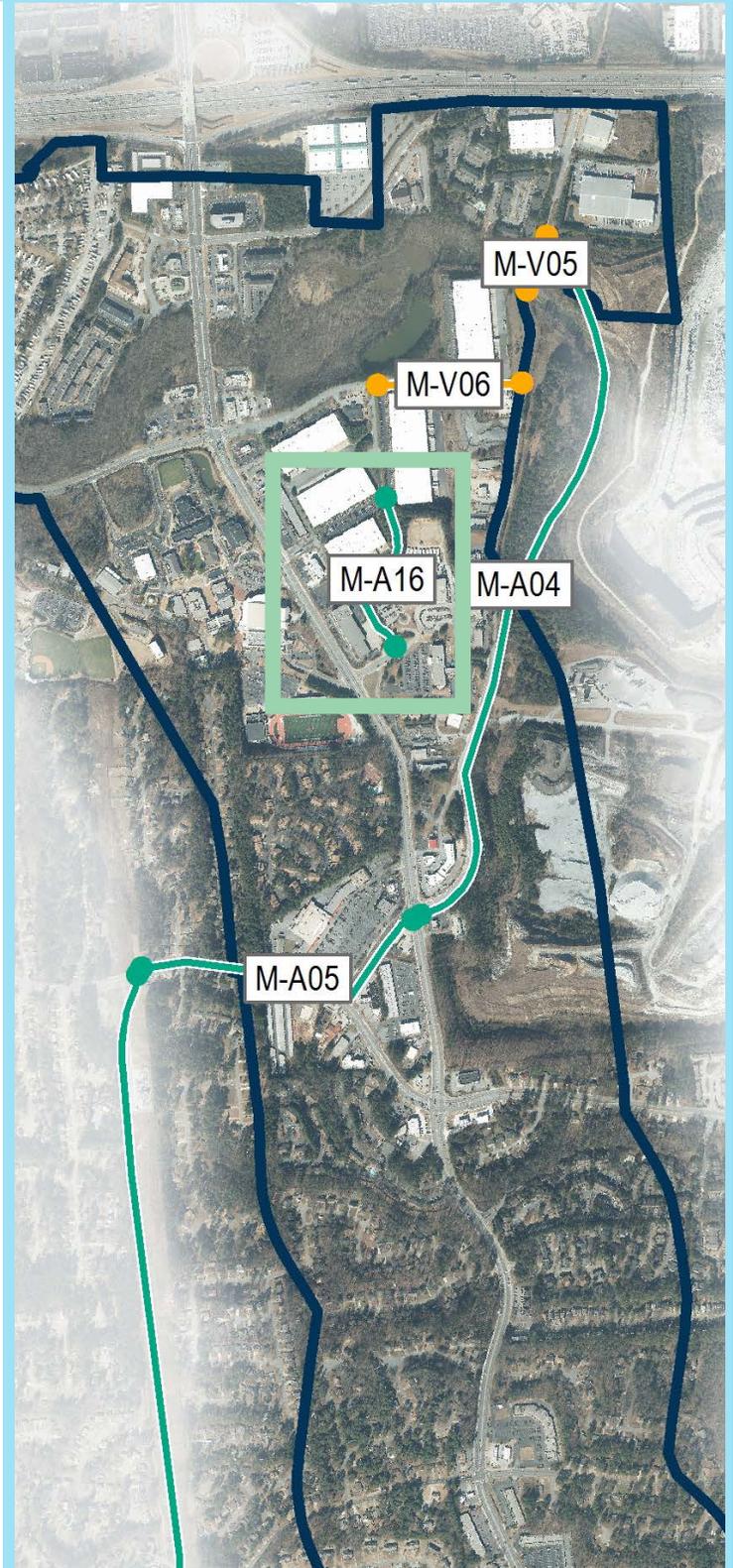
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$18,000
Right of Way	\$225,000
Construction	\$91,000
Contingency	\$18,000
Total	\$352,000

Notes and Assumptions: Construction costs from 5-year Implementation Plan created in 2014.



M-V05 Reconnect Hillcrest Road at Beaver Ruin Creek

Description: Construct bridge over Beaver Ruin Creek to connect existing pieces of Hillcrest Road on either side.

Implementation Phase: Mid Term

Need and Purpose: Improves broader connectivity by making Hillcrest Road a more viable alternative to Indian Trail-Lilburn Road for getting to and from areas to the north.

Length (feet): 500

Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$355,000
Right of Way	\$-
Construction	\$2,033,000
Contingency	\$407,000
Total	\$2,795,000

Notes and Assumptions:



M-V06 Oakbrook Parkway Extension

Description: Extend Oakbrook Parkway east from its current terminus to connect with Hillcrest Road.

Implementation Phase: Mid Term

Need and Purpose: Improves connectivity, especially access to Hillcrest Road, a potential alternative to Indian Trail-Lilburn Road for local traffic.

Length (feet): 1,125

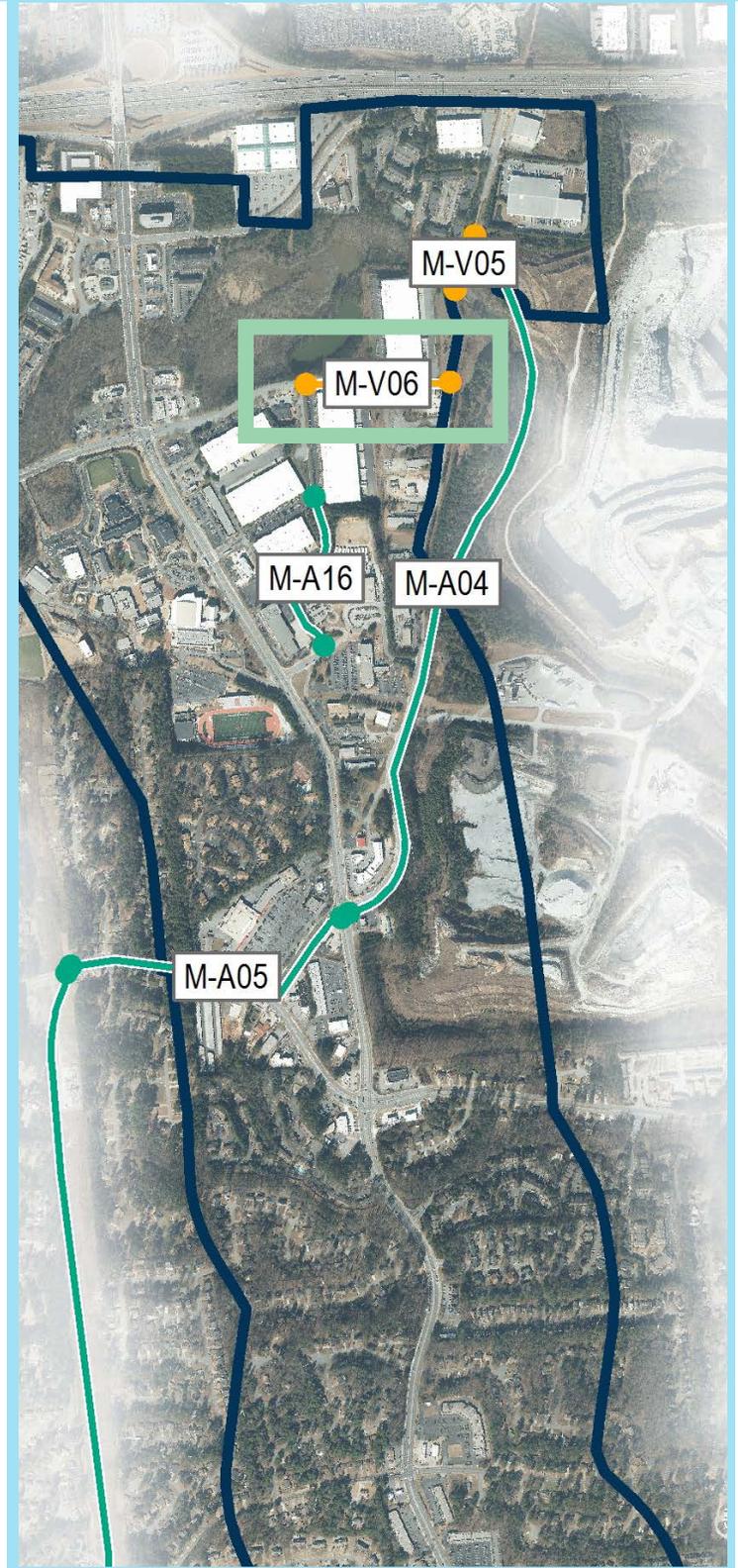
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$298,000
Right of Way	\$1,026,000
Construction	\$1,656,000
Contingency	\$331,000
Total	\$3,311,000

Notes and Assumptions:



L-A02

Beaver Ruin Creek Greenway expansion (Indian Trail-Lilburn Road underpass)

Description: An extension of the Beaver Ruin Creek Greenway (Project AS-01) that runs parallel to Beaver Ruin Creek where Project AS-01 runs along Oakbrook Parkway, passing under Indian Trail-Lilburn Road at or near the existing bridge.

Implementation Phase: Long Term

Need and Purpose: Further enhances the value of the Beaver Ruin Creek Greenway by increasing the off-road feel, and improves safety by providing a grade-separated crossing of Indian Trail-Lilburn Road.

Length (feet): 1,925

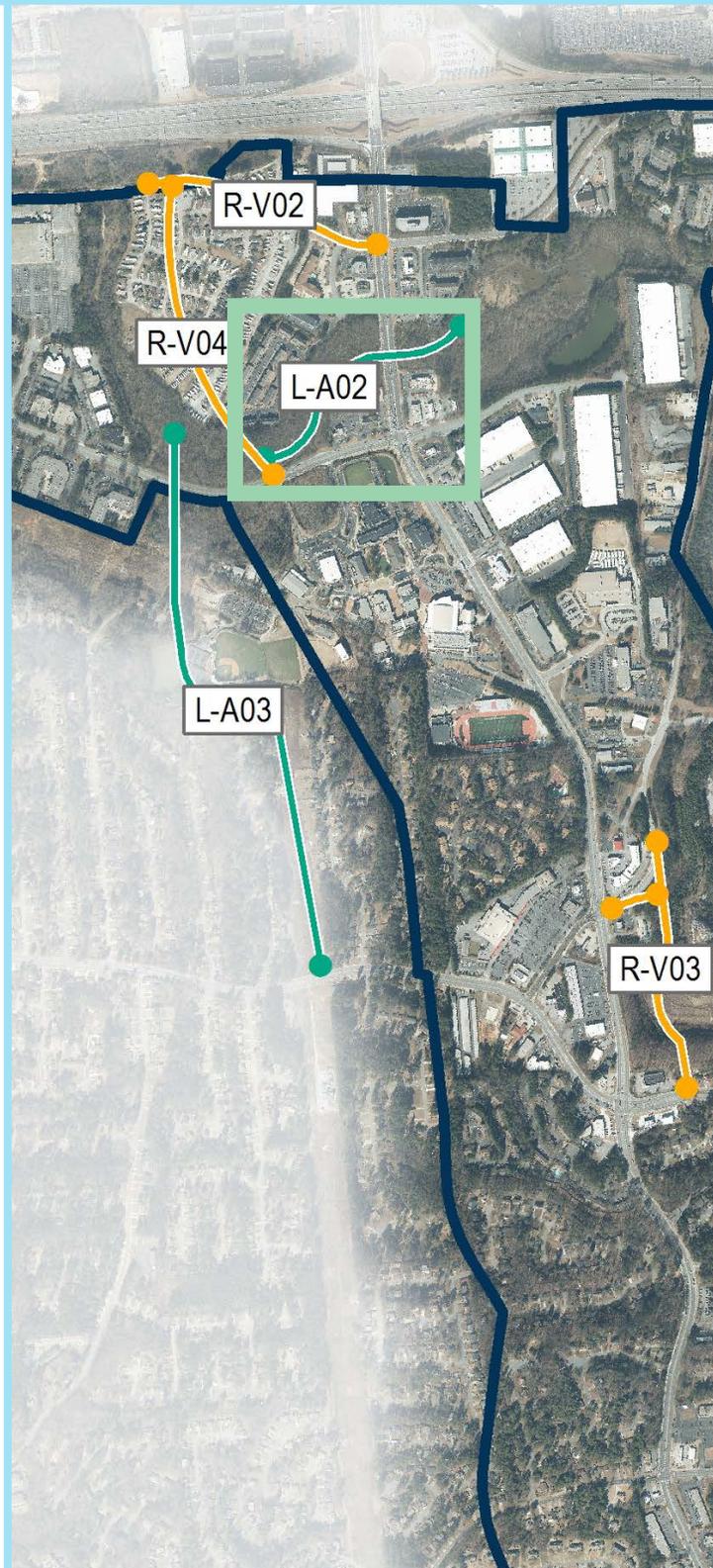
Potential Funding Sources:

- LCI Transportation Funding
- Gwinnett SPLOST, Transportation
- Gwinnett SPLOST, Parks and Recreation

Planning Level Cost Estimate

Preliminary Engineering	\$403,000
Right of Way	\$885,000
Construction	\$2,356,000
Contingency	\$471,000
Total	\$4,116,000

Notes and Assumptions: Right of Way may cost much less due to all of necessary property being in the floodplain.



L-A03

Powerline Easement Trail

Description: Off-road bike and pedestrian trail connecting the Beaver Ruin Creek Greenway to Singleton Road, generally along an existing power line easement. Includes enhanced crossing of Oakbrook Parkway.

Implementation Phase: Long Term

Need and Purpose: Improves the bike and pedestrian network and extends access to the Beaver Ruin Creek Greenway (Project AS-01) and Singleton Greenway (Project AM-03).

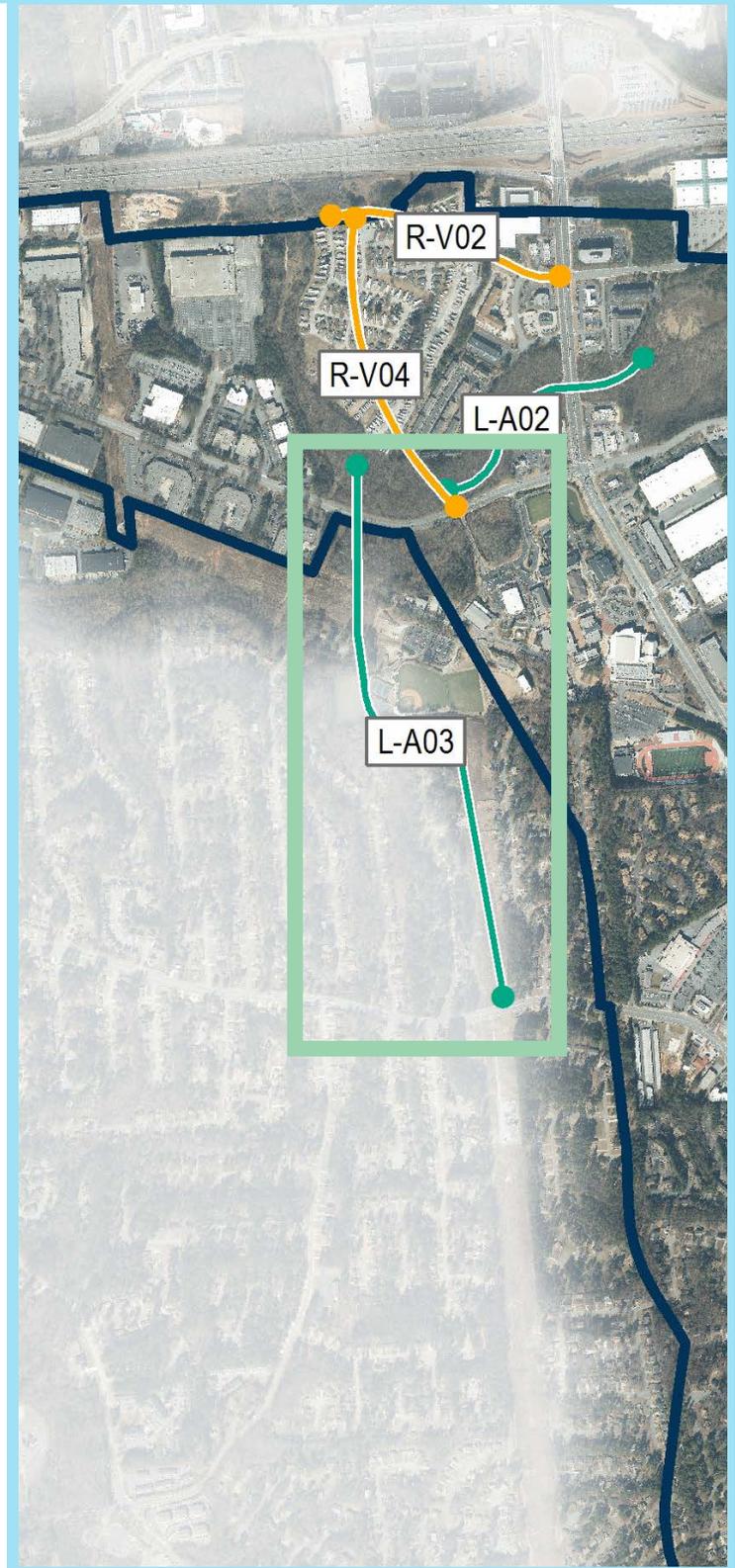
Length (feet): 4,400

Potential Funding Sources:
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$245,000
Right of Way	\$1,260,000
Construction	\$1,297,000
Contingency	\$259,000
Total	\$3,061,000

Notes and Assumptions: ROW costs may vary due to existing easement and Greater Atlanta Christian School property.



L-V01

Extend Frontage Road to Beaver Ruin Road (at Shackleford Road)

Description: Extend Frontage Road from its current terminus east to connect with Beaver Ruin Road, at the existing intersection with Shackleford Road.

Implementation Phase: Long Term

Need and Purpose: Improves connectivity and provides an alternative to I-85 for local travel.

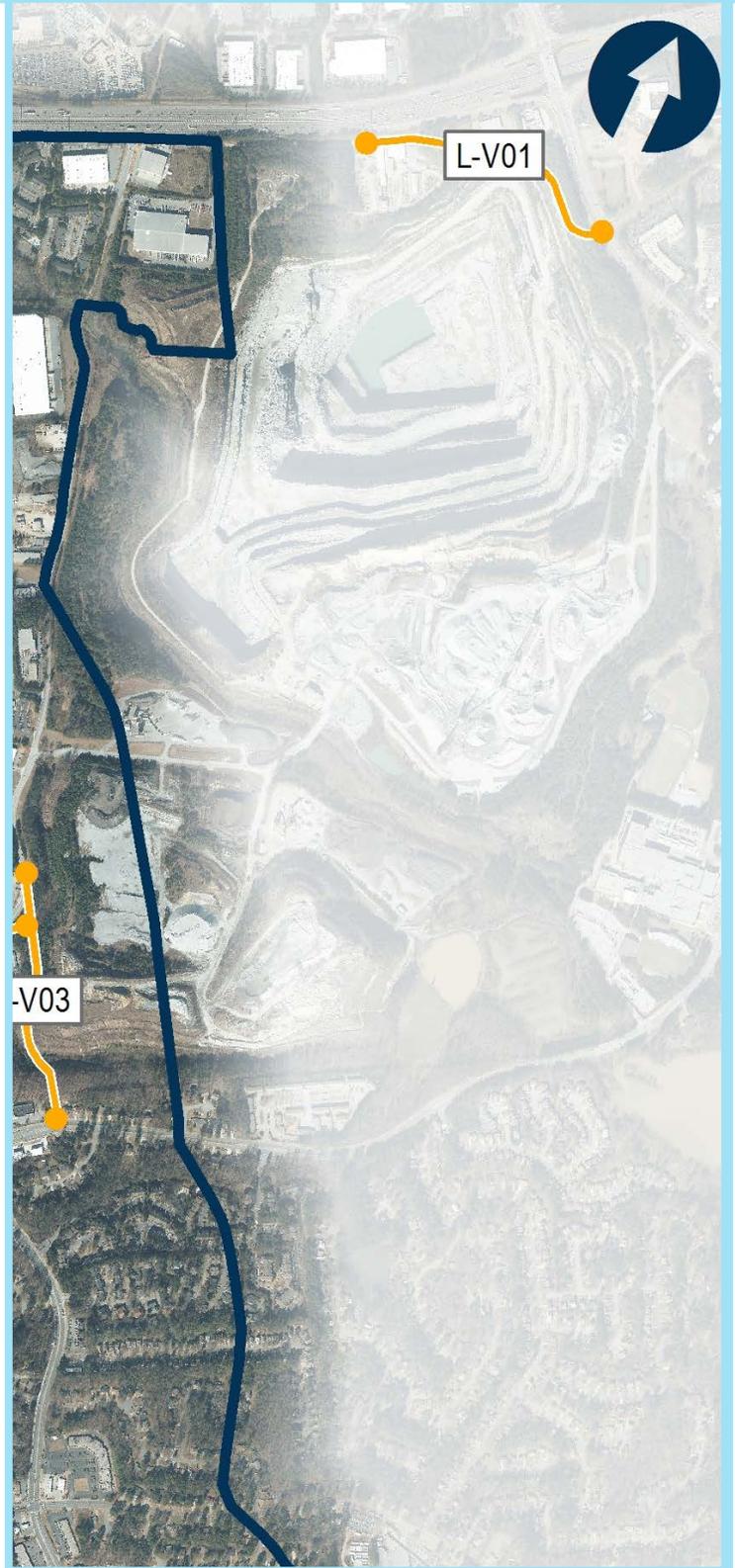
Length (feet): 2,075

Potential Funding Sources:
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	TBD
Right of Way	TBD
Construction	TBD
Contingency	TBD
Total	TBD

Notes and Assumptions:



R-V02

Goshen Springs Road Extension

Description: With redevelopment in area, create new road that extends Goshen Springs Road along a new alignment to the intersection of Willow Trail Parkway at Indian Trail-Lilburn Road.

Implementation Phase: With Redevelopment

Need and Purpose: Increases connectivity in northwestern part of study area, better facilitating local movement with less direct impact onto Indian Trail-Lilburn Road.

Length (feet): 1,825

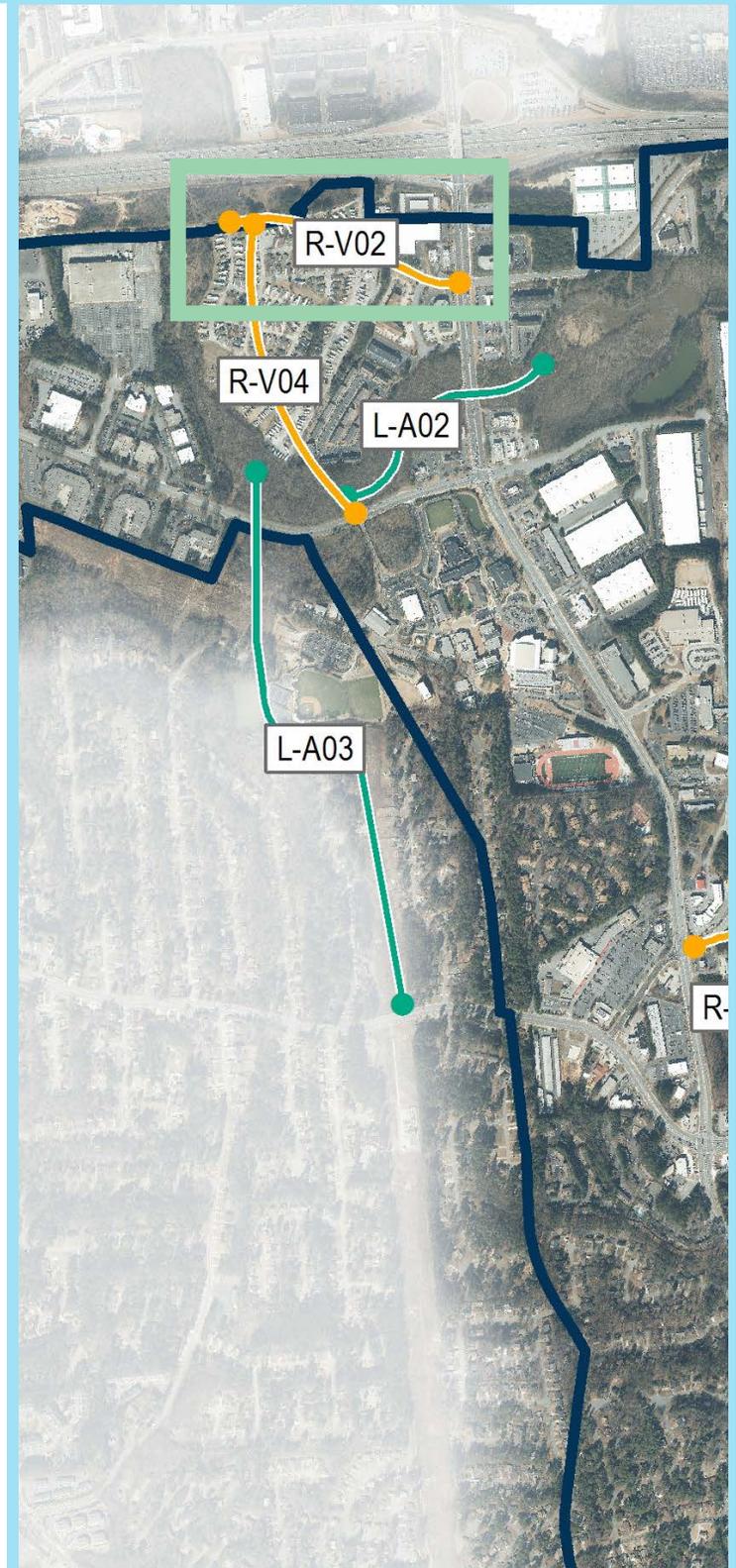
Potential Funding Sources:

- Private Developers
- LCI Transportation Funding

Planning Level Cost Estimate

Preliminary Engineering	\$486,000
Right of Way	\$1,683,000
Construction	\$2,905,000
Contingency	\$581,000
Total	\$5,655,000

Notes and Assumptions: Length of roadway may vary from provided estimate depending on nature of redevelopment in the area. Changes in length and/or alignment may cause significant changes in cost.



R-V03 Hillcrest Road Extension

Description: Reconfigure and extend Hillcrest Drive so that it extends southward to Steve Reynolds Boulevard, increasing connectivity in the area. Realign section that currently connects to Indian-Trail Lilburn Road to intersect with new roadway at right angle.

Implementation Phase: With Redevelopment

Need and Purpose: Increases connectivity and provides alternative route to Indian Trail-Lilburn Road. Also creates a better roadway network for neighborhood node centered on Indian Trail-Lilburn Road and Tech Drive.

Length (feet): 2,350

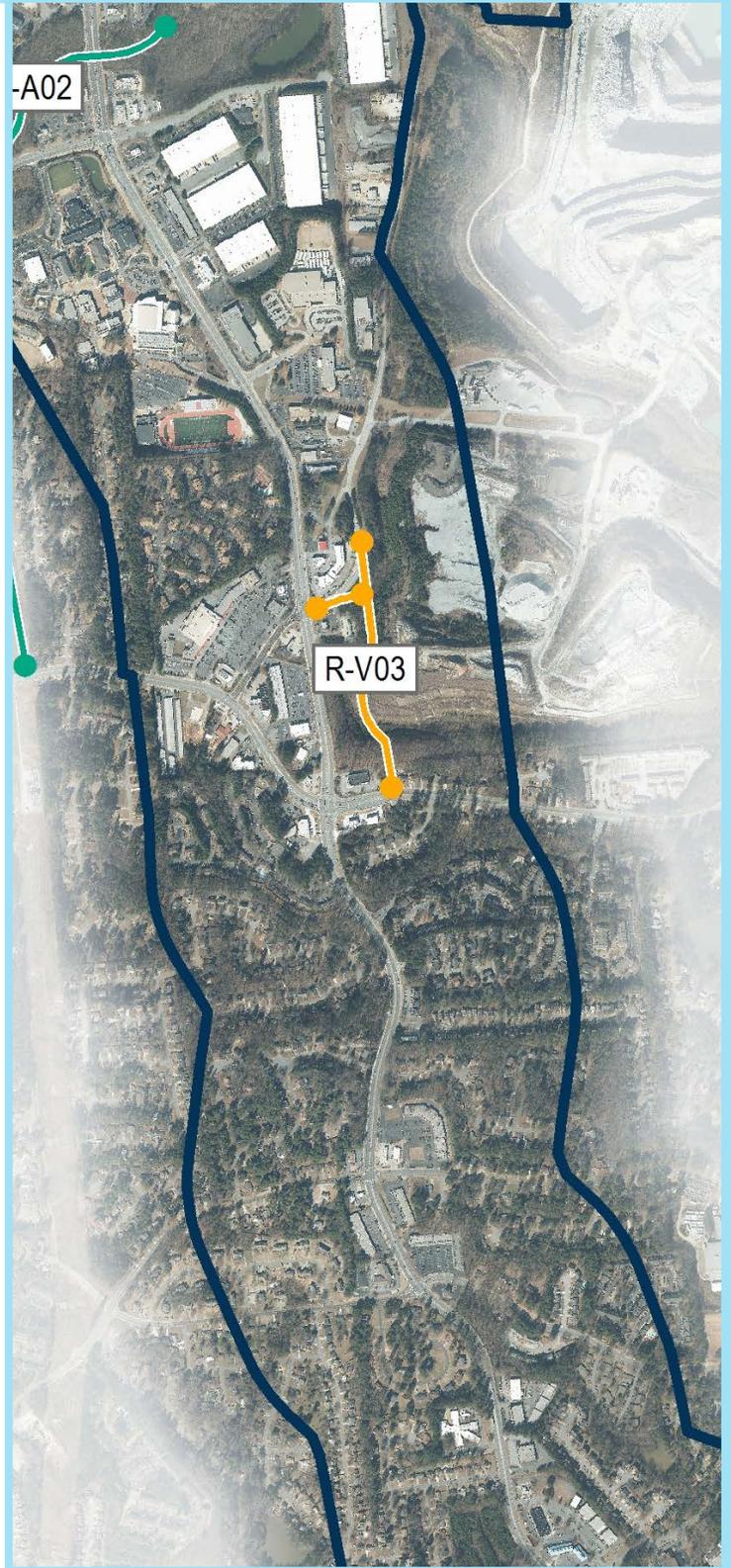
Potential Funding Sources:

LCI Transportation Funding
Gwinnett SPLOST, Transportation

Planning Level Cost Estimate

Preliminary Engineering	\$811,000
Right of Way	\$976,000
Construction	\$5,071,000
Contingency	\$1,014,000
Total	\$7,872,000

Notes and Assumptions: Assumed new intersections are stop controlled.



R-V04 New Roadway

Description: Working with redevelopment in the area, create a new roadway connecting Indian Trail-Lilburn Road with Oakbrook Parkway, including a bridge over Beaver Ruin Creek.

Implementation Phase: With Redevelopment

Need and Purpose: Improves connectivity for all travel modes by providing an additional connection between Oakbrook Parkway and Indian Trail-Lilburn Road.

Length (feet): 2,650

Potential Funding Sources:

Private Developers

Planning Level Cost Estimate

Preliminary Engineering	\$642,000
Right of Way	\$2,444,000
Construction	\$3,947,000
Contingency	\$789,000
Total	\$7,822,000

Notes and Assumptions: Location and cost of this roadway may vary significantly depending on the nature of redevelopment in the area.

