

01





THE DAILY COMMUNITY FRAMEWORK

Introduction

THE DAILY COMMUNITY FRAMEWORK

Gwinnett County is no stranger to change. It has grown quickly and steadily over the past several decades, transforming from a primarily rural and suburban area on the outskirts of Atlanta to an urbanizing place with a distinct identity. The 2045 Unified Plan focuses on how to accommodate Gwinnett's growing population while maintaining its high quality of life, encouraging development that is intentional and beneficial for communities.

To that end, the plan is oriented around the idea of the "Daily Community"—a framework that imagines how Gwinnett's shopping centers and hubs of activity could be redeveloped to support new housing, connections, and amenities. By planning at the community scale, the Daily Community Framework attempts to provide clear, specific land use guidance.

This chapter begins with a description of five key components found in great Daily Communities (p. 5-9). Then, broad types of Daily Communities found within Gwinnett are explained (p. 15-28) before detailed guidance is provided on specific Future Development categories (p. 29-89).

FIGURE 1.1: CONCEPT GRAPHIC FOR THE “DAILY COMMUNITY”



THE BIG FIVE COMPONENTS OF GREAT DAILY COMMUNITIES

What makes a great community? It is no coincidence that the same development and design principles that support multi-modal transportation networks (see the Gwinnett County Transit Development Plan) are also those that create vibrant, healthy places where a variety of people want to live. The following five characteristics are the key components to get right; guidance for each is included for all future development types.



Development intensity is an essential part of a community's health. Though it sometimes has a bad reputation, intensity that abides by good, people-oriented design and appropriate intensities can translate into livable and highly desirable communities. A basic level of intensity attracts more retail/restaurant options, supports different modes of transportation like walking and biking, and promotes healthy lifestyles. It also uses land more efficiently; investment in targeted intensity can help protect rural and natural areas from sprawling development.

Gwinnett County measures density through dwelling units per acre (du/ac) and floor area ratios (FAR). Essentially, a FAR is a ratio of the amount of building on a site compared to the site's size. For example, a parcel with an FAR of 0.5 could look like a single-story building covering half the site, or a two-story building covering one quarter of the site.

Below is an example of a typical FAR calculation:

A building of 30,000 square feet on 2 acres (87,120 square feet):

$$30,000 / 87,120 = 0.34 \text{ FAR}$$

The chart on the opposite page illustrates how a variety of FARs look on a site in terms of the general size and mass.



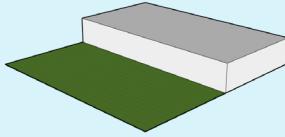
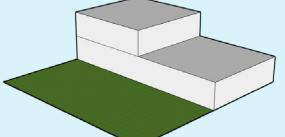
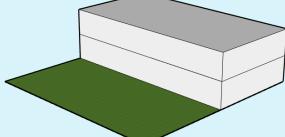
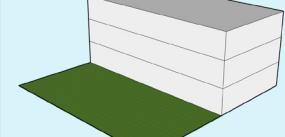
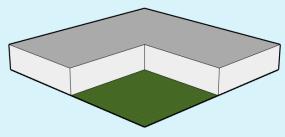
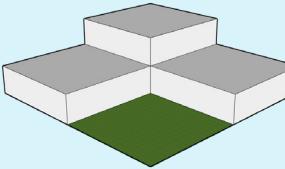
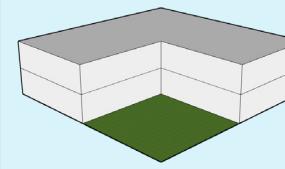
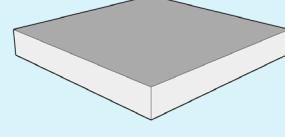
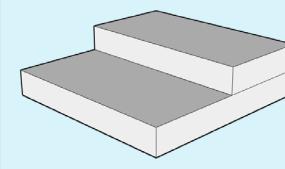
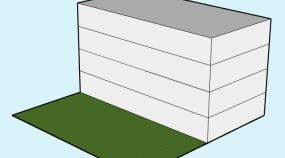
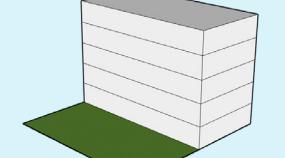
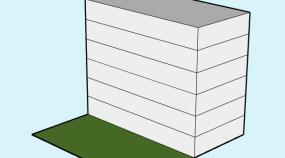
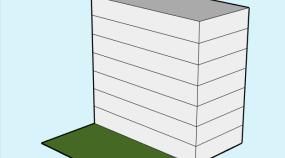
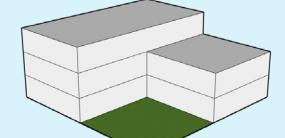
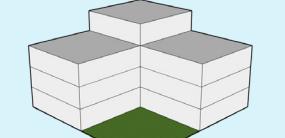
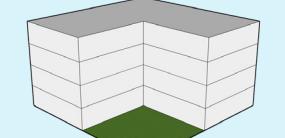
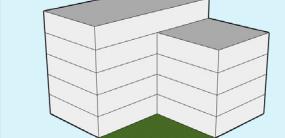
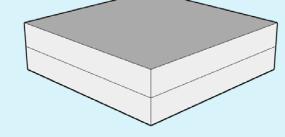
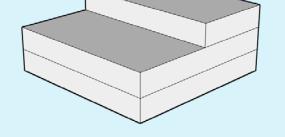
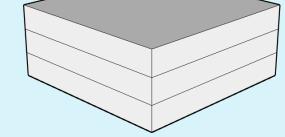
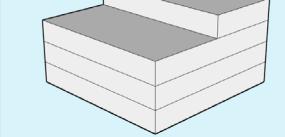
A mix of land uses is critical for vibrant places. Mixing land uses helps create activity from morning to night, and prevents the visual monotony of single uses stretching for miles. This is one reason why the 2045 Unified Plan does not specify only one land use per parcel, but instead provides a range. Providing an element of choice is more likely to produce a mix of use types over time.

The gold standard is a vertically mixed use building. This may not always be feasible, but the goal of this type of development is to build a community rich in different uses, intensities, and activity.

INTENSITY AS REPRESENTED BY FAR

(GRAPHICS PRODUCED BY TSW)

FLOOR AREA RATIO

	0.5	0.75	1.0	1.5
50%				
75%	N/A			
100%	N/A	N/A		
	2.0	2.5	3.0	3.5
50%				
75%				
100%				

3

WALKABILITY



When it is safe, comfortable, and exciting for residents to walk, their communities prosper. Several elements help create walkable places:

- Streets scaled for people: roadways usually no more than five lanes wide with signalized crossings, pedestrian islands/bulb-outs, slow travel speeds, and on-street parking
- A pleasant walking environment: streetscape amenities like trees/shade, landscaping, furnishings, and lighting
- Short block lengths (block perimeters with a maximum of 1,600 feet), preferably in grid-like patterns; avoiding cul-de-sacs or winding streets; when large blocks cannot be avoided or retrofitted, mid-block crossings should be considered

4

PEOPLE-FRIENDLY DESIGN



People-friendly design is what makes a place feel comfortable and beautiful. This happens when buildings and sites are built with people having first priority over vehicles. This can mean many things:

- Placing buildings close to or next to the sidewalks/street
- Making sure buildings have windows along sidewalks, clear entries, and attractive facades
- Trees that provide shade, beauty, and a sense of enclosure
- Attractive streetscapes with wide sidewalks, benches, lighting, and plantings
- Minimizing visual “clutter” like overhead utilities or excessive signage
- Public spaces that are attractive and comfortable

5

PARKING MANAGEMENT



Managed Parking is not easy. It can be difficult to strike the balance between the realistic need for parking with the desire for pedestrian-friendly, walkable areas.

Most importantly, the use of large surface parking lots should be minimized. When impossible to avoid, they should be located behind buildings rather than in front. Other forms of parking should be encouraged, such as on-street parking or shared/joint parking. For denser land uses, structured parking is preferred but it is highly costly and only financially feasible for very large projects.

These five components provide the foundation for building great Daily Communities. They provide the underlying structure of a place that is then filled with businesses, entertainment options, residences, jobs, public spaces, and other amenities. Once these are established, residents can then enjoy these spaces, interacting with them in various ways: shopping, spending leisure time, attending events, and more. Building people-friendly communities starts with the form, and continues through additional investments beyond that. The graphic below captures these elements together in one scene.

FIVE COMPONENTS OF DAILY COMMUNITIES

(GRAPHICS PRODUCED BY TSW)



- 1** Modestly-dense multi-family surrounds this public plaza, providing a customer base for nearby retail and encouraging walkability
- 2** Buildings along this curving road have ground-floor storefronts for businesses and offices that can serve residents' daily needs
- 3** Wide sidewalks with vegetated buffers provide an aesthetic way to improve pedestrian safety and make it more pleasant to walk
- 4** Prioritizing spaces for people, like this plaza and fountain, increase the area's attractiveness and encourage people to linger
- 5** Parking is accommodated within the road right-of-way on this thoroughfare, while other dedicated spots directly front businesses

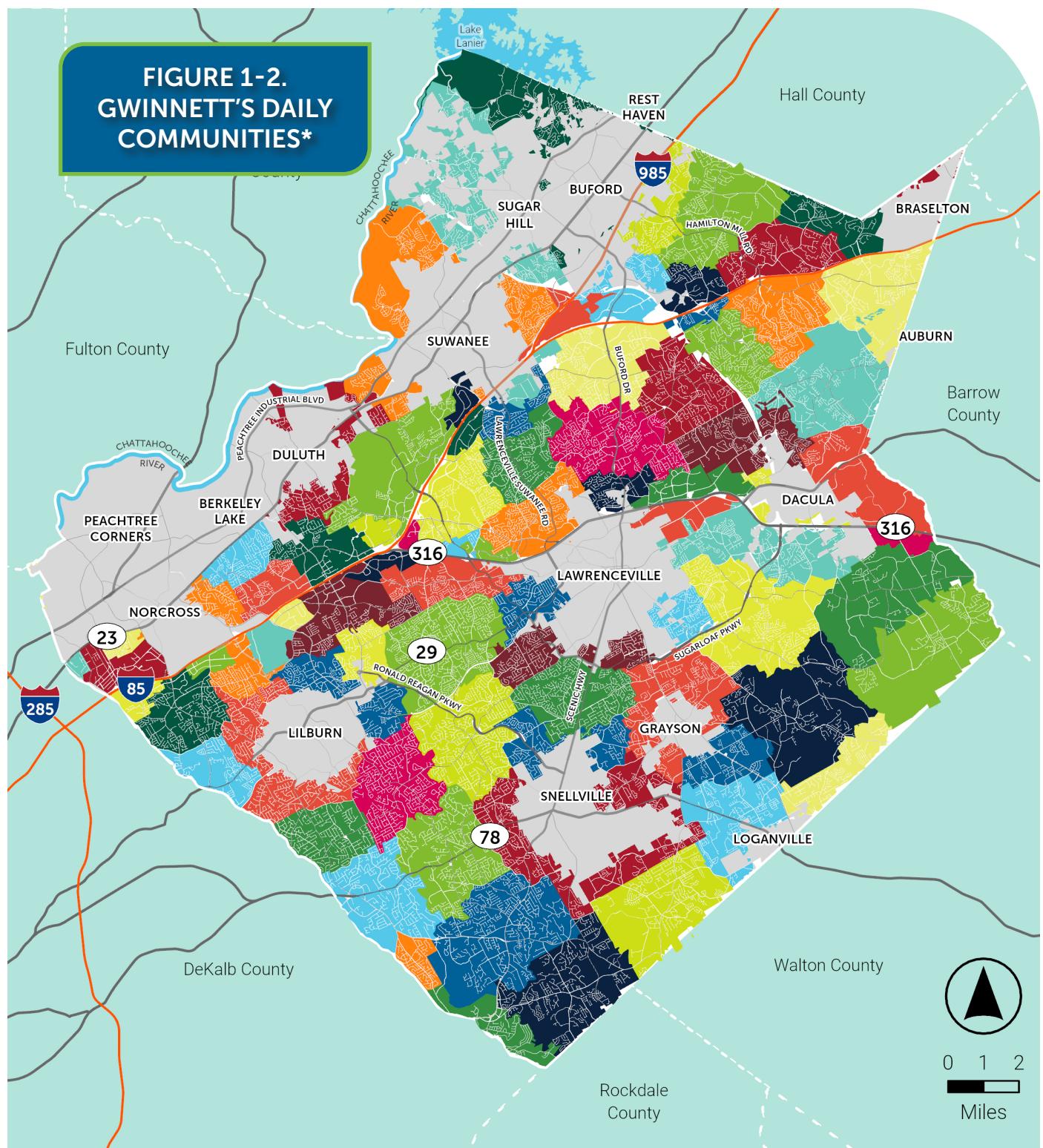
Daily Communities in Gwinnett

THE DAILY COMMUNITY

Since the 1980s, Gwinnett's growth has followed a suburban development pattern: most of its housing consists of single-family neighborhoods anchored by strip-style retail and commercial centers. But while Gwinnett has a lot of existing "centers" already, there has been a desire to reimagine these spaces to better serve community needs. What would it look like for housing to be located within walking distance of retail and entertainment? What would it take to make it safe to walk or bike to the store as opposed to drive? What could a neighborhood park within walking distance look like?

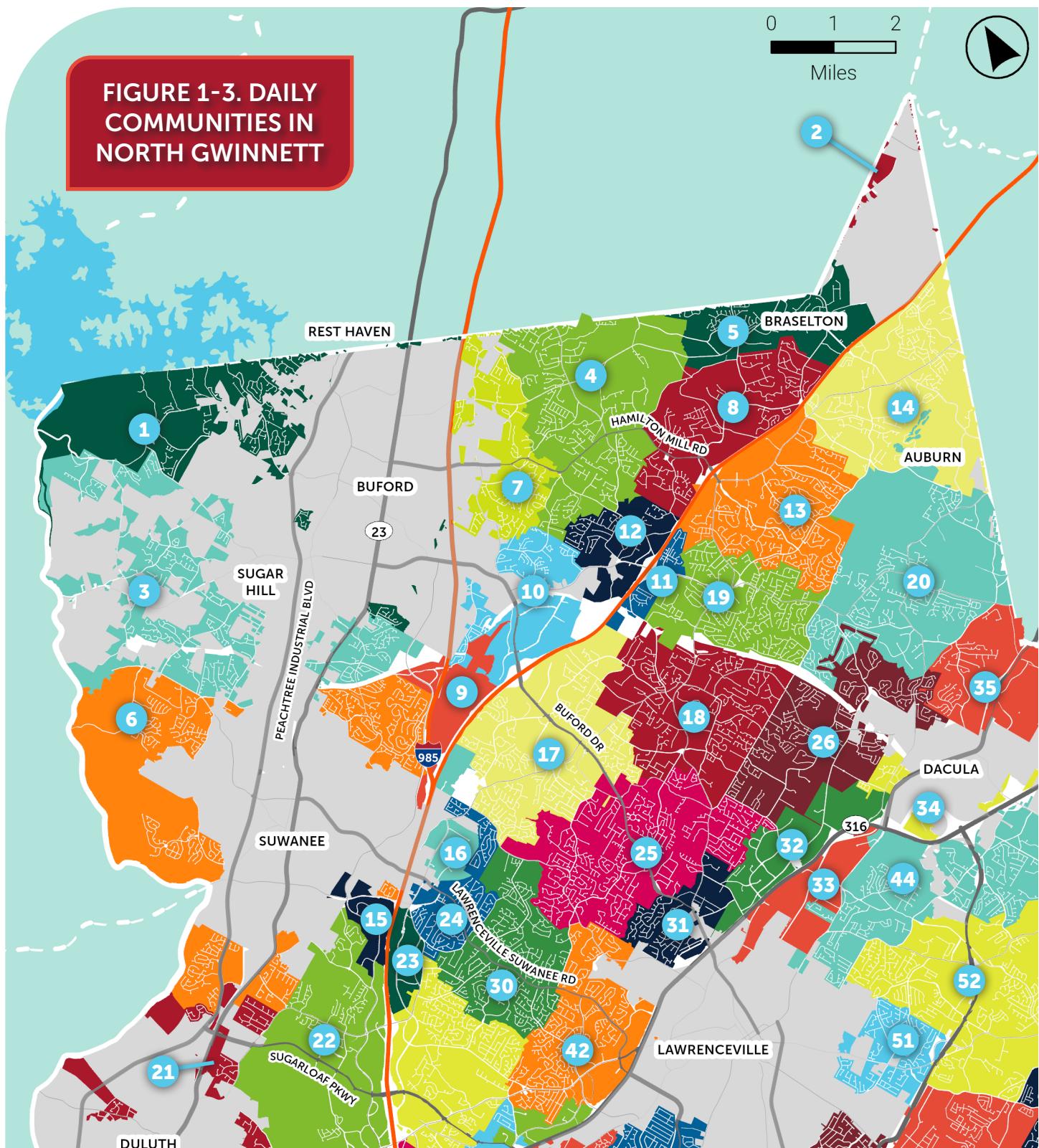
Using the framework developed for the 2045 Unified Plan, the planning team has identified 85 Daily Communities within Gwinnett (Figure 1-2). Each of these communities is distinct and adds to the diversity of residents and places within Gwinnett County. This chapter offers recommendations regarding future development that can reflect this diversity and reinforce community desires and aesthetic while improving quality of life through bringing amenities and strategic redevelopment to these areas.

FIGURE 1-2.
GWINNETT'S DAILY COMMUNITIES*

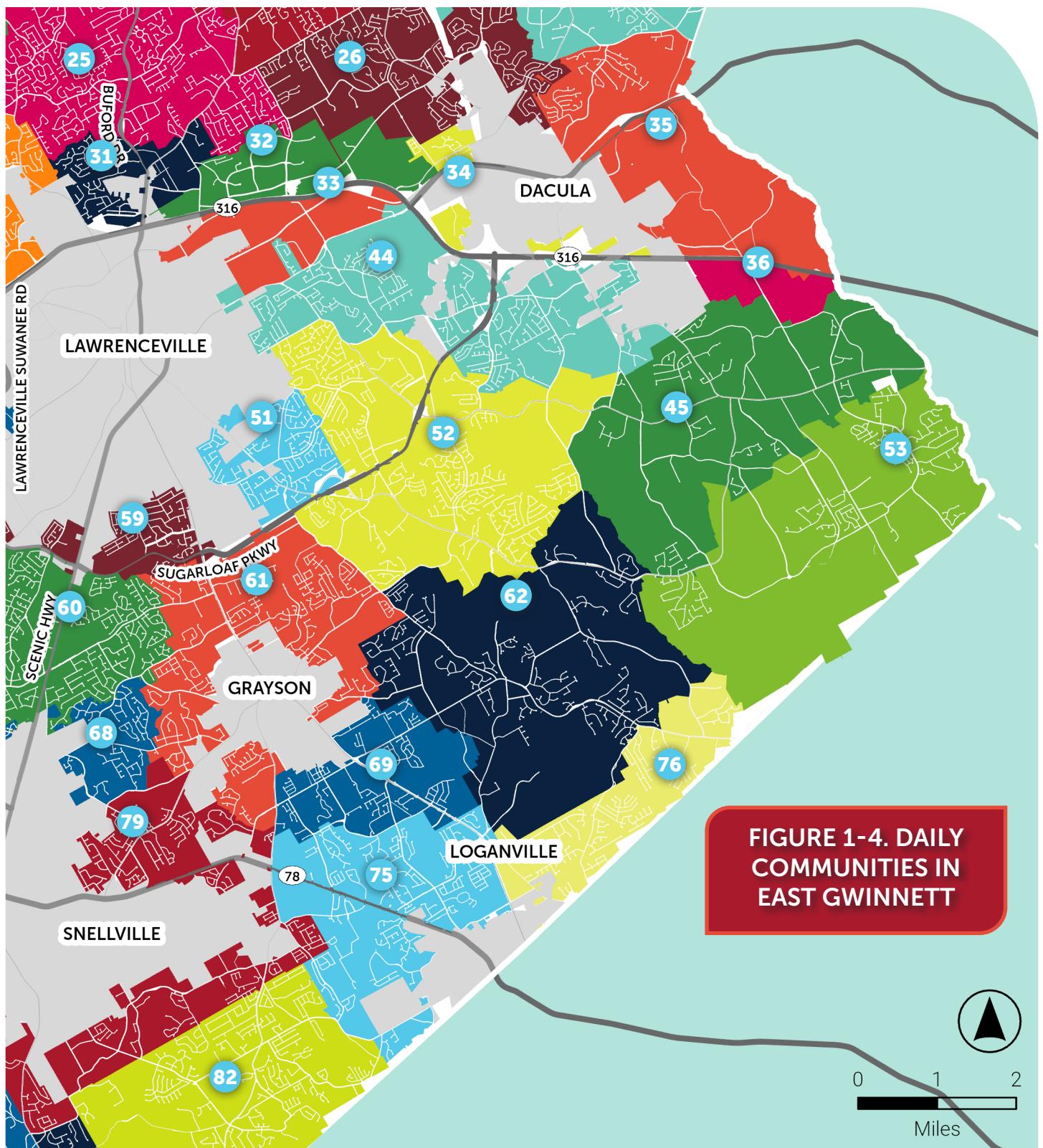


*Detailed maps of each Daily Community with labels can be found on p. 11-14.

FIGURE 1-3. DAILY COMMUNITIES IN NORTH GWINNETT

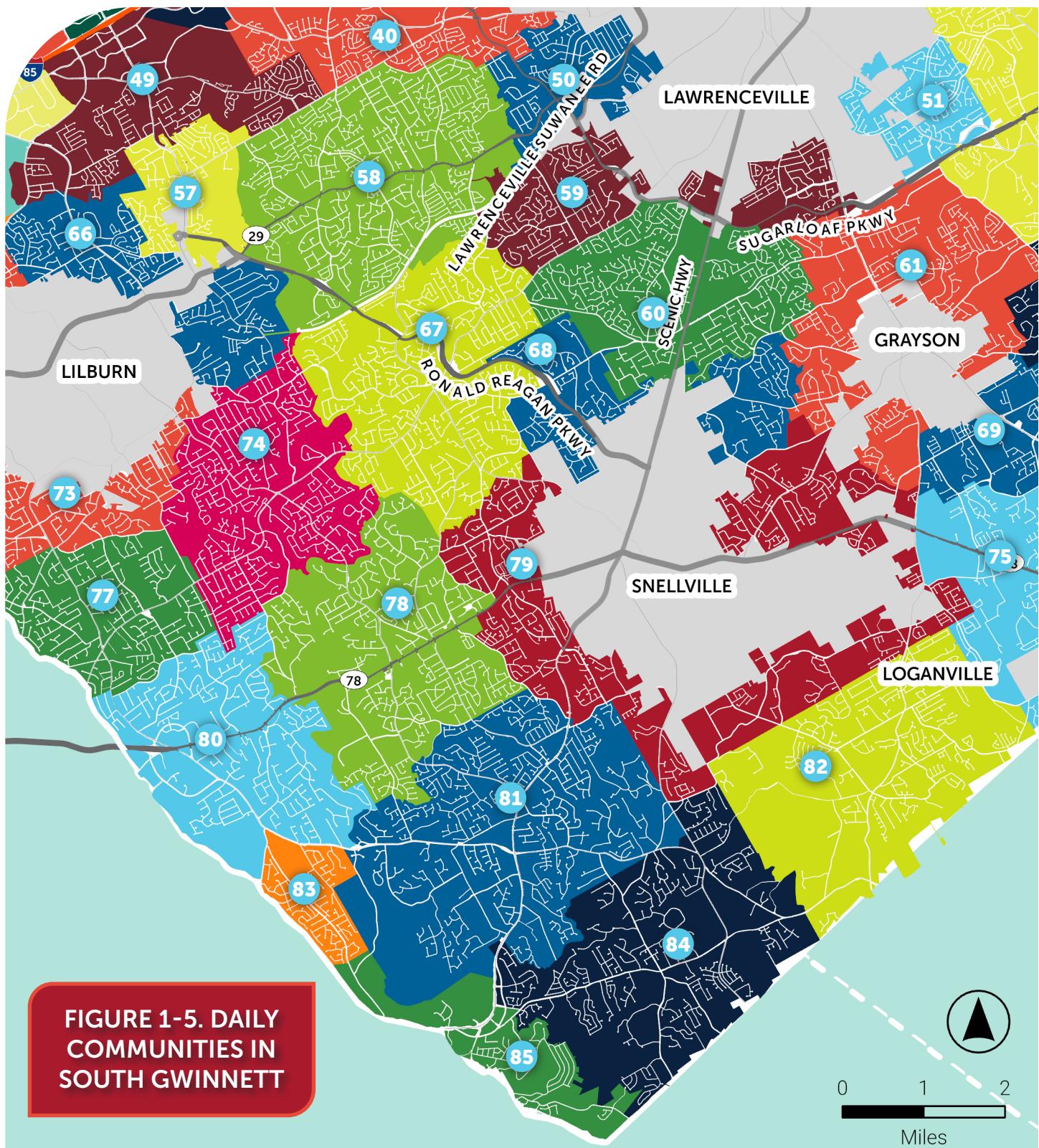


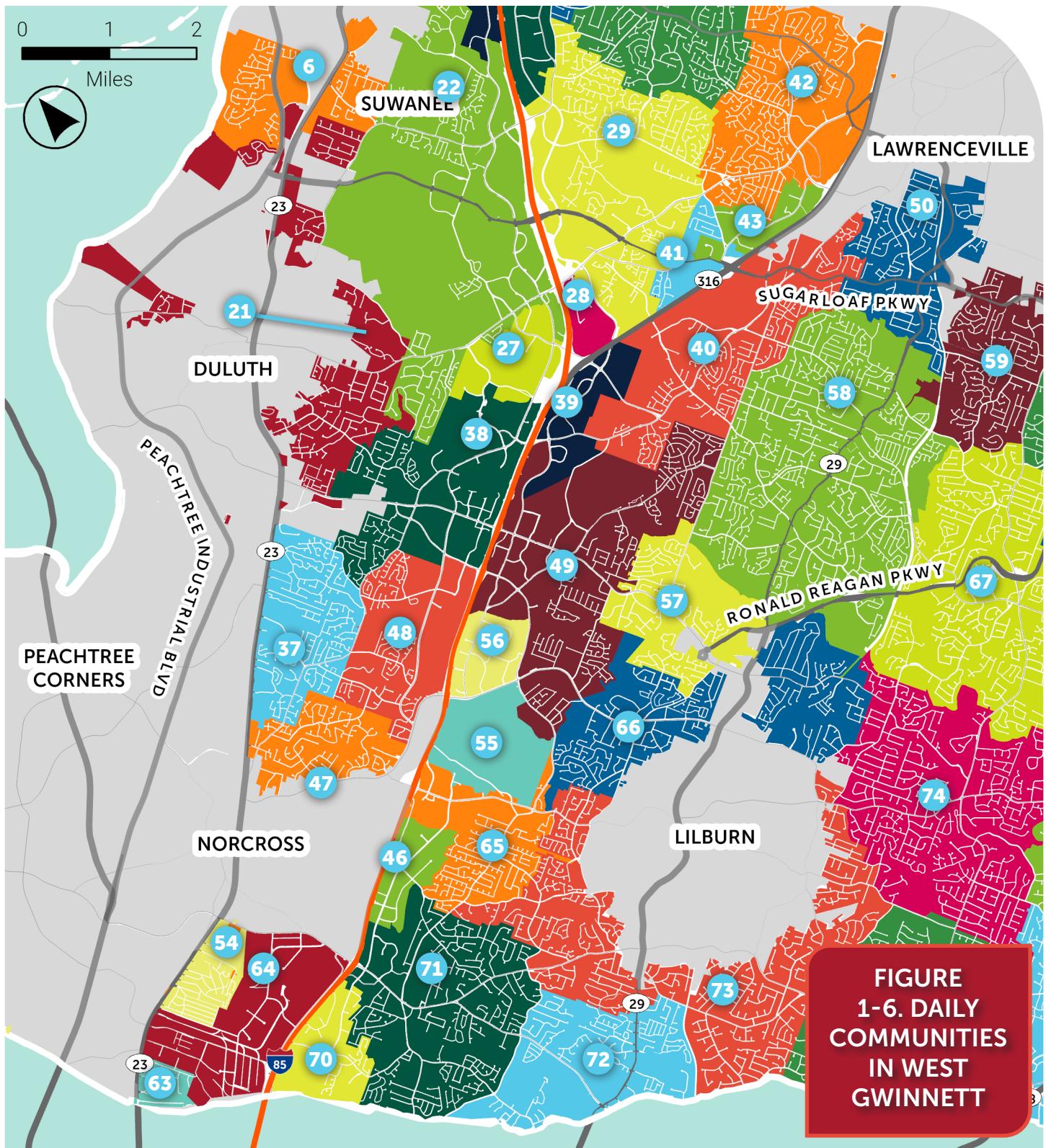
1 Buford Halo	7 Bogan	13 Hamilton Mill	19 Mountain Crossing	25 Ridgewood	34 Dacula Halo
2 Braselton Halo	8 Sardis Church	14 Wheeler Creek	20 Mulberry	26 Dacula Village	35 Rowen
3 Sugar Hill Halo	9 Wayne Hill	15 Satellite North	21 Duluth Halo	30 Dean Taylor	42 Riverside Market
4 Thompson Mill	10 Mall of Georgia	16 Horizon Industrial	22 Gas South	31 Allendale	44 Alcovy
5 Duncan Creek	11 Little Ivy	17 Coolray	23 Northbrook	32 Progress Center	51 Simonton
6 Suwanee Halo	12 Gravel Springs	18 Old Peachtree	24 Horizon Village	33 Airport Industrial	52 Martins Chapel



- 25 Ridgewood
- 26 Dacula Village
- 31 Allendale
- 32 Progress Center
- 33 Airport Industrial
- 34 Dacula Halo
- 35 Rowen
- 36 Drowning Creek
- 44 Alcovy
- 45 Harbins
- 51 Simonton
- 52 Martins Chapel
- 53 Bold Springs
- 59 South Lawrenceville
- 60 Webb Gin
- 61 Grayson Halo
- 62 Ozora
- 68 Scenic Highway

- 69 Grayson Village
- 75 The Lakes
- 76 Loganville Halo
- 79 Snellville Halo
- 82 Rosebud





The Daily Community Framework

The Daily Community framework is the foundation of Gwinnett County's Future Development Map (FDM). Broadly, there are three types of Daily Communities in Gwinnett (Figure 1-7):

1 URBAN CORRIDORS

Similar to the 2040 Unified Plan, areas along the "Urban Corridors" of Interstate 85, Interstate 985, and Highway 316 have the highest intensities of growth. Generally, these areas either consist of an urban mix of residential, commercial, and public uses or are set aside for workplaces. The emphasis is less on specific uses and more on the areas' form, particularly outside of the workplace centers.

2 VILLAGES

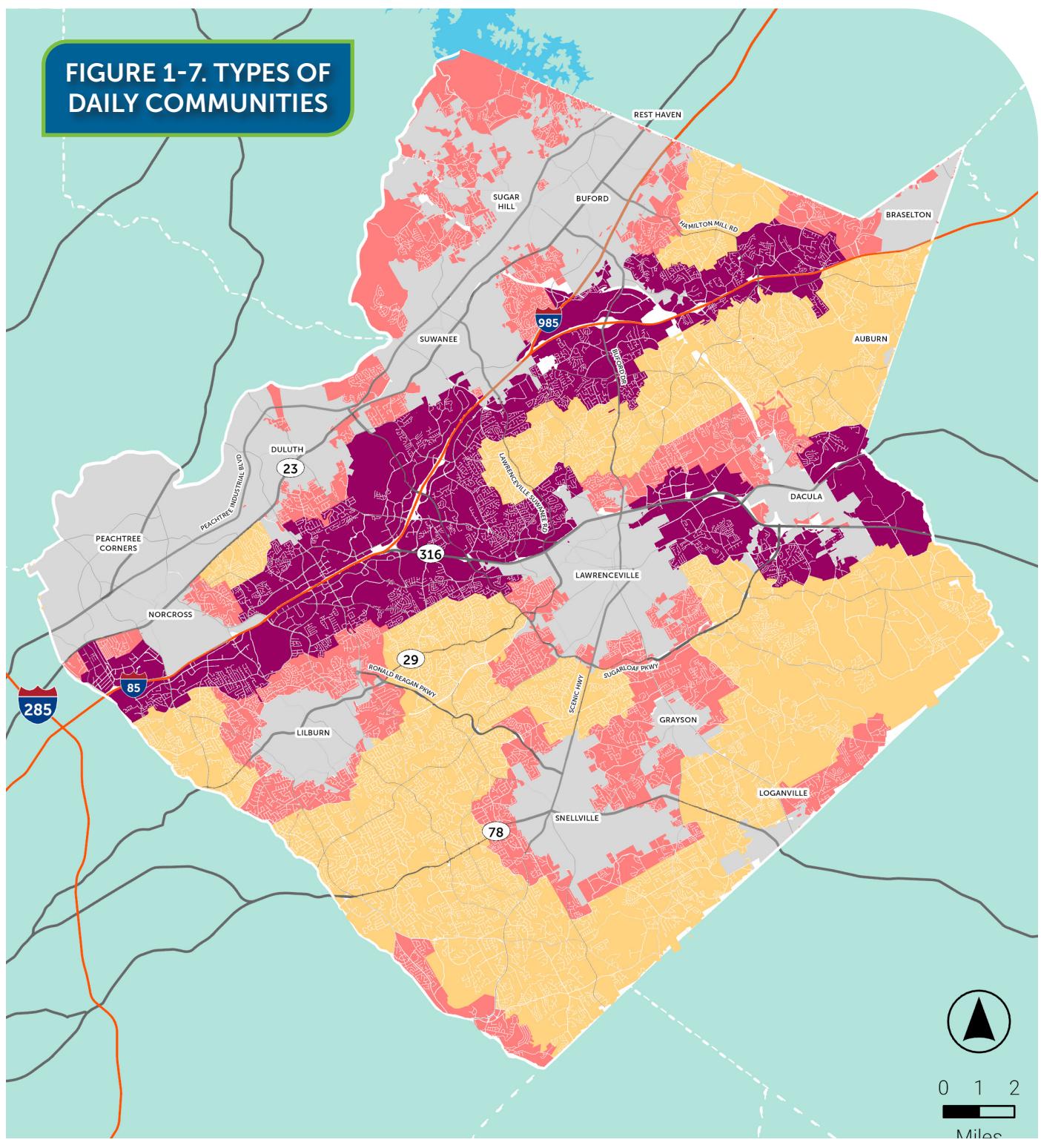
The bulk of unincorporated Gwinnett County has been organized into "Villages" that aim to meet the daily needs of residents within a 15-minute trip. The mode varies depending on each Village's context, particularly how urbanized or rural it is. These Villages have defined centers and are surrounded by neighborhoods where pedestrian improvements are a priority.

3 HALOS

Given Gwinnett County is home to 16 cities, the areas around each jurisdiction in the county need special consideration. Typically, these "Halo" areas include parts of unincorporated Gwinnett in which residents most likely look toward nearby cities to meet their daily needs. In many cases, these parcels lie directly adjacent to a city boundary, though some halos stretch farther away from city boundaries due to transportation connectivity or existing land use patterns.

This chapter provides an overview of each Daily Community type as applied to Gwinnett County's FDM.

FIGURE 1-7. TYPES OF DAILY COMMUNITIES



Urban Corridors

Villages

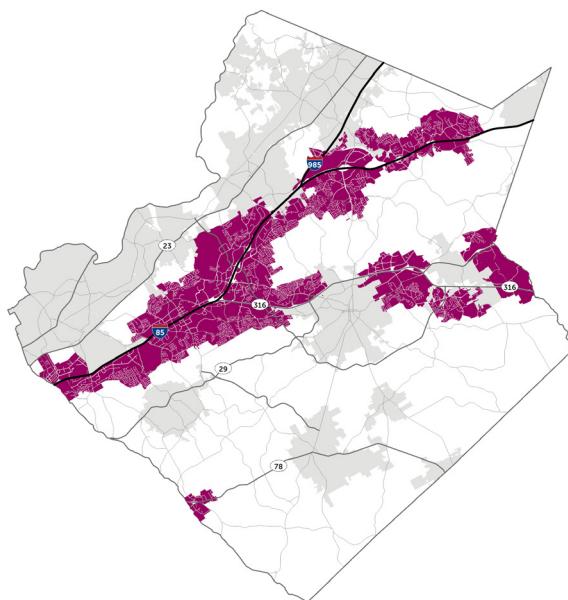
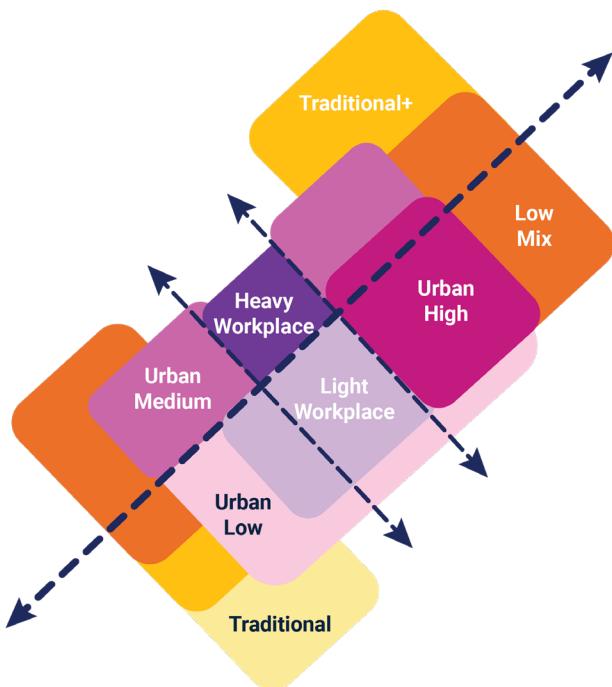
Halos

Incorporated Areas

0 1 2
Miles

1

URBAN CORRIDORS



OVERVIEW

The Urban Corridors of Gwinnett—loosely defined as the areas near I-85, I-985, and Highway 316—are the most infrastructure-rich parts of the county. For years, they experienced high-density development.

Over the next 20 years, these areas are targeted for further investment, particularly regarding future plans for improved multi-modal transportation and redevelopment.

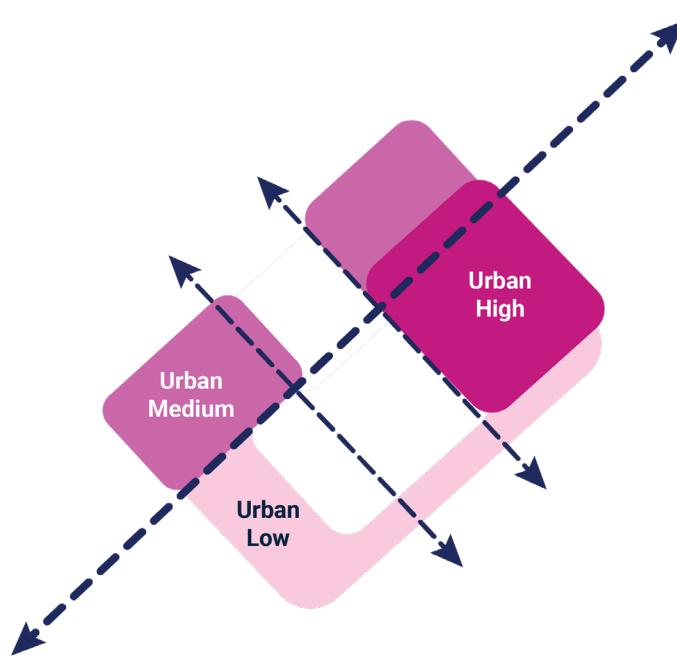
Within the Daily Community framework, Urban Corridors typically have three types of development patterns:

- 1 URBAN
- 2 WORKPLACE CENTER
- 3 LEGACY

URBAN CORRIDOR FUTURE DEVELOPMENT TYPES

Urban	Workplace Center	Legacy
High	Heavy	Low Mix
Medium	Light	Traditional+
Low		Traditional

① URBAN CORRIDORS



URBAN

Urban areas are envisioned to be higher-intensity development areas with a range of residential, retail/entertainment, office, and public/institutional uses.

In these areas, the form of development takes precedence over its specific use, with the aim being to create people-friendly design, walkability, and sufficient density to support a multi-modal transportation network. This approach prioritizes design, placing less emphasis on the site's ultimate use.

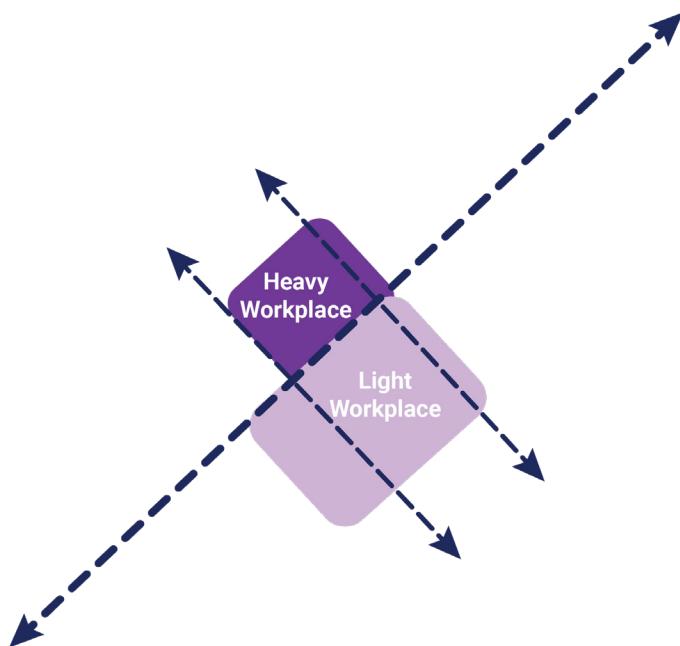
In fact, the greater the mix of uses—not just in a single site or project, but overall—the healthier the community.

URBAN CORRIDOR: URBAN FUTURE DEVELOPMENT TYPE SUMMARY

Urban Type	Residential Types	Non-Residential Type	Parking	Transit Access Goal*	Multi-Purpose Trail Access Goal**
High	Mixed use (vertical), multi-family	Mixed use (vertical), office, retail/entertainment, institutional	Primarily structured, low maximums	Within 1/4 mile of Rapid or Quick Ride transit lines or transfer facility	Within 1/8 mile of core network
Medium	Mixed use (vertical), mixed use (horizontal), multi-family	Mixed use (vertical), mixed use (horizontal), office, retail/entertainment, institutional	Mix of structured and surface (very low maximums, must be to the back)	Within 1/2 mile of Rapid or Quick Ride transit lines or transit facility or within 1/4 mile of County ride	Within 1/4 mile of core network
Low	Mixed use (vertical), mixed use (horizontal) multi-family, townhomes	Mixed use (vertical), mixed use (horizontal) office, retail/entertainment, institutional	Primarily surface (low maximums, must be to side or back)	Within 1/2 mile of any transit facility	Within 1/2 mile of core network

* See p. 93

** See p. 95



WORKPLACE CENTERS

Workplace Centers are separated from Urban areas to avoid potential land use conflicts. This is particularly the case for Heavy Industrial uses that need to be buffered from non-industrial uses, and also for Light Industrial uses that can create large amounts of truck traffic.

The other reason to distinguish between Urban areas and Workplace Centers is because they possess different goals related to form. Most industrial uses are unable to adhere to the design standards for urban development, which include features such as street/sidewalk activation, short setbacks, and walkable block lengths. However, as part of an Urban Corridor, basic quality-of-life design requirements should be in place to promote connectivity and walkability to the extent possible.

URBAN CORRIDOR - WORKPLACE CENTERS FUTURE DEVELOPMENT TYPE SUMMARY

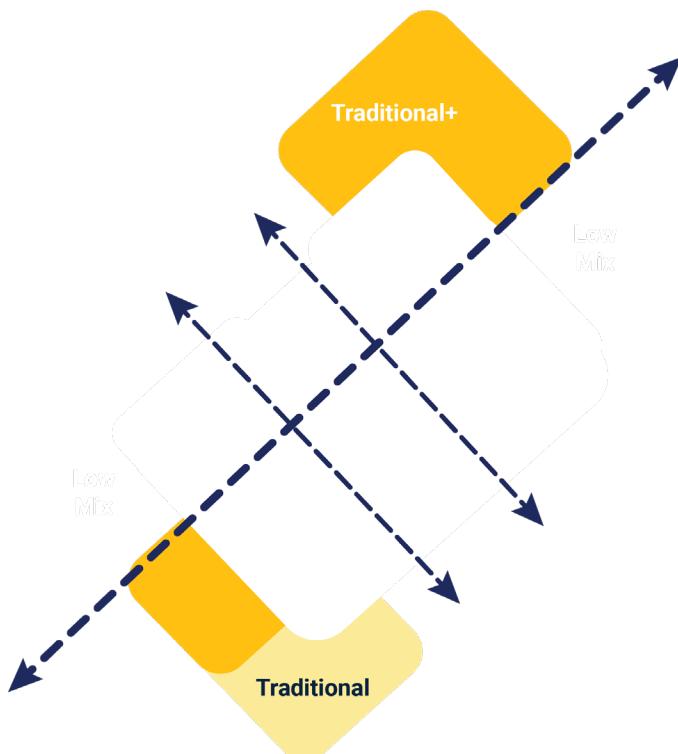
Workplace Center Types	Residential Land Uses	Non-Residential Land Uses	On Sewer?	Transit Access Goal*	Multi-Purpose Trail Access Goal**
Heavy	None	Heavy industrial, quarries, utilities	Yes	Within 1/2 mile of Rapid or Quick Ride transit lines or transit facility or within 1/4 mile of County ride; Shared Ride Zone	Within 1 mile of core trail network
Light	None	Light industrial, light manufacturing, warehouses, heavy commercial, offices	Yes	Within 1/2 mile of Rapid or Quick Ride transit lines or transit facility or within 1/4 mile of County ride; Shared Ride Zone	Within 1 mile of core trail network

* See p. 93

** See p. 95

1

URBAN CORRIDORS



LEGACY AREAS

Legacy Areas consist of existing single family neighborhoods adjacent or close to Urban areas. Because of this proximity, these residential neighborhoods will likely be oriented toward Urban centers to meet their daily needs.

These areas are “grandfathered” in to the Urban Corridors but should not expand past their current extent. Generally, development in Urban Corridors should embrace density, taking advantage of the access to infrastructure those areas afford. However, exceptions may be made for developments surrounded by Legacy Areas; in these cases, development should prioritize sensitivity to the surrounding area over maximizing density.

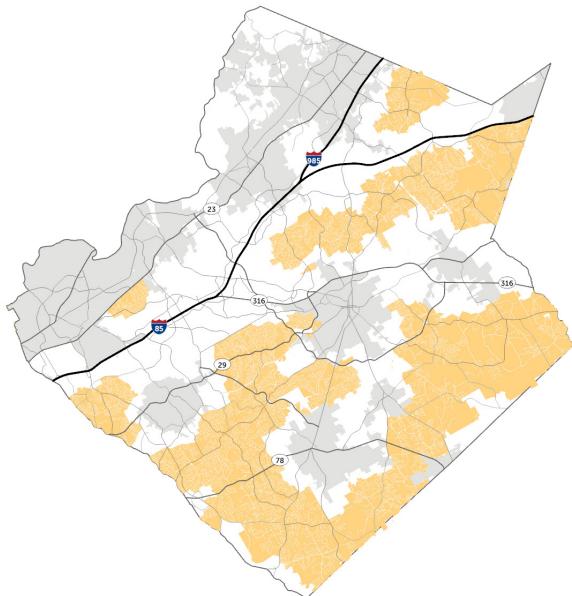
URBAN CORRIDOR - LEGACY AREAS FUTURE DEVELOPMENT TYPE SUMMARY

Legacy Area Types	Context	Land Uses	On Sewer?	Transit Access Goal*	Multi-Purpose Trail Access Goal**
Traditional+	Where single family is already in place in an Urban Corridor and on sewer	Quadplexes/ triplexes/ duplexes, cottages, single family	Yes	Within 1 mile of any transit line; Shared Ride Zone	Within 1 mile of core trail network
Traditional	Where single family is already in place in an Urban Corridor and not on sewer	Single family detached	No	Within 1 mile of any transit line; Shared Ride Zone	Within 1 mile of core trial network

* See p. 93

** See p. 95

② VILLAGES



OVERVIEW

Villages are organized into three types of areas:

- 1 **CENTERS**
- 2 **NEIGHBORHOODS**
- 3 **EDGES**

The Center and Neighborhood types are determined by:

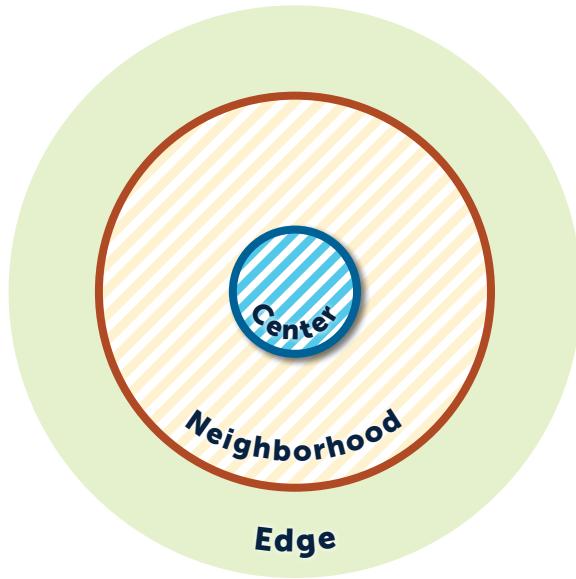
- Location within Gwinnett, specifically their proximity to Urban Corridors and other Villages
- Existing land use and character, especially if an existing shopping area is present in a Center
- Proximity to significant transportation crossroads
- Development and redevelopment potential
- Infrastructure (existing and proposed)
- Transportation (existing and proposed)
- Community input

Much of Gwinnett is already built out, and the boundaries of the Center, Neighborhood, and Edges will vary in size due to existing land uses, natural features, and neighborhood boundaries.

VILLAGE FUTURE DEVELOPMENT TYPES

Center	Neighborhoods	Edges
Large	High Mix	Suburban Residential
Medium	Low Mix	Suburban Non-Residential
Small	Traditional+	Rural
Rural	Traditional	

② VILLAGES: CENTERS



CENTERS

A vibrant center close to home is the key to a great village. Centers can take many forms throughout Gwinnett County, ranging from very large centers with well-established commercial areas to future centers resembling small villages. Unlike Neighborhoods and Edges, Centers have a single future development type designation: Large, Medium, Small, or Rural.

Regardless of size, Centers are envisioned to be mixed use, with preference for commercial uses—particularly those that meet the regular needs of residents, including grocery stores, restaurants, and other services. Denser forms of housing are encouraged in these areas and the presence of comfortable, inviting public spaces is critical.

VILLAGE CENTERS FUTURE DEVELOPMENT TYPE SUMMARY

Center Type	Context	Land Uses	Targeted Density Range	Transit Access Goal*	Multi-Purpose Trails Access Goal**
Large	Higher density	Mixed use (vertical and horizontal), multi-family, retail/entertainment, office, institutional, parks/green space	2.0 - 5.0 FAR	Within 1/4 mile of a quick or rapid ride or transfer facility	Within 1/4 mile of core trail network
Medium	Medium density	Mixed use (vertical and horizontal), multi-family, townhomes, retail/entertainment, office, institutional, parks/green space	1.0 - 3.0 FAR	Within 1/2 mile of a quick or rapid ride or transfer facility or 1/4 mile of a county ride	Within 1/2 mile of core trail network
Small	Lower density	Mixed use (horizontal), townhomes, quads/triplexes/duplexes, retail/entertainment, institutional, parks/green space	0.75 - 2.0 FAR	Within 1/2 mile of a County ride	Within 1 mile of core trail network
Rural	Rural	Retail/entertainment, cottages, institutional, parks/green space	0.30 - 1.5 FAR	Shared Ride Zone	Within 2 miles of core trail network

* See p. 93

** See p. 95



NEIGHBORHOODS

Neighborhoods make up the bulk of Gwinnett's Villages. Unlike Centers, a single Village can include every Neighborhood future development type. In some cases, they can include all four. This is primarily a reflection of historic growth patterns, in which single-family neighborhoods were built everywhere, at varying densities, both with and without sewer.

Generally, the closer a Neighborhood is to its Center, the more dense/intense its designation. This is particularly true for larger parcels with development/redevelopment potential.

VILLAGE NEIGHBORHOODS FUTURE DEVELOPMENT TYPE SUMMARY

Type of Neighborhoods	Context	Land Uses	On Sewer?	Transit Access*	Trail Access**
High Mix	Around Large/Medium Centers, closer to Urban Corridors and cities	Mixed use, multi-family, townhomes	Yes	Within 1/2 mile of Rapid or Quick Ride or within 1/4 mile of County ride; Shared Ride Zone	Within 1/2 mile of core trail network
Low Mix	Around Medium/Small Centers, more distant from Urban Corridors	Townhomes, quads/triplexes/duplexes, cottages	Yes	Within 1 mile of Rapid or Quick Ride or within 1/2 mile of County ride; Shared Ride Zone	Within 1 mile of core trail network
Traditional+	Around Medium/Small/Rural Centers, distant from Urban Corridors; or, where single family is already in place and on sewer	Quads/triplexes/duplexes, cottages, single family	Yes	Within 1 mile of any transit ride line; Shared Ride Zone	Within 2 miles of core trail network
Traditional	Around Small/Rural Centers, distant from Urban Corridors; or, where single family is really in place and not on sewer	Single family	No	Shared Ride Zone	Within 3 miles of core trial network

* See p. 93

** See p. 95



EDGES

Edges are the outskirts of a Village, and tend to exist beyond a reasonable walking distance from the Center (over 1 mile). They are also the least dense part of a Village and may lack sewer.

Not every Village has an Edge; these tend to be present in larger Villages closer to Gwinnett County's borders with Hall, Barrow, and Walton Counties. They are also common in Halos (p. 25) as outliers that are fairly far from an incorporated area's center or Village Center, but are adjacent to a city's boundaries.

VILLAGE EDGES FUTURE DEVELOPMENT TYPE SUMMARY

Type of Edges	Context	On Sewer?	Land Uses	Transit Access*	Trail Access**
Suburban Residential	Areas that are already developed in a traditional suburban single-family pattern that are unlikely to change	Varies	Single family	Shared Ride Zone	Within 3 miles of core trail network
Suburban Non-Residential	Areas that are already developed in a traditional suburban pattern of commercial, industrial, or institutional uses	Varies	Office, retail/entertainment, hotels/motels, heavy industrial, light industrial	Shared Ride Zone	Within 3 miles of core trail network
Rural	Areas that are currently farmland, large-lot rural residential, or undeveloped and not proximate to an Urban Corridor or Village Center	No	Agriculture, rural residential	Shared Ride Zone	Within 5 miles of core trail network

* See p. 93

** See p. 95

3 HALOS

OVERVIEW

Halos refer to areas of unincorporated Gwinnett that lie adjacent to, or in close proximity with, a city or neighboring jurisdiction—so much so that residents and workers in these areas likely regard that neighboring city center as their Daily Community.

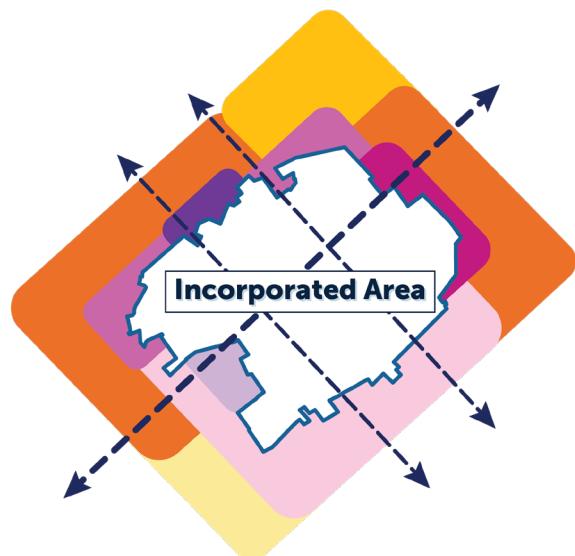
Future development areas within Halos vary widely based on which jurisdiction the parcel is near. For more urbanized cities in south and west Gwinnett, the future development type can be an Urban Corridor or denser Village Neighborhood type. For less intensively-developed parts of Gwinnett, Neighborhood and Edge future development types are more common.

Halos can also have “flares.” These are smaller commercial hubs located near a city’s edge, acting as a Village Center for residents of unincorporated Gwinnett, distinct from the downtown area.

HALO AS PART OF A VILLAGE:



HALO AS PART OF AN URBAN CORRIDOR:



Urban	Workplace Center	Neighborhoods	Edges
High	Heavy	High Mix	Suburban Residential
Medium	Light	Low-Mix	Suburban Non-Residential
Low		Traditional+	Rural
		Traditional	

FUTURE DEVELOPMENT MAP

INTRODUCTION

The Daily Community framework—comprised of Urban Corridors, Villages, and Halos—is the foundation for Gwinnett County's Future Development Map (FDM). The FDM is a guide that represents the community's land use vision.

Each parcel in unincorporated Gwinnett County belongs to an Urban Corridor, Village, or Halo (Figure 1-7, p. 16). The FDM adds greater detail by determining its future development type from these categories:

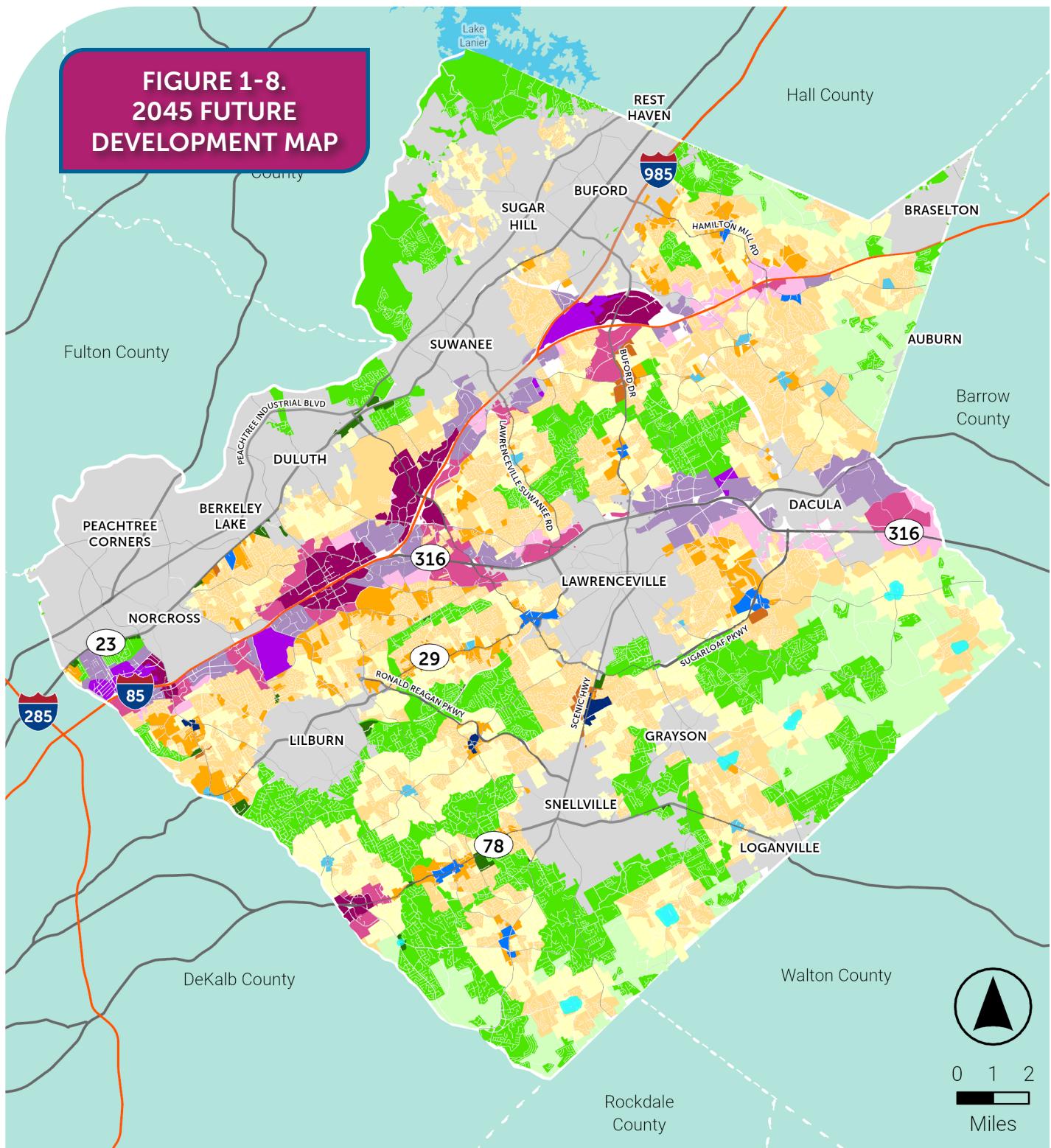
URBAN CORRIDORS	VILLAGE CENTERS	NEIGHBORHOODS AND LEGACY AREAS	EDGES
Urban - High	Center - Large	High Mix	Suburban Residential
Urban - Medium	Center - Medium	Low Mix	Suburban Non-Residential
Urban - Low	Center - Small	Traditional+	
Workplace - Heavy	Center - Rural	Traditional	Rural
Workplace - Light			

Each of these FDM types is described in more detail in the section that follows. These categories are designed to guide the future **form** of development: how it looks, feels, and is connected to its Daily Community.

It should be noted that the FDM does not assign a specific land use for each parcel. This is because the exact best use of land should be determined at a much smaller scale based on specific site characteristics and market conditions at the time of development.

Instead, the FDM provides a general “menu” of appropriate land uses within the broader context of the community. As long as a proposed development belongs to one of these appropriate land use types and meets Daily Community guidelines for form, it should result in a positive change for the community.

FIGURE 1-8.
2045 FUTURE
DEVELOPMENT MAP



Legend

URBAN CORRIDORS

- Urban - High
- Urban - Medium
- Urban - Low
- Workplace - Heavy
- Workplace - Light

VILLAGE CENTERS

- Center - Large
- Center - Medium
- Center - Small
- Center - Rural

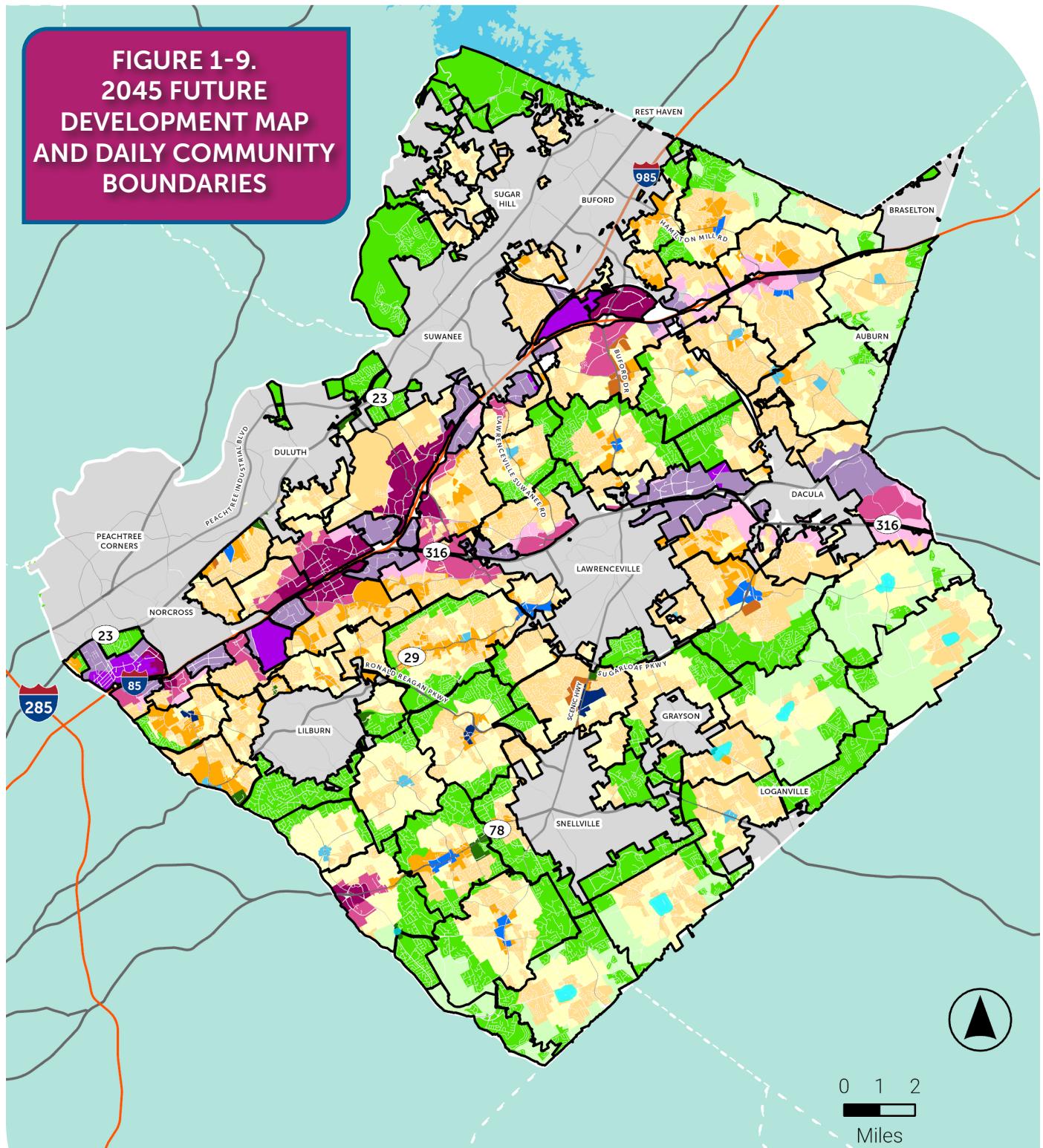
**NEIGHBORHOODS
AND LEGACY AREAS**

- High Mix
- Low Mix
- Traditional+
- Traditional

EDGES

- Suburban Residential
- Suburban Non-Residential
- Rural

FIGURE 1-9.
2045 FUTURE
DEVELOPMENT MAP
AND DAILY COMMUNITY
BOUNDARIES



Legend

Daily Community Boundaries

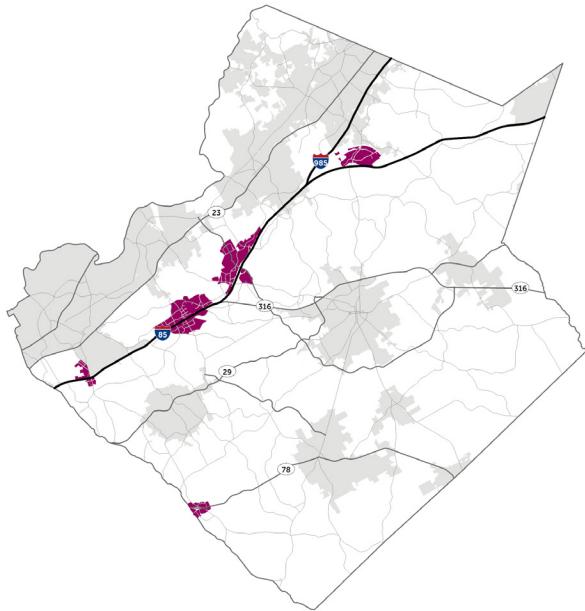
Future Development Categories same as map left

URBAN - HIGH

The highest-intensity future development type in Gwinnett, Urban - High is envisioned to be a rich mix of development types concentrated in specific centers along Gwinnett's major transportation infrastructure.

These areas, which consist of an integrated mix of different types of residential, commercial, and public/institutional, are primarily located along I-85 in the southern part of Gwinnett County. They are intended to absorb a significant amount of population growth over the coming years.

Areas of Gwinnett reserved for this highest intensity of development are along Jimmy Carter Boulevard, Gwinnett Place/Pleasant Hill Road, Gas South, and Sugarloaf.



TYPES OF DAILY COMMUNITIES:

- Urban Corridors
- Halos

RECOMMENDED ZONING:

MU-R, HRR, C-3, O-I

KEY IMPLEMENTATION ACTIONS:

- Revise UDO according to target FAR ranges
- Offer incentive packages for "first adopters" of redevelopment projects
- Explore feasibility of a ground floor "opt-out" program in which developers can pay into a Small Business Support Fund instead of non-residential land uses on the ground floor (up to 50 percent)
- Establish a Gwinnett County Parking Authority, or similar organization, to help offset high costs of structured parking
- Implement multi-modal transportation projects to support higher densities

URBAN - HIGH

USES

(= Appropriate)

MIXED USES:

- Mixed Use - Vertical
- Mixed Use - Horizontal

RESIDENTIAL:

- Multi-Family - High Rise
- Multi-Family - Mid Rise
- Multi-Family - Low Rise
- Townhomes/Stacked Flats
- Quads/Triplexes/Duplexes
- Single Family Cottages
- Single Family

NON-RESIDENTIAL:

- Office
- Retail/Entertainment
- Auto-Oriented Commercial
- Hotels/Motels
- Heavy Industrial
- Flex/Light Industrial
- Public/Institutional
- Utilities
- Parks/Open Space
- Conservation

PARKING MANAGEMENT

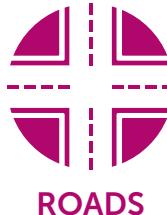
- Structured
- Surface⁺

LOCATIONS:

- Back
- Side
- Front

⁺Small sites (2.0 acres or less) only

MULTI-MODAL GOALS



ROADS

- Must link directly to local roadway network and provide cross-connectivity through the project
- Must provide connectivity to all adjacent parcels
- Reduce block sizes with new roads built through redevelopment
- Avoid adding new travel lanes to roadways
- Prioritize safety of pedestrians and bicyclists



TRANSIT*

- Located within 1/4 mile of a Rapid or Quick Ride transit line or Transfer Facility



TRAILS**

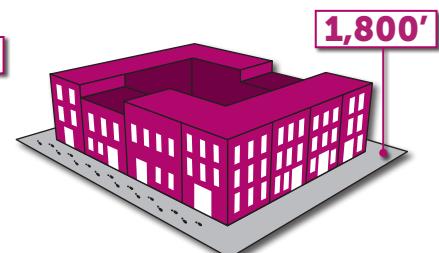
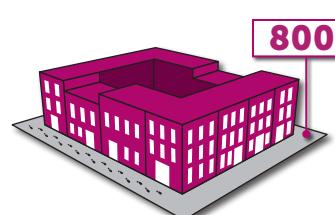
- Located within 1/8 mile of the Core Trail and Priority Trail network

* See p. 93

** See p. 95

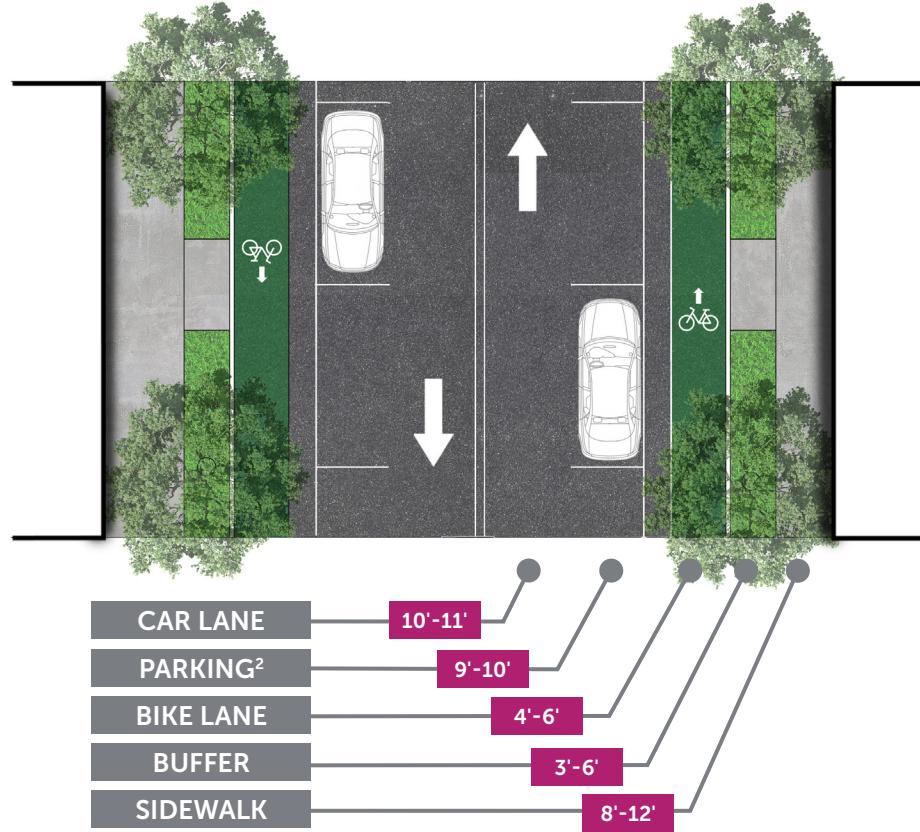
WALKABILITY

BLOCK PERIMETER: Preferred Range



URBAN - HIGH

PREFERRED STREET SECTION RANGES¹



¹ For state roadways, GDOT standards apply

² If parking lane present, buffer can be as low as 3"; if no parking lane, minimum is 4'

PARK TYPOLOGIES*



PLAZAS



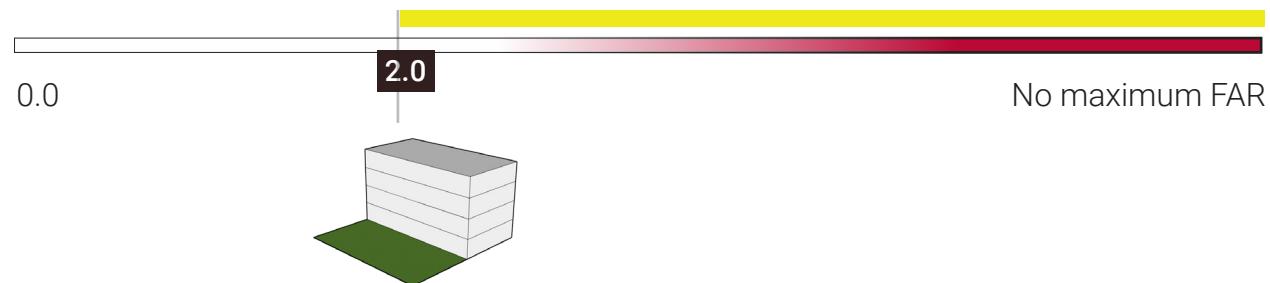
POCKET PARKS

*See p. 96.

URBAN - HIGH

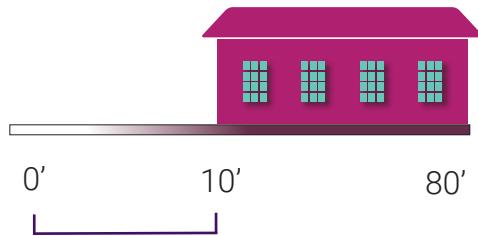
DEVELOPMENT GUIDANCE + CONSIDERATIONS

TARGETED DENSITY RANGE



PEOPLE-FRIENDLY DESIGN

PREFERRED FRONT SETBACKS:



DESIRED SETBACK USES:



WHEN SITES GET TOUGH - ALTERNATIVE GOALS

There are many instances in which a site cannot meet the targets above. They might be too small, have difficult geometry, or have site conditions that make these goals difficult to reach feasibly. Evaluation of these projects does not have to be "pass/fail." Instead, there are alternative goals that contribute positively to creating Daily Communities in Urban - High areas. In these tough cases, the County may want to consider the following goals that also work towards building great Daily Communities:

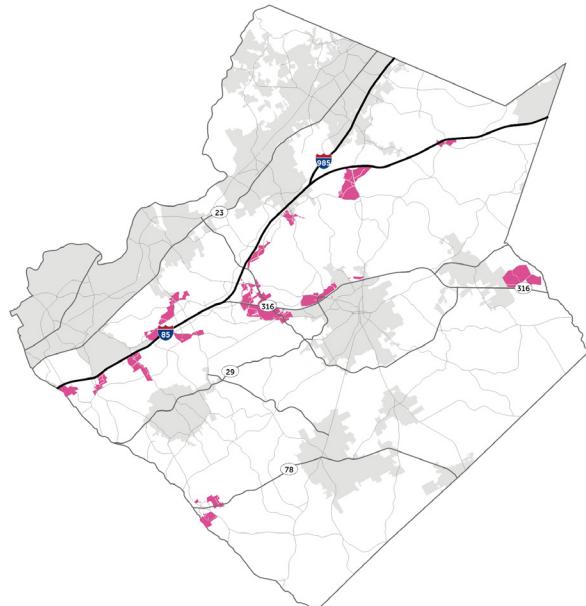
- Sites with existing buildings increase FAR by 30+ percent
- Reduces surface parking by 40+ percent
- Includes more than one use
- Improves inter-parcel access or contributes to expansion of local roadway network
- Builds new sidewalk or core trail network link
- Provides transit shelter
- Creates at least 750 ft²+ of new semi-public space
- Reuses an existing building creatively

URBAN - MEDIUM

Urban - Medium is the most common future development type in the Urban Corridors. It is the “fabric” of these more urbanized communities—not as dense as the Urban - High Centers, but still relatively high-intensity neighborhoods that can take advantage of areas with high infrastructure investment.

One of the biggest differences between these areas and Urban - High is that Mixed Use - Horizontal is allowed, as are Townhomes/Stacked Flats when part of a large mixed use development.

Urban - Medium is dispersed along I-85, I-985, and Highway 316. These areas can surround Urban - High Centers, but can also be centers in their own right elsewhere along the corridors.



TYPES OF DAILY COMMUNITIES:

- Urban Corridors
- Halos

RECOMMENDED ZONING:

MU-R, MU-C, O-I, HRR,
R-TH, R-IF

KEY IMPLEMENTATION ACTIONS:

- Revise UDO according to target FAR ranges
- Create design guidelines for redevelopment projects that emphasize good urban design
- Offer incentive packages for “first adopters” of redevelopment projects
- Explore feasibility of a ground floor “opt-out” program in which developers can pay into a Small Business Support Fund instead of non-residential land uses on the ground floor (up to 50 percent)
- Implement multi-modal transportation projects to support higher densities
- Revise street design guidelines to improve pedestrian safety

URBAN - MEDIUM

USES

(= Appropriate)

MIXED USES:

- Mixed Use - Vertical
- Mixed Use - Horizontal

RESIDENTIAL:

- Multi-Family - High Rise
- Multi-Family - Mid Rise
- Multi-Family - Low Rise
- Townhomes/Stacked Flats
- Quads/Triplexes/Duplexes
- Single Family Cottages
- Single Family

NON-RESIDENTIAL:

- Office
- Retail/Entertainment
- Auto-Oriented Commercial
- Hotels/Motels
- Heavy Industrial
- Flex/Light Industrial
- Public/Institutional
- Utilities
- Parks/Open Space
- Conservation

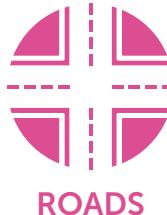
PARKING MANAGEMENT

- Structured
- Surface

LOCATIONS:

- Back
- Side
- Front

MULTI-MODAL GOALS



- Maximize local roadway network
- Reduce block sizes with new roads built through redevelopment
- Avoid adding new travel lanes to roadways
- Prioritize safety of pedestrians and bicyclists



- Location within 1/2 mile of Rapid or Quick Ride transit line; or,
- Location within 1/4 mile of County Ride



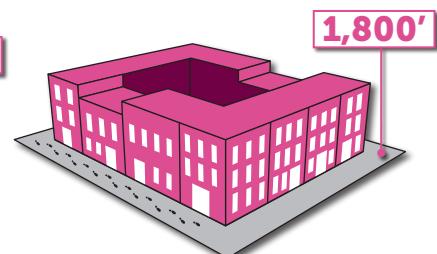
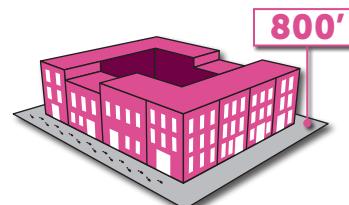
- Location within 1/4 mile of Core Trail and Priority Trail network

* See p. 93.

** See p. 95.

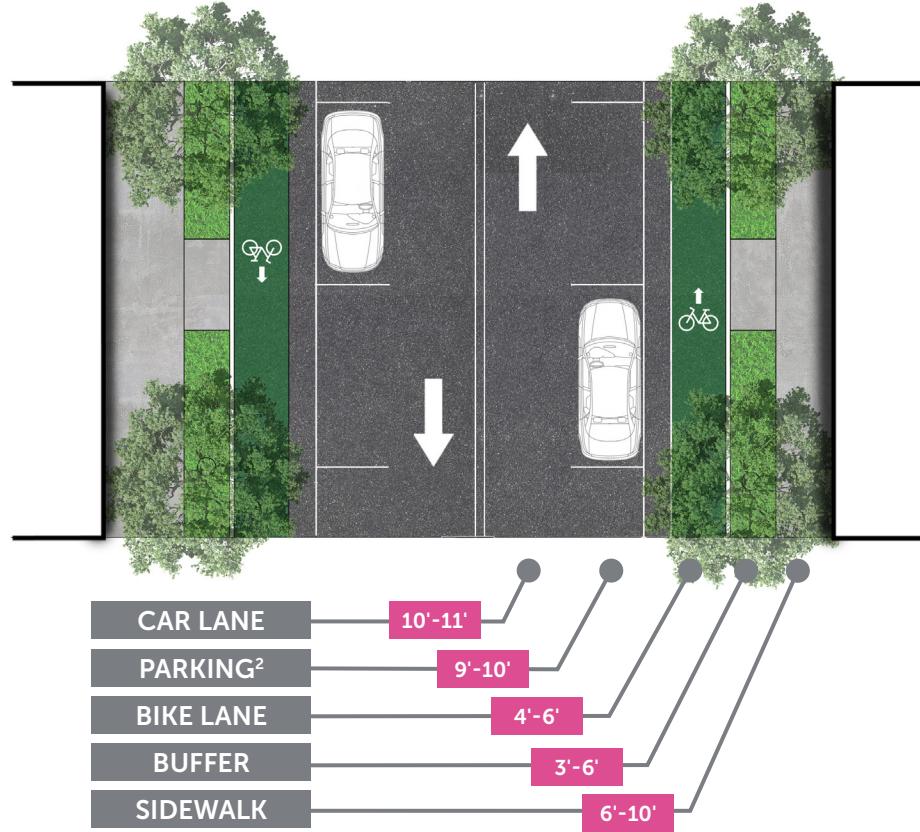
WALKABILITY

BLOCK PERIMETER: Preferred Range



URBAN - MEDIUM

PREFERRED STREET SECTION RANGES¹



¹ For state roadways, GDOT standards apply

² If parking lane present, buffer can be as low as 3"; if no parking lane, minimum is 4'

PARK TYPOLOGIES*



PLAZAS



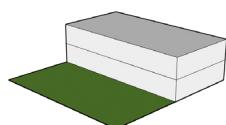
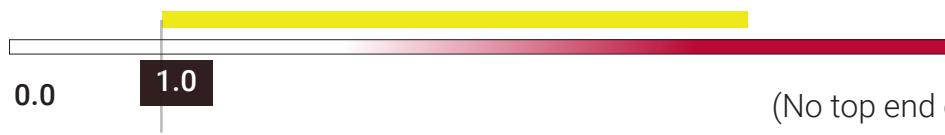
POCKET PARKS

*See p. 96.

URBAN - MEDIUM

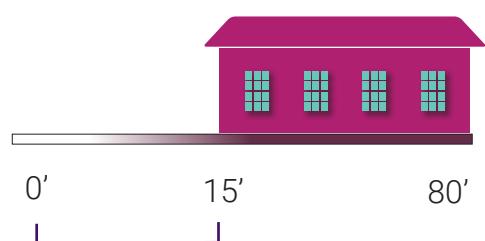
DEVELOPMENT GUIDANCE + CONSIDERATIONS

TARGETED DENSITY RANGE

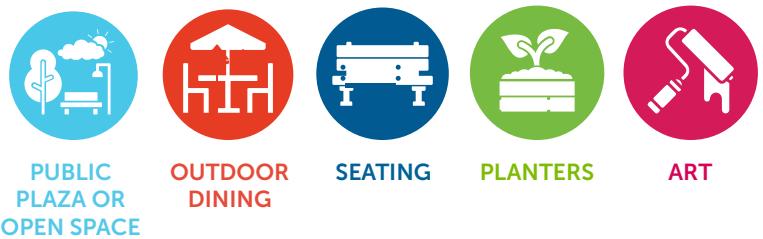


PEOPLE-FRIENDLY DESIGN

PREFERRED FRONT SETBACKS:



DESIRED SETBACK USES:



WHEN SITES GET TOUGH - ALTERNATIVE GOALS

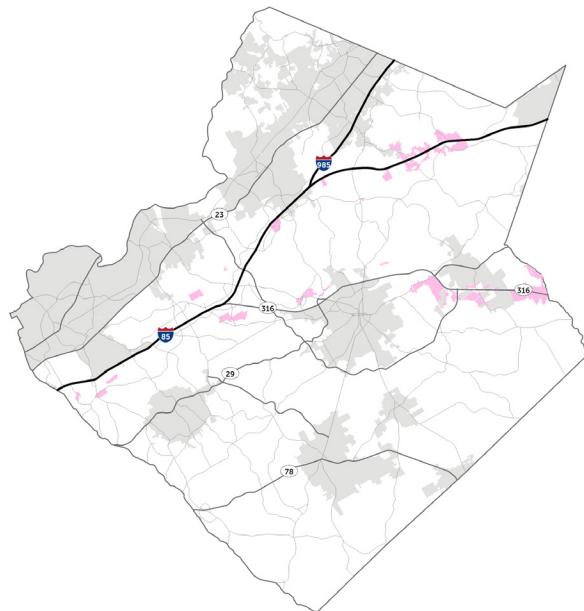
There are many instances in which a site cannot meet the targets above. They might be too small, have difficult geometry, or have site conditions that make these goals difficult to reach feasibly. Evaluation of these projects does not have to be "pass/fail." Instead, there are alternative goals that contribute positively to building Daily Communities in Urban - Medium, such as the following:

- Sites with existing buildings increase FAR by 25+ percent
- Reduces surface parking by 30+ percent
- Includes more than one use
- Improves inter-parcel access or contributes to expansion of local roadway network
- Builds new sidewalk or core trail network link
- Provides transit shelter
- Creates at least 750 ft²+ of new semi-public space
- Reuses an existing building creatively

URBAN - LOW

Urban - Low is the least intensive of the mixed uses in Urban Corridors. These tend to be located at the edge of higher intensities as a step-down in intensity to single-family neighborhoods or other lower density uses.

There is a good deal of flexibility in these areas, with both vertical and horizontal mixed uses encouraged, as well as the widest variety of residential uses and commercial uses allowed. In most cases these areas are not envisioned to be "centers," but rather areas of urban space connecting centers together.



TYPES OF DAILY COMMUNITIES:

- Urban Corridors
- Halos

RECOMMENDED ZONING:

MU-C, MU-N, O-I, C-2, MRR, R-TH

KEY IMPLEMENTATION ACTIONS:

- Revise UDO according to target FAR ranges
- Create design guidelines for new development and redevelopment projects that emphasize good urban design, as well as step-down transitions to single-family neighborhoods
- Identify candidate sites for new development pilot projects
- Establish Gwinnett County Land Bank to provide public-private investment for quality development projects
- Implement multi-modal transportation projects to support higher densities



URBAN - LOW

USES

(= Appropriate)

MIXED USES:

- Mixed Use - Vertical
- Mixed Use - Horizontal

RESIDENTIAL:

- Multi-Family - High Rise
- Multi-Family - Mid Rise
- Multi-Family - Low Rise
- Townhomes/Stacked Flats
- Quads/Triplexes/Duplexes
- Single Family Cottages
- Single Family

NON-RESIDENTIAL:

- Office
- Retail/Entertainment
- Auto-Oriented Commercial
- Hotels/Motels
- Heavy Industrial
- Flex/Light Industrial

Flex/Industrial allowed if it meets walkability and people-friendly design ranges

- Public/Institutional
- Utilities
- Parks/Open Space
- Conservation

PARKING MANAGEMENT

- Structured
- Surface

LOCATIONS:

- Back
- Side
- Front

MULTI-MODAL GOALS



- Maximize local roadway network
- Reduce block sizes with new roads built through redevelopment
- Prioritize safety of pedestrians and bicyclists



- Location within 1/2 mile of any fixed transit service/facility



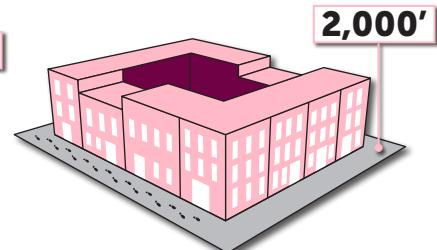
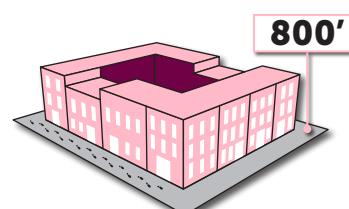
- Location within 1/2 mile of Core Trail and Priority Trail network

* See p. 93.

** See p. 95.

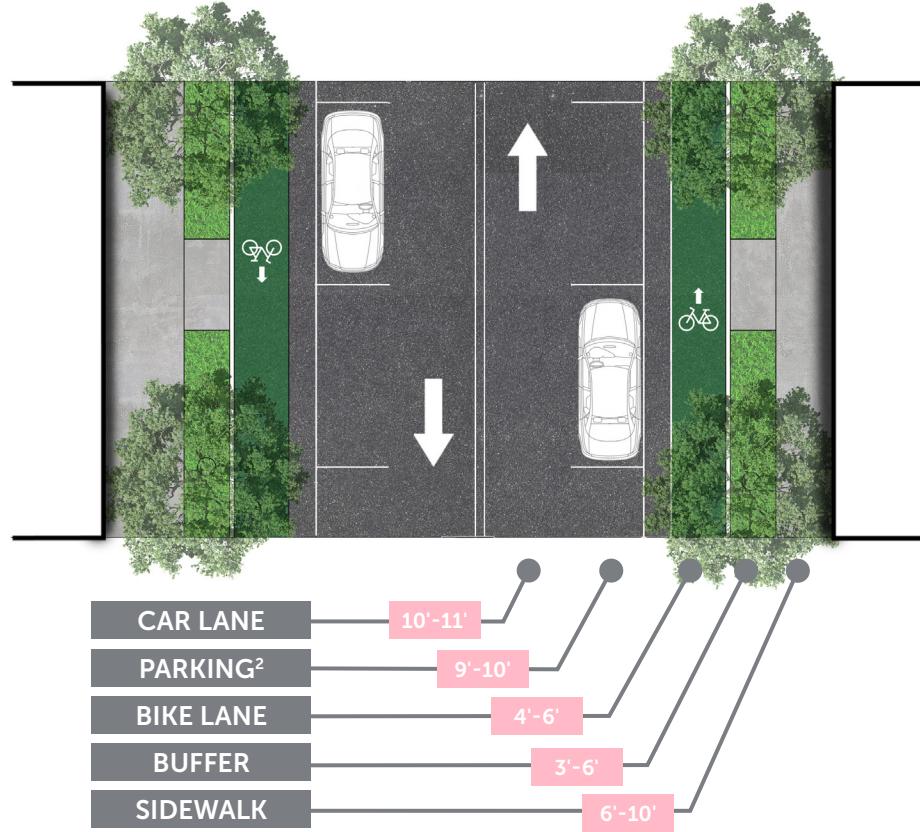
WALKABILITY

BLOCK PERIMETER: Preferred Range



URBAN - LOW

PREFERRED STREET SECTION RANGES¹



¹ For state roadways, GDOT standards apply

² If parking lane present, buffer can be as low as 3"; if no parking lane, minimum is 4'

PARK TYPOLOGIES*



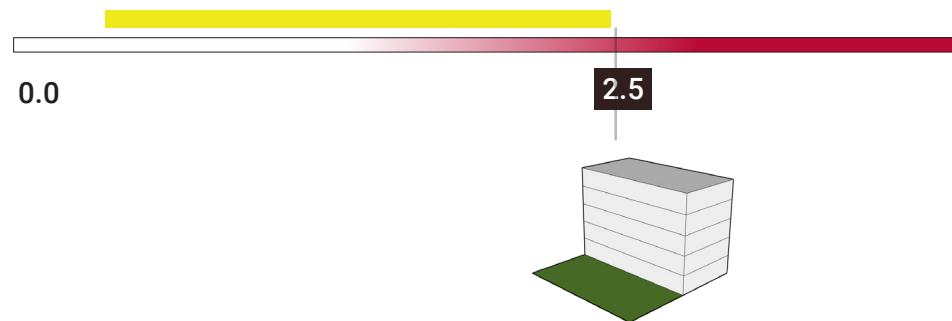
SQUARE

*See p. 96.

URBAN - LOW

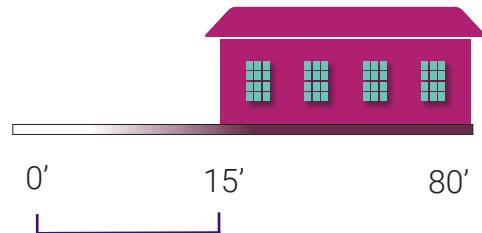
DEVELOPMENT GUIDANCE + CONSIDERATIONS

TARGETED DENSITY RANGE

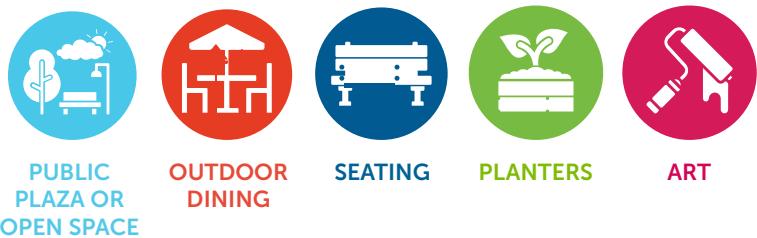


PEOPLE-FRIENDLY DESIGN

PREFERRED FRONT SETBACKS:



DESIRED SETBACK USES:



WHEN SITES GET TOUGH - ALTERNATIVE GOALS

There are many instances in which a site cannot meet the targets above. They might be too small, have difficult geometry, or have site conditions that make these goals difficult to reach feasibly. Evaluation of these projects does not have to be "pass/fail." Instead, there are alternative goals that contribute positively to building Daily Communities, in Urban - Low, such as the following:

- Sites with existing buildings increase FAR by 20+ percent
- Reduces existing surface parking by 25+ percent
- Includes more than one use
- Improves inter-parcel access or contributes to expansion of local roadway network
- Builds new sidewalk or core trail network link
- Provides transit shelter
- Creates at least 750 ft²+ of new semi-public space
- Reuses an existing building creatively

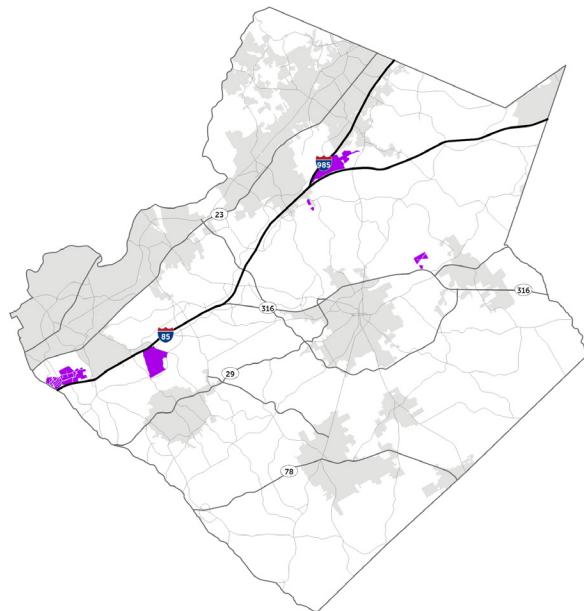
WORKPLACE - HEAVY

Workplace - Heavy areas are the places in Gwinnett County reserved for the most intense industrial uses—such as the quarry and heavy manufacturing—that need to be buffered from other non-industrial uses. They also require strong access to truck routes, and I-85 in particular.

In many cases, these uses have very specific design and site requirements that are necessary for the business to function. Therefore, design requirements in these areas are far less stringent than in those with a more residential or commercial character.



Images courtesy of the Gwinnett Post



TYPES OF DAILY COMMUNITIES:

- Urban Corridors
- Halos

RECOMMENDED ZONING:

M-1, M-2

KEY IMPLEMENTATION ACTIONS:

- Preserve these areas from non-industrial growth; industrial areas are needed to help maintain a balanced tax base
- Utilize buffers for beautification and modest improvements to pedestrian infrastructure for transit users
- Identify candidate sites for green infrastructure pilot projects that reclaim underutilized parking lots
- Implement multi-modal transportation projects to connect workplace centers with high-density areas

WORKPLACE - HEAVY

USES

( = Appropriate)

MIXED USES:

- Mixed Use - Vertical
- Mixed Use - Horizontal

RESIDENTIAL:

- Multi-Family - High Rise
- Multi-Family - Mid Rise
- Multi-Family - Low Rise
- Townhomes/Stacked Flats
- Quads/Triplexes/Duplexes
- Single Family Cottages
- Single Family

NON-RESIDENTIAL:

- Office
- Retail/Entertainment
- Auto-Oriented Commercial
- Hotels/Motels
- Heavy Industrial
- Flex/Light Industrial
- Public/Institutional
- Utilities
- Parks/Open Space
- Conservation

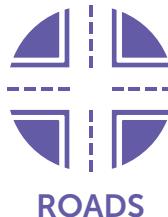
PARKING MANAGEMENT

- Structured
- Surface

LOCATIONS:

- Back
- Side
- Front

MULTI-MODAL GOALS



ROADS

- Prioritize safe, efficient movement of freight
- Ensure easy access to Interstate and other truck routes
- Minimize potential conflicts with pedestrian and bicyclists



TRANSIT*

- Location within 1/2 mile of Rapid or Quick Ride transit line or Transfer Facility; or
- Location within 1/4 mile of County ride



TRAILS**

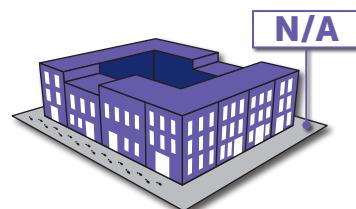
- Within 1 mile of Core Trail and Priority Trail network

* See p. 93.

** See p. 95.

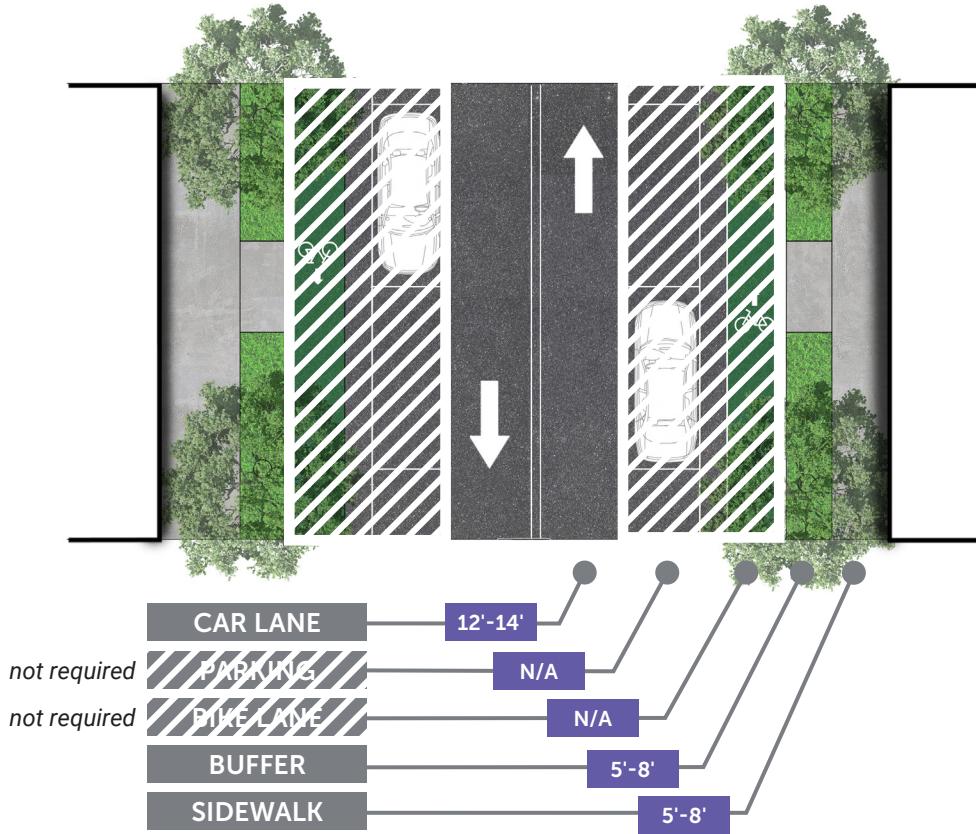
WALKABILITY

BLOCK PERIMETER: Preferred Range



WORKPLACE - HEAVY

PREFERRED STREET SECTION RANGES¹



¹ For state roadways, GDOT standards apply

WORKPLACE - HEAVY

DEVELOPMENT GUIDANCE + CONSIDERATIONS

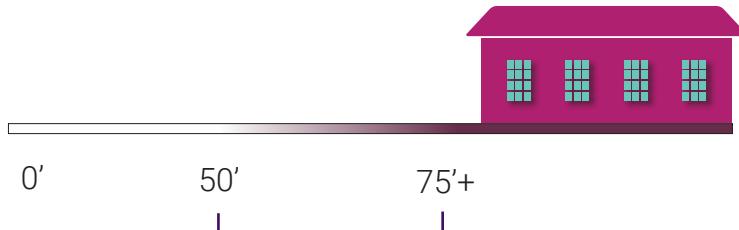
Industrial Made Easy

To maintain a healthy tax base, it is important to have enough industrial and commercial uses to balance against residential uses. Although heavy industrial uses are not highly desired, they are still necessary for the County to function and fully participate in the regional and global economy.

These uses are buffered significantly from other uses in Gwinnett, and are not intended to be part a mixed-use, pedestrian friendly environment—qualities which are in direct conflict with the needs of these industries. Instead, the intent is to support these industries by reducing these conflicts and not impose stringent design guidelines that add unnecessary costs—or at worst, render the buildings unusable.

PEOPLE-FRIENDLY DESIGN

PREFERRED FRONT SETBACKS:



DESIRED SETBACK USES:



LANDSCAPING



PEDESTRIAN
CONNECTION TO
SIDEWALK

WORKPLACE - LIGHT

The vast majority of workplace uses in the Future Development Map are designated as Workplace - Light. These are uses that do not have the external impacts of heavier industry (like smoke or odors), but are still substantial workplaces.

Workplace - Light areas are envisioned to be a mix of light industrial, flex, and office spaces. Although they are not noxious uses, it is better to separate them from residential and mixed use because of the higher amounts of trucks and freight traffic they generate. They are also not intended to operate at the same level of walkability as the Urban areas for this reason.

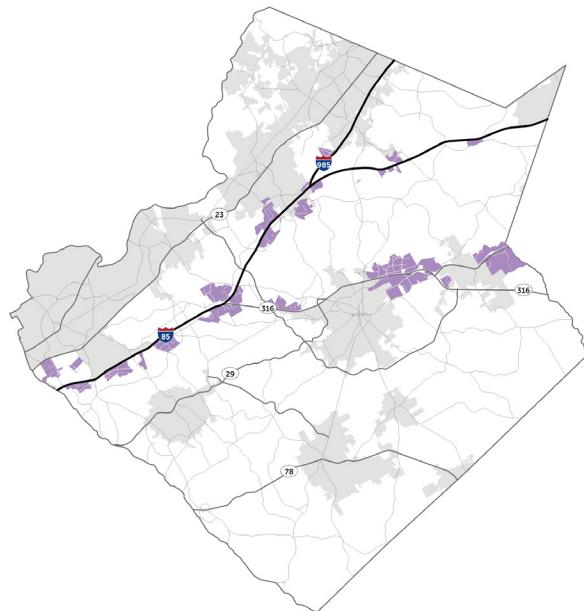


Image courtesy of City Feet



Image courtesy of LoopNet

TYPES OF DAILY COMMUNITIES:

- Urban Corridors
- Halos

RECOMMENDED ZONING:

M-1, O-I

KEY IMPLEMENTATION ACTIONS:

- Preserve these areas from non-industrial growth; industrial areas are needed to help maintain a balanced tax base
- For single-family neighborhoods fully or almost fully engulfed by this use, consider a pilot “cottage industry” program in which home occupations are defined very inclusively and can tolerate higher levels of activity
- Utilize buffers for beautification and modest improvements to pedestrian infrastructure for transit-users

WORKPLACE - LIGHT

USES

( = Appropriate)

MIXED USES:

- Mixed Use - Vertical
- Mixed Use - Horizontal

RESIDENTIAL:

- Multi-Family - High Rise
- Multi-Family - Mid Rise
- Multi-Family - Low Rise
- Townhomes/Stacked Flats
- Quads/Triplexes/Duplexes
- Single Family Cottages
- Single Family

NON-RESIDENTIAL:

- Office
- Retail/Entertainment
- Auto-Oriented Commercial*
**Allowed if walkability and people-friendly design ranges are met*
- Hotels/Motels
- Heavy Industrial
- Flex/Light Industrial
- Public/Institutional
- Utilities
- Parks/Open Space
- Conservation

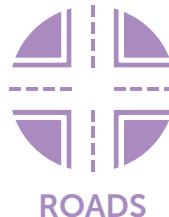
PARKING MANAGEMENT

- Structured
- Surface

LOCATIONS:

- Back
- Side
- Front

MULTI-MODAL GOALS



ROADS

- Prioritize safe, efficient movement of freight
- Ensure easy access to Interstate and other truck routes



TRANSIT*

- Location within 1/2 mile of Rapid or Quick Ride transit line or Transfer Facility; or
- Location within 1/4 mile of County ride



TRAILS

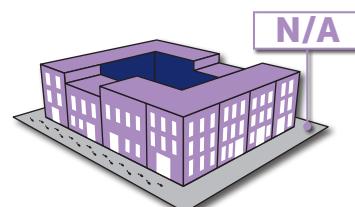
- None

* See p. 93.

** See p. 95.

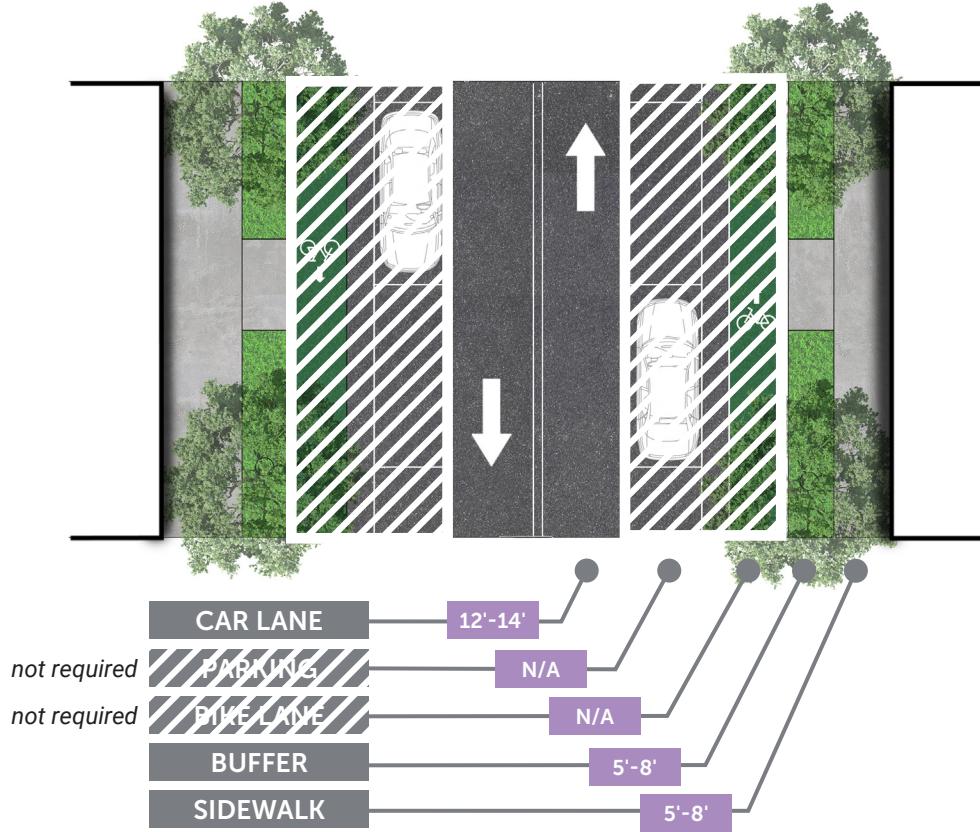
WALKABILITY

BLOCK PERIMETER: Preferred Range



WORKPLACE - LIGHT

PREFERRED STREET SECTION RANGES¹



¹ For state roadways, GDOT standards apply

PARK TYPOLOGIES*



*See p. 96.

Large active parks like sports complexes can be very well suited for Workplace - Light areas. With their large parking lots and bright lights, they can be a nuisance to more residential uses, but do not conflict with light industrial and offices uses to the same degree. These facilities are usually public, though occasionally the private sector will build these as commercial facilities with fairly high fees.

WORKPLACE - LIGHT

DEVELOPMENT GUIDANCE + CONSIDERATIONS

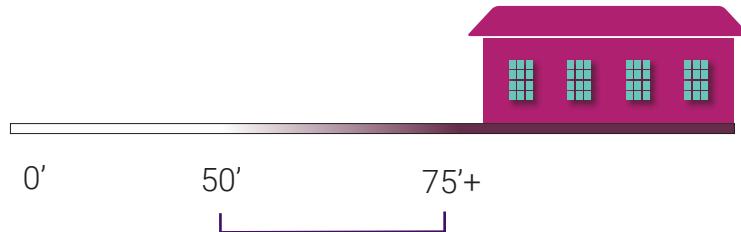
Industrial Made Easy

Light industrial uses “play better” with non-industrial uses than their heavier counterparts, but still benefit from more flexibility in design. They also benefit from some separation from residential areas, as they typically generate large amounts of truck traffic.

Most light industrial uses coming onto the market today are related to warehousing and logistics. These buildings have very large, low density footprints which do not typically foster a great walkable environment. However, there is no viable way to “go up” and make these uses more vertical. To maintain a variety of jobs nearby and keep the tax base healthy, the future development map provides large areas of these concentrated along I-85, I-985, and Highway 316.

PEOPLE-FRIENDLY DESIGN

PREFERRED FRONT SETBACKS:



DESIRED SETBACK USES:



LANDSCAPING



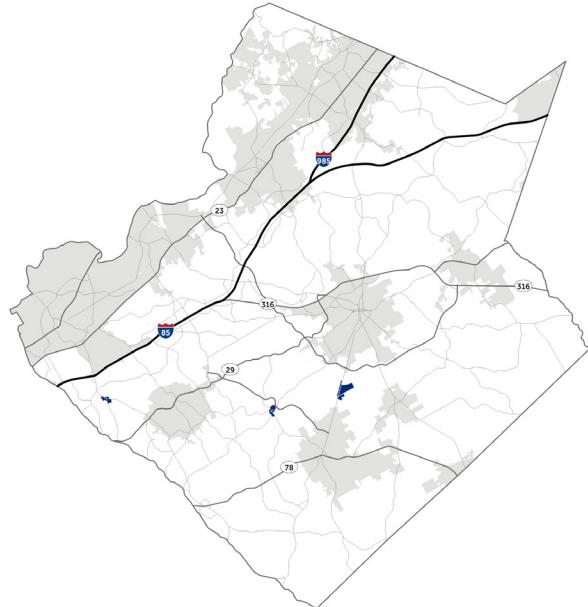
PEDESTRIAN
CONNECTION TO
SIDEWALK

VILLAGE CENTER - LARGE

Village Centers - Large are the most intensive uses in Gwinnett County beyond the Urban Corridors. These are not only the most intensive of the non-corridor uses, but also the largest of the Centers in area.

They are located at key crossroads in unincorporated Gwinnett, and serve an important function in meeting a large area of residents' daily needs across a mix of commercial, residential, and public/institutional uses.

There are three Villages with large Centers: Five Forks, Rockbridge, and Webb Gin.



TYPES OF DAILY COMMUNITIES:

- Villages

RECOMMENDED ZONING:

MU-C, MU-N, MU-R, O-I,
MRR

KEY IMPLEMENTATION ACTIONS:

- Revise UDO according to target FAR ranges
- Establish Village Link program, in which the County would purchase market-available single-family homes to build trail connections and ADUs throughout villages (see p. 411)
- Create design guidelines for redevelopment projects that emphasize good urban design
- Offer incentive packages for "first adopters" of redevelopment projects
- Imbue redevelopment with local culture through County- and resident-led efforts
- For properties less likely to redevelop, work with owners to refresh facades or turn extra parking spaces into public amenities

VILLAGE CENTER - LARGE

USES

(= Appropriate)

MIXED USES:

- Mixed Use - Vertical
- Mixed Use - Horizontal

RESIDENTIAL:

- Multi-Family - High Rise
- Multi-Family - Mid Rise
- Multi-Family - Low Rise
- Townhomes/Stacked Flats
- Quads/Triplexes/Duplexes
- Single Family Cottages
- Single Family

NON-RESIDENTIAL:

- Office
- Retail/Entertainment
- Auto-Oriented Commercial
- Hotels/Motels
- Heavy Industrial
- Flex/Light Industrial
- Public/Institutional
- Utilities
- Parks/Open Space
- Conservation

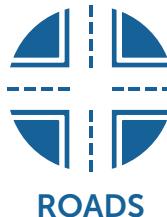
PARKING MANAGEMENT

- Structured
- Surface

LOCATIONS:

- Back
- Side
- Front

MULTI-MODAL GOALS



ROADS

- Improve connectivity of local roadway network
- Reduce block sizes with new roads built through redevelopment
- Prioritize safety of pedestrians and bicyclists



TRANSIT*

- Location within 1/4 mile of a Quick or Rapid Ride line or Transfer Facility



TRAILS**

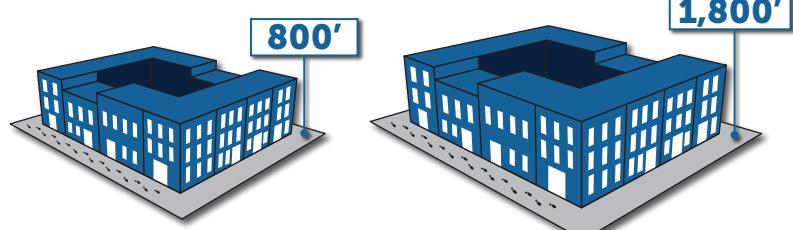
- Within 1/4 mile of Core Trail and Priority Trail network

* See p. 93.

** See p. 95.

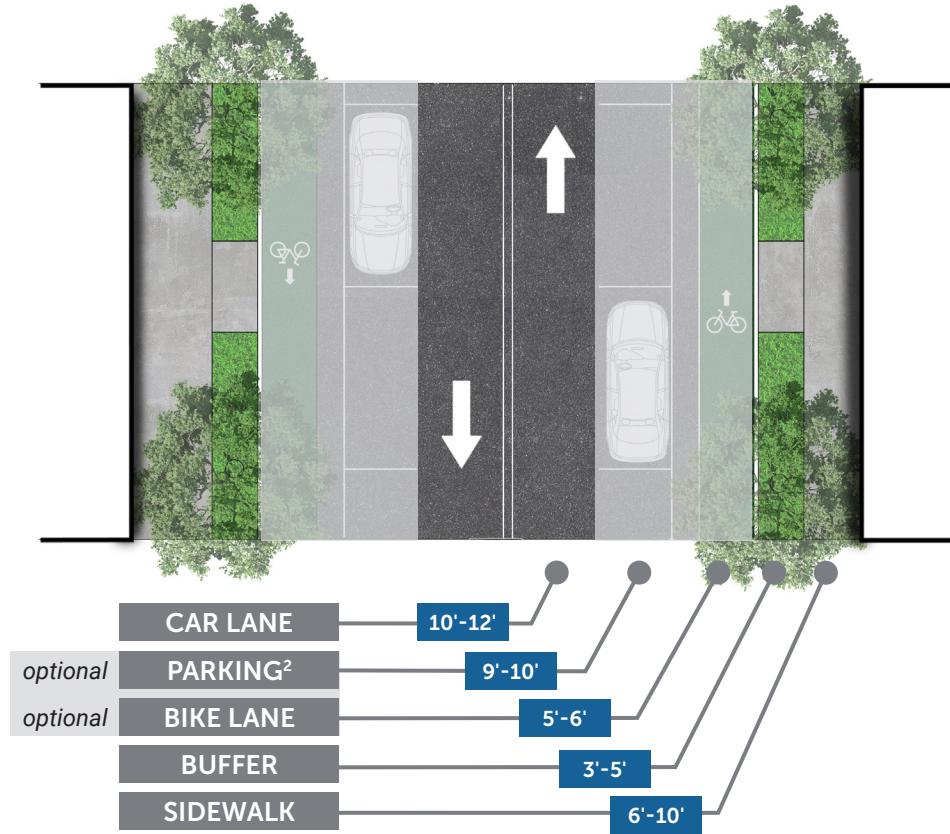
WALKABILITY

BLOCK PERIMETER: Preferred Range



VILLAGE CENTER - LARGE

PREFERRED STREET SECTION RANGES¹



¹ For state roadways, GDOT standards apply

² If parking lane present, buffer can be as low as 3"; if no parking lane, minimum is 4'

PARK TYPOLOGIES*

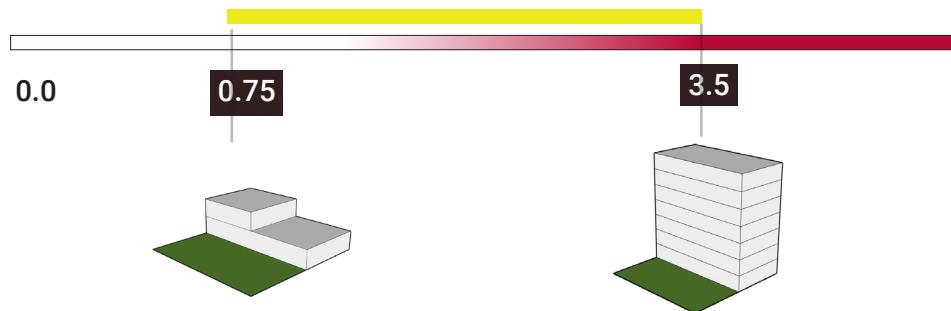


*See p. 96.

VILLAGE CENTER - LARGE

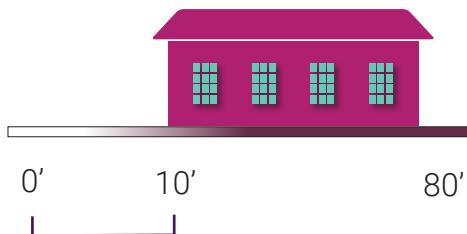
DEVELOPMENT GUIDANCE + CONSIDERATIONS

TARGETED DENSITY RANGE

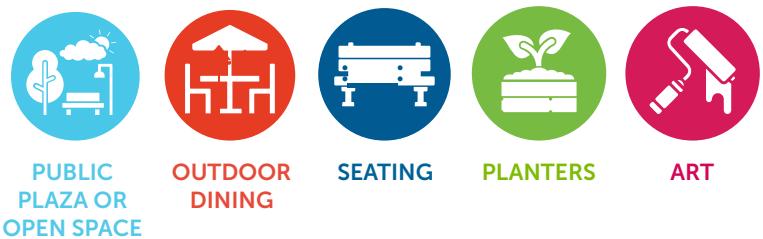


PEOPLE-FRIENDLY DESIGN

PREFERRED FRONT SETBACKS:



DESIRED SETBACK USES:



WHEN SITES GET TOUGH - ALTERNATIVE GOALS

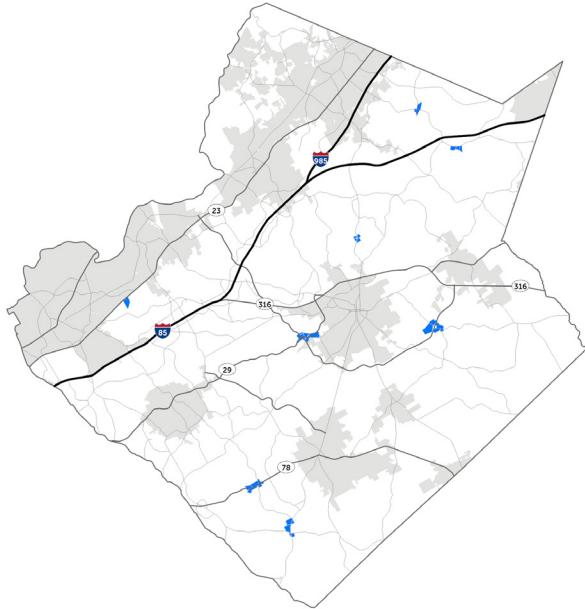
Because of the suburban roots of all Village centers, there is a variety of parcel sizes to contend with, many of which are small or do not lend themselves well to achieving these FAR targets and preferred dimensions and characteristics. For these smaller parcels and/or difficult sites, some alternative Village Center - Large project goals can include:

- Sites with existing buildings increase FAR by 30+ percent
- Reduces surface parking by 25+ percent
- Includes more than one use
- Improves diversity of housing types available in the Village
- Reuses an existing building creatively
- Improves inter-parcel access or contributes to expansion of local roadway network
- Provides transit shelter
- Builds new sidewalk or core trail network link
- Creates at least 750 ft²+ of new semi-public space

VILLAGE CENTER - MEDIUM

Village Center - Medium is the most common of the Village Center types. They are envisioned to be vibrant community centers with clusters of restaurants, retail, and diverse housing options. They are located across a wide range of contexts, but are predominantly in suburban areas at least a few miles from the nearest Urban Corridor.

There are eight Medium Village Centers shown on the Future Development Map: Centerville, Hamilton Mill, Killian Hill, Martins Chapel, Monfort, Pinckneyville, Ridgewood, and Thompson Mill. They range from about 40 acres to 215 acres in size.



TYPES OF DAILY COMMUNITIES:

- Villages

RECOMMENDED ZONING:

MU-C, MU-N, C-3, C-2, MRR, R-TH, R-SR, TND, R-IF

KEY IMPLEMENTATION ACTIONS:

- Revise UDO according to target FAR ranges
- Establish Village Link program, in which the County would purchase market-available single-family homes to build trail connections and ADUs throughout villages (see p. 411)
- Create design guidelines for redevelopment projects that emphasize good urban design, as well as step-down transitions to single-family neighborhoods
- Offer incentive packages for "first adopters" of redevelopment projects
- Imbue redevelopment with local culture through County- and resident-led efforts
- For properties less likely to redevelop, work with owners to refresh facades and turn extra parking spaces into public amenities

VILLAGE CENTER - MEDIUM

USES

( = Appropriate)

MIXED USES:

- Mixed Use - Vertical
- Mixed Use - Horizontal

RESIDENTIAL:

- Multi-Family - High Rise
- Multi-Family - Mid Rise
- Multi-Family - Low Rise
- Townhomes/Stacked Flats
- Quads/Triplexes/Duplexes
- Single Family Cottages
- Single Family

NON-RESIDENTIAL:

- Office
- Retail/Entertainment
- Auto-Oriented Commercial
- Hotels/Motels
- Heavy Industrial
- Flex/Light Industrial
- Public/Institutional
- Utilities
- Parks/Open Space
- Conservation

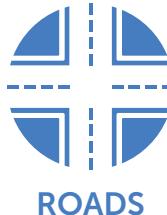
PARKING MANAGEMENT

- Structured
- Surface

LOCATIONS:

- Back
- Side
- Front

MULTI-MODAL GOALS



- Improve connectivity of local roadway network
- Reduce block sizes with new roads built through redevelopment
- Prioritize safety of pedestrians and bicyclists



- Within 1/2 mile of a Quick or Rapid Ride or Transfer Facility; or,
- Within 1/4 mile of a County Ride



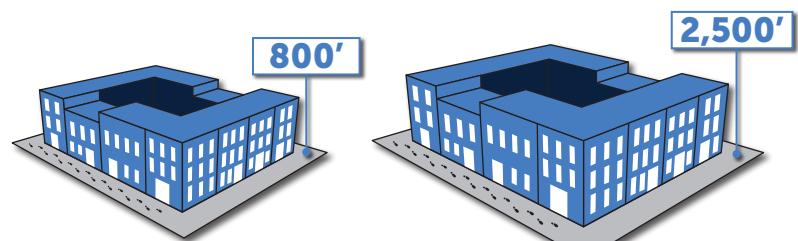
- Within 1/2 mile of Core Trail and Priority Trail network

* See p. 93.

** See p. 95.

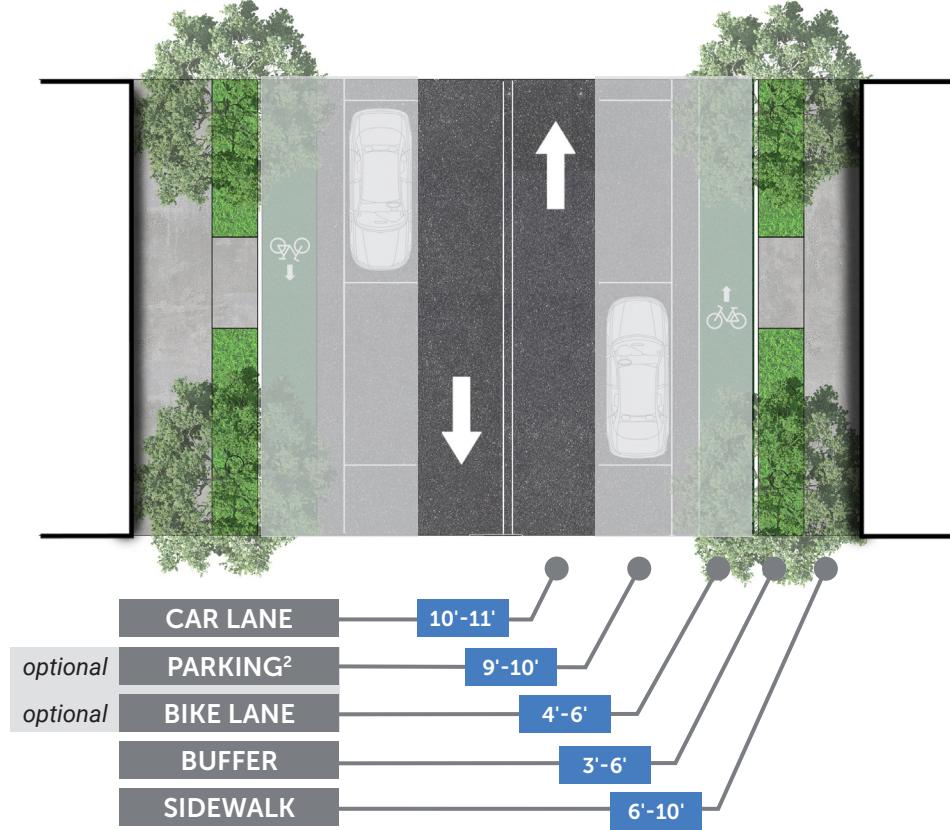
WALKABILITY

BLOCK PERIMETER: Preferred Range



VILLAGE CENTER - MEDIUM

PREFERRED STREET SECTION RANGES¹



¹ For state roadways, GDOT standards apply

² If parking lane present, buffer can be as low as 3"; if no parking lane, minimum is 4'

PARK TYPOLOGIES*



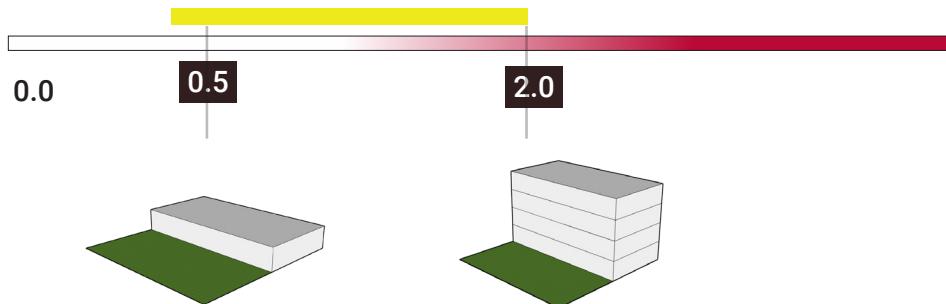
SQUARE

*See p. 96.

VILLAGE CENTER - MEDIUM

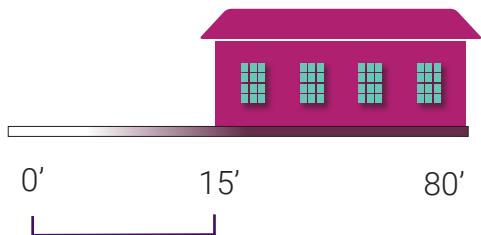
DEVELOPMENT GUIDANCE + CONSIDERATIONS

TARGETED DENSITY RANGE

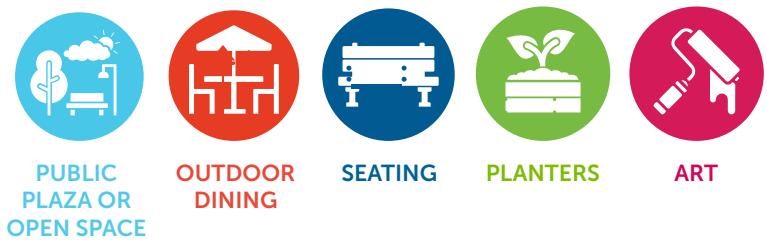


PEOPLE-FRIENDLY DESIGN

PREFERRED FRONT SETBACKS:



DESIRED SETBACK USES:



WHEN SITES GET TOUGH - ALTERNATIVE GOALS

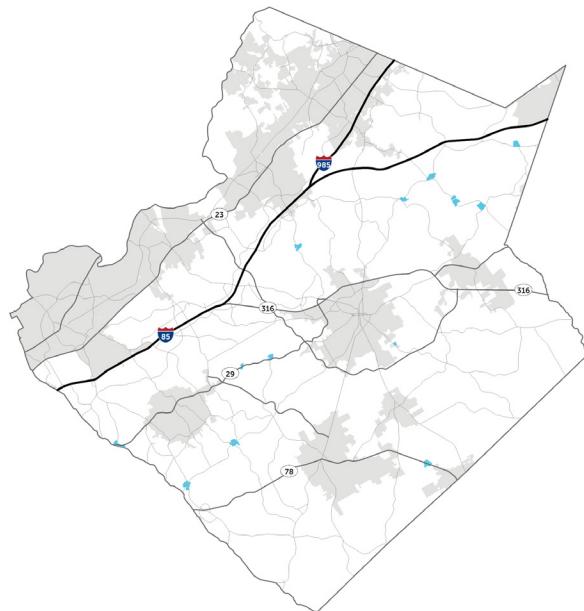
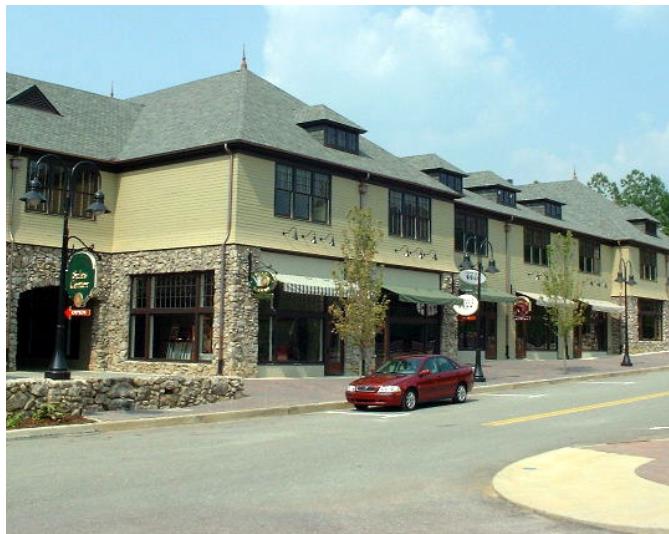
Because of the suburban roots of all Village centers, there is a variety of parcel sizes to contend with, many of which are small or do not lend themselves well to achieving these FAR targets and preferred dimensions and characteristics. For these smaller parcels and difficult sites, some alternative Village Center - Medium project goals can include:

- Sites with existing buildings increase FAR by 25+ percent
- Reduces surface parking by 20+ percent
- Includes more than one use
- Improves diversity of housing types available in the Village
- Reuses an existing building creatively
- Improves inter-parcel access or contributes to expansion of local roadway network
- Provides transit shelter
- Builds new sidewalk or core trail network link
- Creates at least 750 ft²+ of new semi-public space

VILLAGE CENTER - SMALL

Village Center - Small are envisioned to be compact, vibrant spots for retail, entertainment, and more diverse housing options. These areas are relatively small in size, ranging from 40 to 70 acres in size—the size of just a city block or two. Their context can range from close to Urban Corridors to lower intensity suburban.

There are 11 Small Village Centers in Gwinnett: Alford, Crossings, Dean Taylor, Mountain Crossing, Mountain Park, Mulberry, Old Peachtree, Parkview, Simonton, The Lakes, and Wheeler Creek.



TYPES OF DAILY COMMUNITIES:

- Villages

RECOMMENDED ZONING:

MU-N, C-1,
MRR, LRR, R-IF, R-TH, R-SR, TND

KEY IMPLEMENTATION ACTIONS:

- Revise UDO according to target FAR ranges
- Establish Village Link program, in which the County would purchase market-available single-family homes to build trail connections and ADUs throughout villages (p. 411)
- Invest in easy placemaking projects that showcase local culture to build support for modest redevelopment ideas
- For properties less likely to redevelop, work with owners to refresh facades and turn extra parking spaces into public amenities

VILLAGE CENTER - SMALL

USES

(= Appropriate)

MIXED USES:

- Mixed Use - Vertical
- Mixed Use - Horizontal

RESIDENTIAL:

- Multi-Family - High Rise
- Multi-Family - Mid Rise
- Multi-Family - Low Rise
- Townhomes/Stacked Flats
- Quads/Triplexes/Duplexes
- Single Family Cottages
- Single Family

NON-RESIDENTIAL:

- Office
- Retail/Entertainment
- Auto-Oriented Commercial
- Hotels/Motels
- Heavy Industrial
- Flex/Light Industrial
- Public/Institutional
- Utilities
- Parks/Open Space
- Conservation

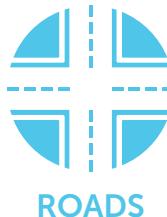
PARKING MANAGEMENT

- Structured
- Surface

LOCATIONS:

- Back
- Side
- Front

MULTI-MODAL GOALS



ROADS

- Improve connectivity of local roadway network
- Reduce block sizes with new roads built through redevelopment
- Balance safety of pedestrians and bicyclists with need for traffic flow



TRANSIT*

- Within 1/2 mile of a County Ride*8



TRAILS**

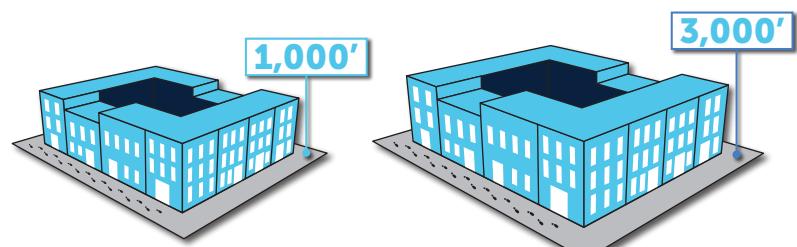
- Within 1 mile of Core Trail and Priority Trail network

* See p. 93.

** See p. 95.

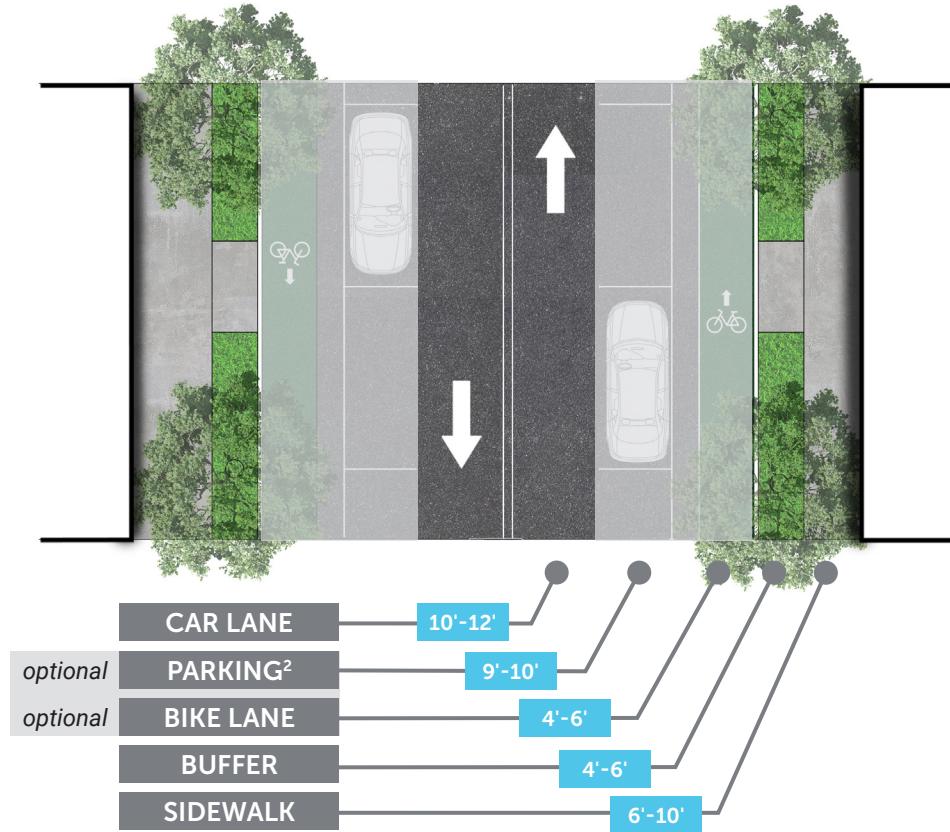
WALKABILITY

BLOCK PERIMETER: Preferred Range



VILLAGE CENTER - SMALL

PREFERRED STREET SECTION RANGES¹



¹ For state roadways, GDOT standards apply

² If parking lane present, buffer can be as low as 3"; if no parking lane, minimum is 4'

PARK TYPOLOGIES*



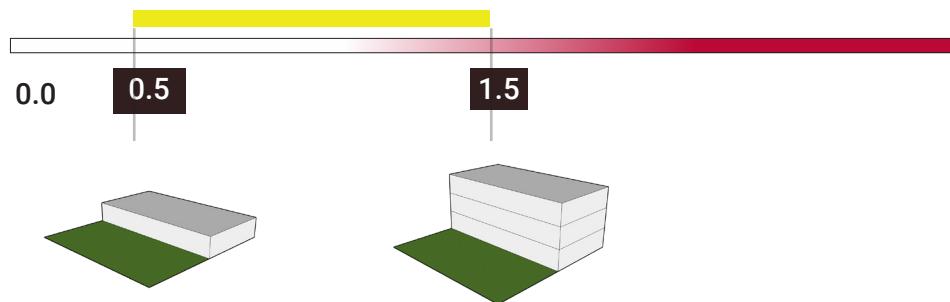
GREEN

*See p. 96.

VILLAGE CENTER - SMALL

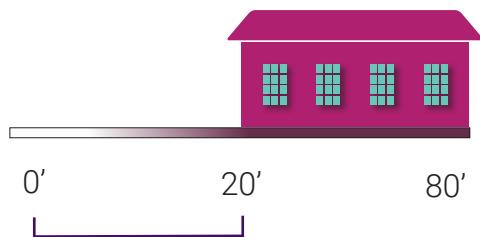
DEVELOPMENT GUIDANCE + CONSIDERATIONS

TARGETED DENSITY RANGE

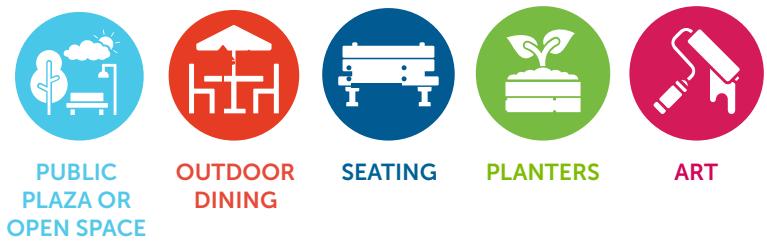


PEOPLE-FRIENDLY DESIGN

PREFERRED FRONT SETBACKS:



DESIRED SETBACK USES:



WHEN SITES GET TOUGH - ALTERNATIVE GOALS

Because of the suburban roots of all Village centers, there is a variety of parcel sizes to contend with, many of which are small or do not lend themselves well to achieving these FAR targets and preferred dimensions and characteristics. For these smaller parcels and difficult sites, some alternative Village Center - Small project goals can include:

- Sites with existing buildings increase FAR by 20+ percent
- Reduces surface parking by 20+ percent
- Includes more than one use
- Improves diversity of housing types available in the Village
- Reuses an existing building creatively
- Improves inter-parcel access or contributes to expansion of local roadway network
- Builds new sidewalk or core trail network link
- Creates at least 750 ft²+ of new semi-public space

VILLAGE CENTER - RURAL

Village Center - Rural areas are envisioned to be small, future crossroads centers to serve the most rural parts of Gwinnett County. They will primarily be commercial in nature, but residential is allowed.

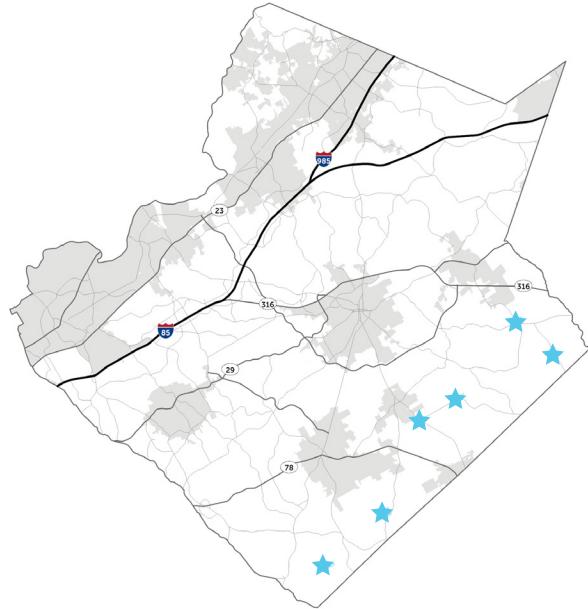
There are six Rural Village Centers in Gwinnett: Bold Springs, Grayson Village, Harbins, Lenora, Ozora, and Rosebud.



Image courtesy of Lake Norman



Image courtesy of LoopNet



TYPES OF DAILY COMMUNITIES:

- Villages

RECOMMENDED ZONING:

MU-N, C-1
R-SR (Limited), R-IF (Limited), OSC
R-75, R-60

KEY IMPLEMENTATION ACTIONS:

- Create design guidelines for new development that emphasize aesthetics and future connectivity with surrounding neighborhoods
- Invest in easy placemaking projects that showcase local culture to build support for modest redevelopment ideas

VILLAGE CENTER - RURAL

USES

(= Appropriate)

MIXED USES:

- Mixed Use - Vertical
- Mixed Use - Horizontal

RESIDENTIAL:

- Multi-Family - High Rise
- Multi-Family - Mid Rise
- Multi-Family - Low Rise
- Townhomes/Stacked Flats
- Quads/Triplexes/Duplexes
- Single Family Cottages
- Single Family

NON-RESIDENTIAL:

- Office
- Retail/Entertainment
- Auto-Oriented Commercial*

*Allowed if walkability and people-friendly design ranges are met

- Hotels/Motels
- Heavy Industrial
- Flex/Light Industrial
- Public/Institutional
- Utilities
- Parks/Open Space
- Conservation

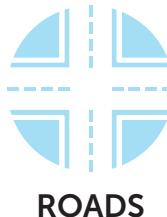
PARKING MANAGEMENT:

- Structured
- Surface

LOCATIONS:

- Back
- Side
- Front

MULTI-MODAL GOALS



ROADS

- Improve connectivity of local roadway network
- Reduce block sizes with new roads built through redevelopment
- Balance safety of pedestrians and bicyclists with need for traffic flow



TRANSIT*

- Shared Ride Zone



TRAILS**

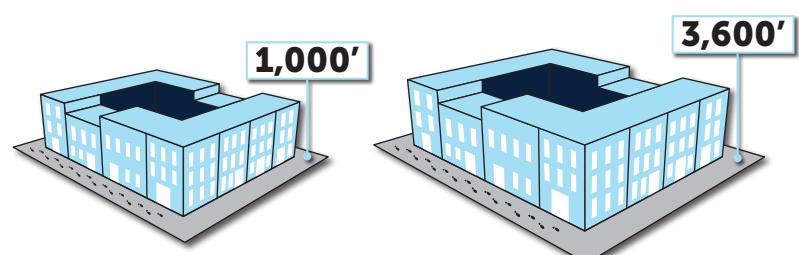
- Within 2 miles of Core Trail and Priority Trail network

* See p. 93.

** See p. 95.

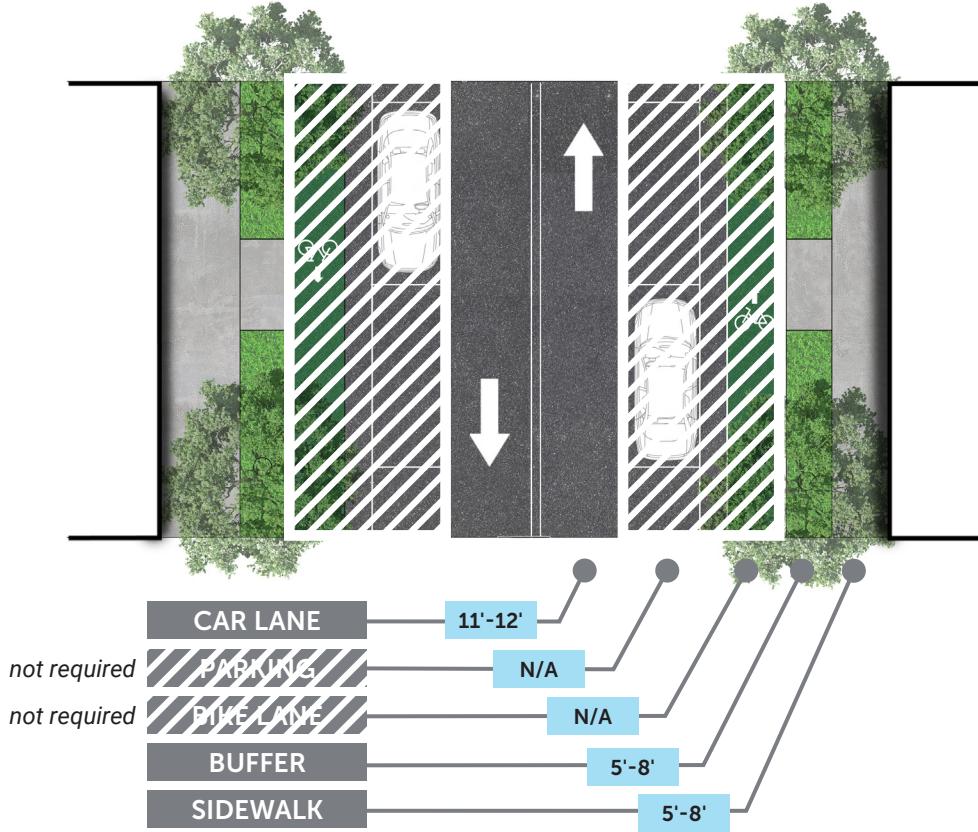
WALKABILITY

BLOCK PERIMETER: Preferred Range



VILLAGE CENTER - RURAL

PREFERRED STREET SECTION RANGES¹



¹ For state roadways, GDOT standards apply

PARK TYPOLOGIES*



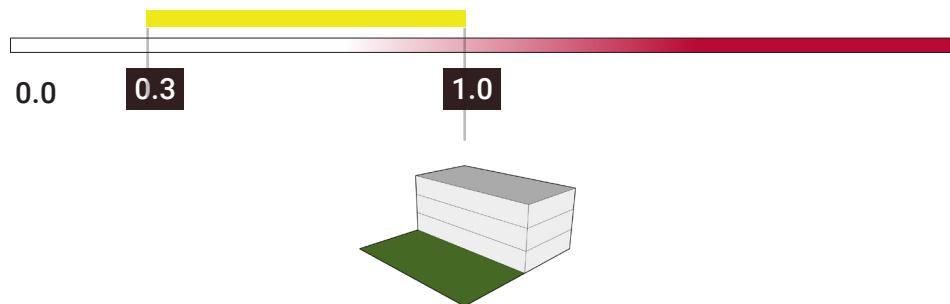
GREEN

*See p. 96.

VILLAGE CENTER - RURAL

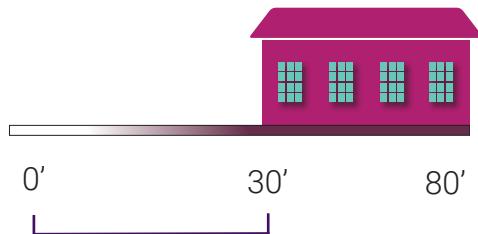
DEVELOPMENT GUIDANCE + CONSIDERATIONS

TARGETED DENSITY RANGE



PEOPLE-FRIENDLY DESIGN

PREFERRED FRONT SETBACKS:



DESIRED SETBACK USES:



WHEN SITES GET TOUGH - ALTERNATIVE GOALS

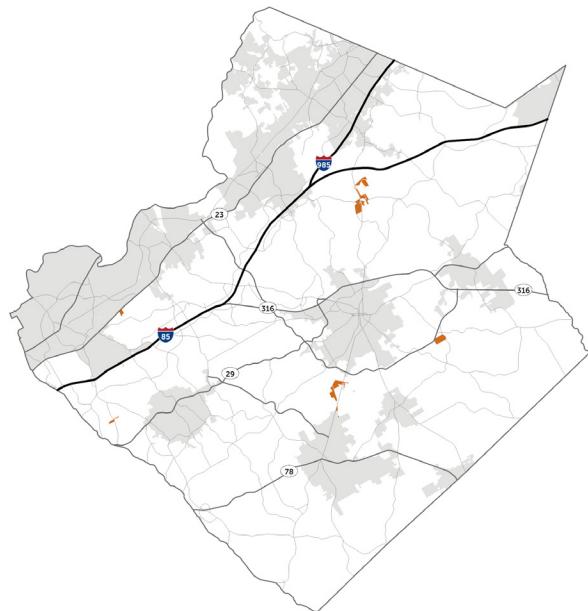
Because of the suburban roots of all Village centers, there is a variety of parcel sizes to contend with, many of which are small or do not lend themselves well to achieving these FAR targets and preferred dimensions and characteristics. For these smaller parcels and difficult sites, some alternative Village Center - Rural project goals can include:

- Sites with existing buildings increase FAR by 20+ percent
- Reduces surface parking by 30+ percent
- Is a new commercial/retail use where there currently is none
- Improves diversity of housing types available in the area
- Reuses an existing building creatively
- Builds new sidewalk or core trail network link
- Creates at least 750 ft²+ of new semi-public space

NEIGHBORHOOD HIGH MIX

Neighborhood High Mix is a predominantly residential use of higher intensities around Village Centers - Large. They are mostly multi-family and higher-intensity townhomes, and therefore require strong infrastructure access. Uses such as retail/entertainment and office are appropriate if part of Mixed Use - Vertical, but should not be stand-alone.

This future development type can be found in the Webb Gin, Crossings, and Pinkneyville Villages.



TYPES OF DAILY COMMUNITIES:

- Villages

RECOMMENDED ZONING:

MU-C, MU-N,

MRR, R-TH

KEY IMPLEMENTATION ACTIONS:

- Revise UDO according to target FAR ranges
- Offer incentive packages for "first adopters" of redevelopment projects
- Create design guidelines for redevelopment projects that emphasize good urban design
- Invest in easy placemaking projects that showcase local culture to build support for modest redevelopment ideas
- Revise street design guidelines to improve pedestrian safety
- For properties less likely to redevelop, work with owners to refresh facades and turn extra parking spaces into public amenities

NEIGHBORHOOD HIGH MIX

USES

( = Appropriate)

MIXED USES:

- Mixed Use - Vertical
- Mixed Use - Horizontal

RESIDENTIAL:

- Multi-Family - High Rise
- Multi-Family - Mid Rise
- Multi-Family - Low Rise
- Townhomes/Stacked Flats
- Quads/Triplexes/Duplexes
- Single Family Cottages
- Single Family

NON-RESIDENTIAL:

- Office
- Retail/Entertainment
- Auto-Oriented Commercial
- Hotels/Motels
- Heavy Industrial
- Flex/Light Industrial
- Public/Institutional
- Utilities
- Parks/Open Space
- Conservation

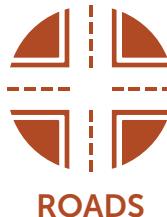
PARKING MANAGEMENT

- Structured
- Surface

LOCATIONS:

- Back
- Side
- Front

MULTI-MODAL GOALS



- Improve connectivity of local roadway network
- Reduce block sizes with new roads built through redevelopment
- Balance safety of pedestrians and bicyclists with need for traffic flow



- Within 1/2 mile of a Rapid or Quick Ride or Transfer Facility; or
- Within 1/4 mile of County Ride



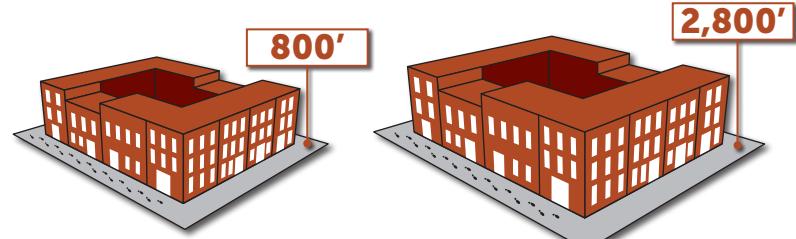
- Within 1/2 mile of Core Trail and Priority Trail network

* See p. 93.

** See p. 95.

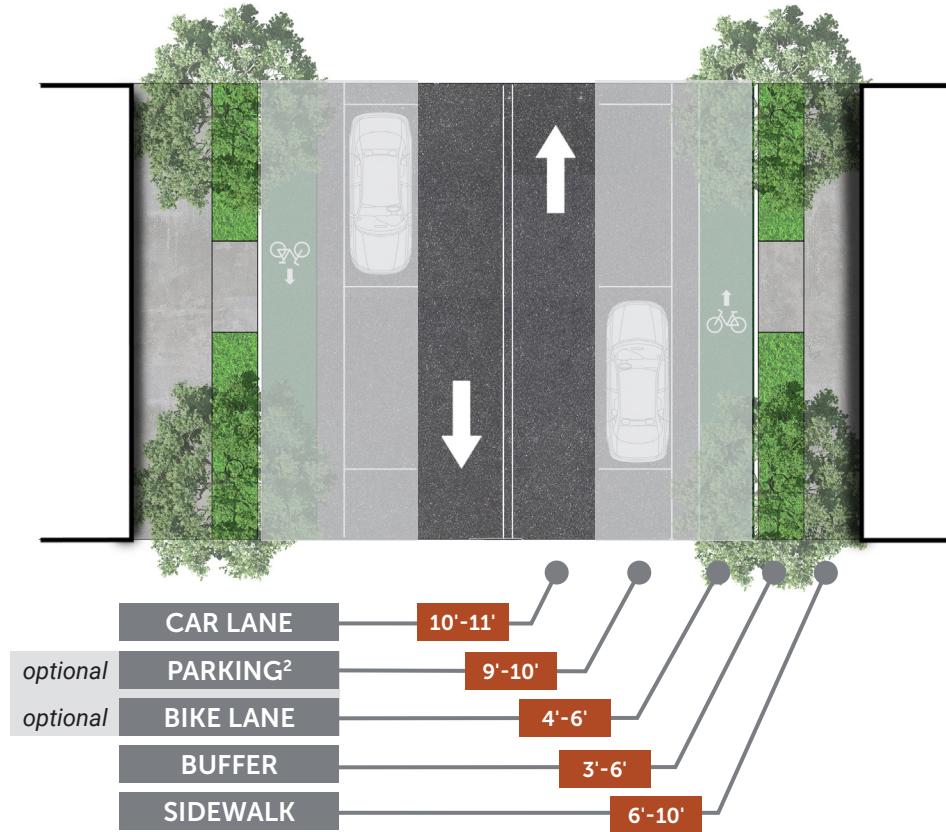
WALKABILITY

BLOCK PERIMETER: Preferred Range



NEIGHBORHOOD HIGH MIX

PREFERRED STREET SECTION RANGES¹



¹ For state roadways, GDOT standards apply

² If parking lane present, buffer can be as low as 3"; if no parking lane, minimum is 4'

PARK TYPOLOGIES*



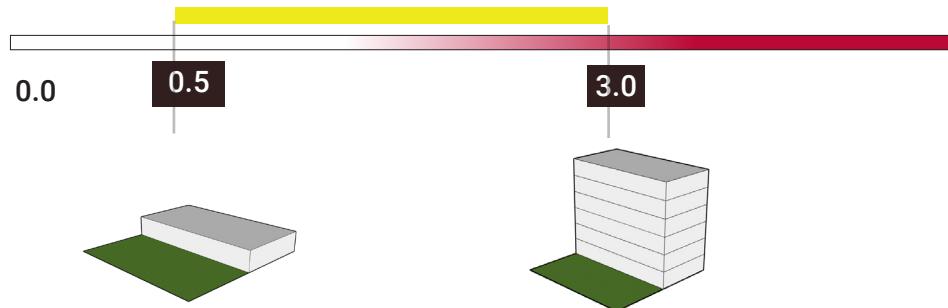
SQUARE

*See p. 96.

NEIGHBORHOOD HIGH MIX

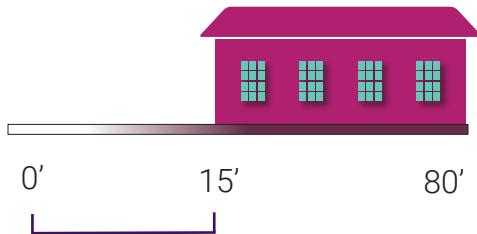
DEVELOPMENT GUIDANCE + CONSIDERATIONS

TARGETED DENSITY RANGE



PEOPLE-FRIENDLY DESIGN

PREFERRED FRONT SETBACKS:



DESIRED SETBACK USES:



WHEN SITES GET TOUGH - ALTERNATIVE GOALS

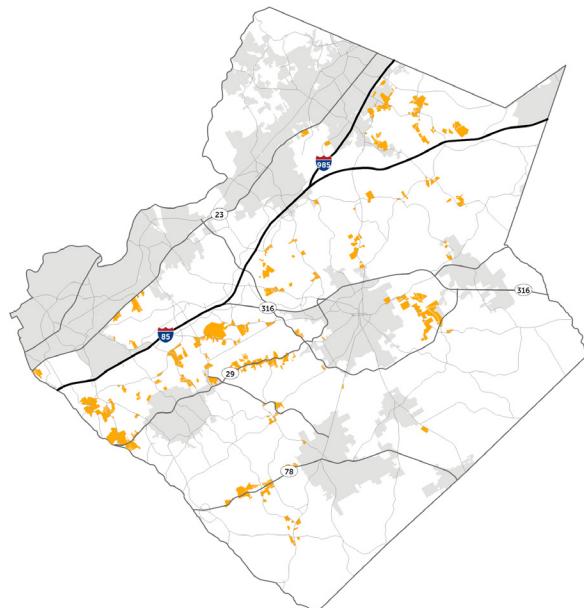
Because of the suburban roots of Neighborhood High Mix areas, there is a variety of parcel sizes to contend with, many of which are small or do not lend themselves well to achieving these FAR targets and preferred dimensions and characteristics. For these smaller parcels and difficult sites, some alternative Neighborhood High Mix project goals can include:

- Sites with existing buildings increase FAR by 20+ percent
- Reduces existing surface parking by 25+ percent
- Improves diversity of housing types available in the area
- Improves inter-parcel access or contributes to expansion of local roadway network
- Provides transit shelter
- Reuses an existing building creatively
- Builds new sidewalk or core trail network link
- Creates at least 750 ft²+ of new semi-public space

NEIGHBORHOOD LOW MIX

Neighborhood Low Mix is one of the most common residential uses near Village Centers. Not quite as intense as High Mix, these predominantly residential areas are primarily "missing middle" housing types that are not as intense as multi-family complexes, but more affordable and more diverse than those found in solely single-family areas.

This future development type is present in almost every Village in Gwinnett, as well as in some transitional areas near Urban Corridors.



TYPES OF DAILY COMMUNITIES:

- Urban Corridors
- Villages
- Halos

RECOMMENDED ZONING:

MU-N, C-2, C-1,
MRR, LRR, R-TH, R-SR, TND, OSC, R-IF

KEY IMPLEMENTATION ACTIONS:

- Revise UDO according to target FAR ranges
- Establish Village Link program, in which the County would purchase market-available single-family homes to build trail connections and ADUs throughout villages (p. 411)
- Consider establishing a New Housing Resource Center that provides tools and support for building "missing middle" housing types to developers and homeowners interested in building ADUs (p. 411)
- Create design guidelines for redevelopment projects that emphasize good urban design, as well as step-down transitions to single-family neighborhoods

NEIGHBORHOOD LOW MIX

USES

( = Appropriate)

MIXED USES:

- Mixed Use - Vertical
- Mixed Use - Horizontal

RESIDENTIAL:

- Multi-Family - High Rise
- Multi-Family - Mid Rise
- Multi-Family - Low Rise
- Townhomes/Stacked Flats
- Quads/Triplexes/Duplexes
- Single Family Cottages
- Single Family

NON-RESIDENTIAL:

- Office
- Retail/Entertainment
- Auto-Oriented Commercial
- Hotels/Motels
- Heavy Industrial
- Flex/Light Industrial
- Public/Institutional
- Utilities
- Parks/Open Space
- Conservation

PARKING MANAGEMENT:

- Structured
- Surface

LOCATIONS:

- Back
- Side
- Front

MULTI-MODAL GOALS



- Improve connectivity of local roadway network
- Reduce block sizes with new roads built through redevelopment
- Balance safety of pedestrians and bicyclists with need for traffic flow



- Within 1 mile of a Rapid or Quick Ride or Transfer Facility; or
- Within 1/2 mile of County Ride



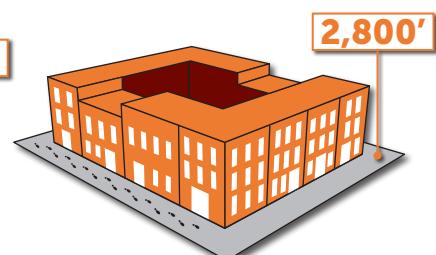
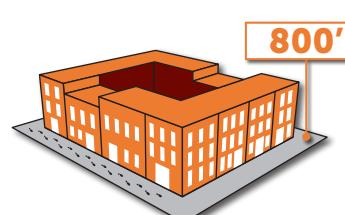
- Within 1 mile of Core Trail and Priority Trail network

* See p. 93.

** See p. 95.

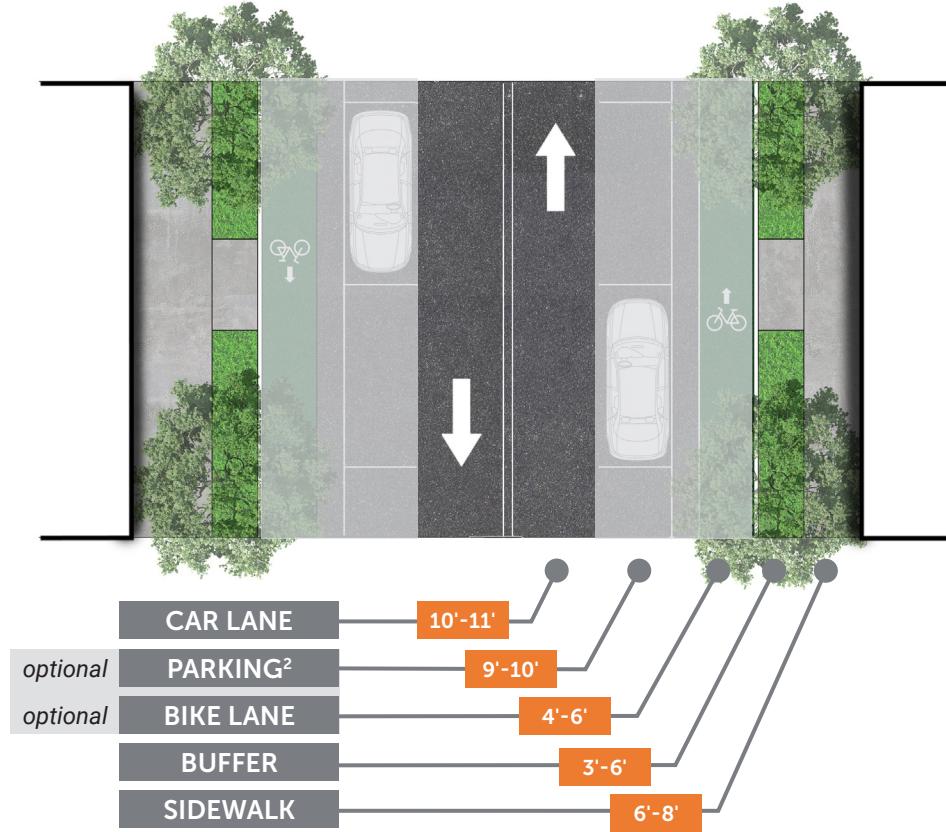
WALKABILITY

BLOCK PERIMETER: Preferred Range



NEIGHBORHOOD LOW MIX

PREFERRED STREET SECTION RANGES¹



¹ For state roadways, GDOT standards apply

² If parking lane present, buffer can be as low as 3"; if no parking lane, minimum is 4'

PARK TYPOLOGIES*



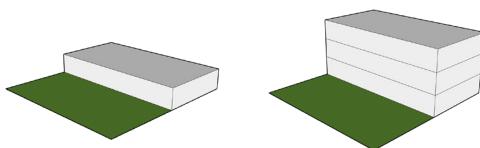
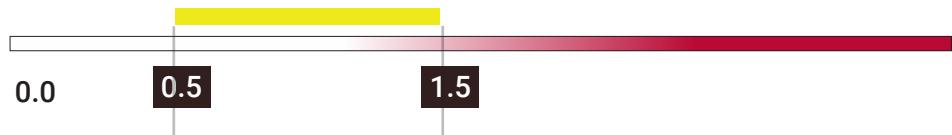
GREEN

*See p. 96.

NEIGHBORHOOD LOW MIX

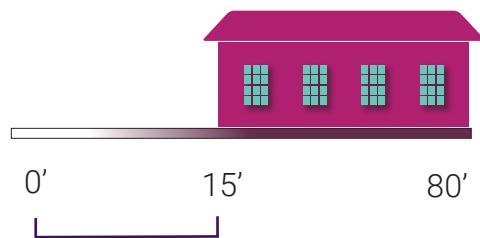
DEVELOPMENT GUIDANCE + CONSIDERATIONS

TARGETED DENSITY RANGE

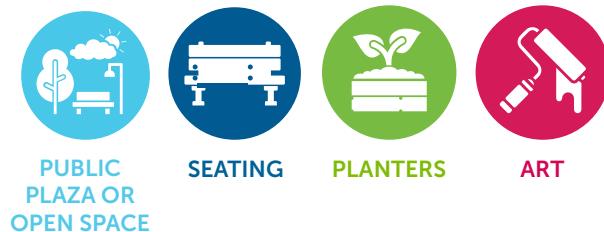


PEOPLE-FRIENDLY DESIGN

PREFERRED FRONT SETBACKS:



DESIRED SETBACK USES:



WHEN SITES GET TOUGH - ALTERNATIVE GOALS

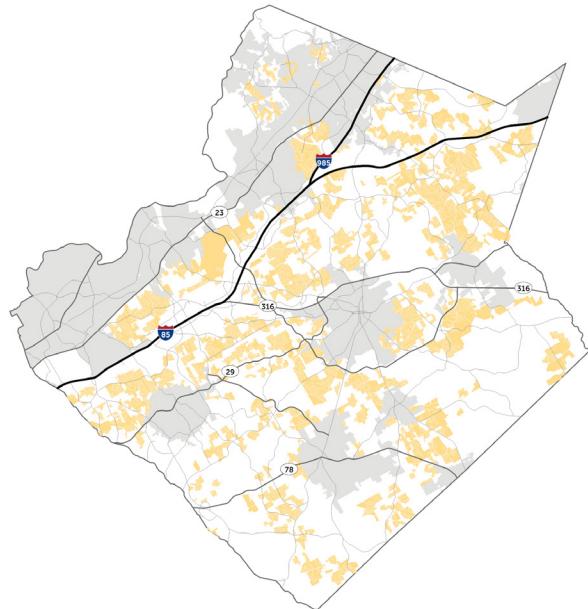
Because of the suburban roots of Neighborhood Low Mix areas, there is a variety of parcel sizes to contend with, many of which are small or do not lend themselves well to achieving these FAR targets and preferred dimensions and characteristics. For these smaller parcels and difficult sites, some alternative Neighborhood Low Mix project goals can include:

- Sites with existing buildings increase FAR by 20+ percent
- Reduces existing surface parking by 25+ percent
- Improves diversity of housing types available in the area
- Reuses an existing building creatively
- Improves inter-parcel access or contributes to expansion of local roadway network
- Builds new sidewalk or core trail network link
- Creates at least 750 ft²+ of new semi-public space

TRADITIONAL+

Traditional+ future development areas are primarily residential areas on sewer within 1 mile of a Village Center or Urban Corridor. Predominantly single family residential, the goal for these areas over time is to encourage gentle density through smaller footprint homes and accessory dwelling units (ADUs). Neighborhood-level retail/entertainment that is sensitive to the community's context is allowed on collector and arterial roadways, but is not a primary use.

These are high priority areas for pedestrian investment, particularly in terms of providing safe connections between neighborhoods, their Village Centers, schools, and other major destinations.



TYPES OF DAILY COMMUNITIES:

- Urban Corridors
- Villages
- Halos

RECOMMENDED ZONING:

C-2 (would be allowed at a FAR range of up to 1.0), C-1, R-SR (Limited), R-IF (Limited), TND, OSC, R-60, R-75

KEY IMPLEMENTATION ACTIONS:

- Establish Village Link program, in which the County would purchase market-available single-family homes to build trail connections and ADUs throughout villages (see p. 411)
- Consider establishing a New Housing Resource Center that provides tools and support for building "missing middle" housing types to developers and homeowners interested in building ADUs

TRADITIONAL+

USES

(= Appropriate)

MIXED USES:

- Mixed Use - Vertical
- Mixed Use - Horizontal

RESIDENTIAL:

- Multi-Family - High Rise
- Multi-Family - Mid Rise
- Multi-Family - Low Rise
- Townhomes/Stacked Flats
- Quads/Triplexes/Duplexes
- Single Family Cottages
- Single Family

NON-RESIDENTIAL:

- Office
- Retail/Entertainment*
 - * Only on arterial and collector roadways
- Auto-Oriented Commercial
- Hotels/Motels
- Heavy Industrial
- Flex/Light Industrial
- Public/Institutional
- Utilities
- Parks/Open Space
- Conservation

PARKING MANAGEMENT: RESIDENTIAL

- Garages Not Required
- If garage, orientation can be:
 - Back facing
 - Side facing
 - Front facing

MULTI-MODAL GOALS



- In new neighborhoods: improve connectivity of local roadway network



- Within 1 mile of any fixed transit route or transfer facility
- Shared Ride Zone



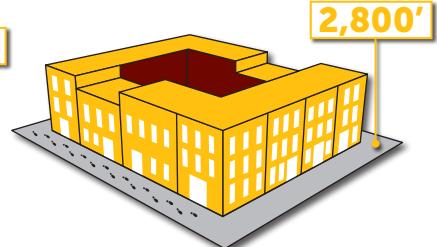
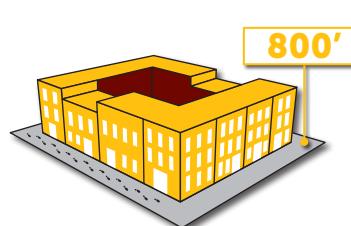
- Within 2 miles of Core Trail and Priority Trail network

* See p. 93.

** See p. 95.

WALKABILITY

BLOCK PERIMETER: Preferred Range



PARKING MANAGEMENT: NON-RESIDENTIAL

- Structured

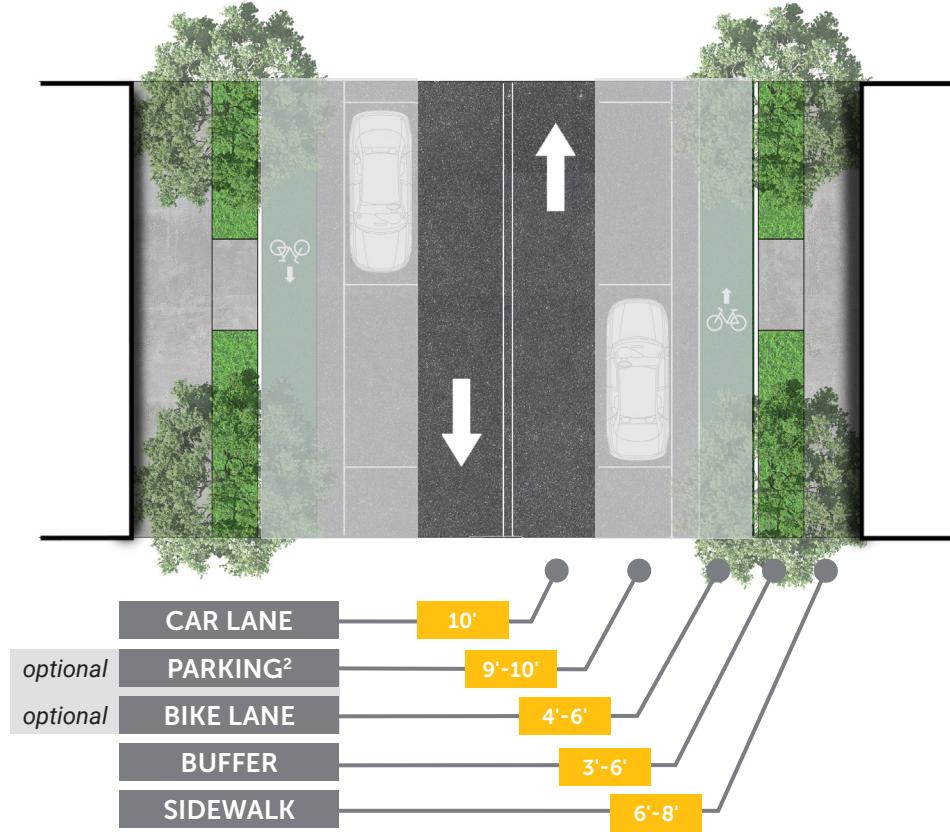
- Surface

LOCATIONS:

- Back
- Side
- Front

TRADITIONAL+

PREFERRED STREET SECTION RANGES¹



¹ For state roadways, GDOT standards apply

² If parking lane present, buffer can be as low as 3"; if no parking lane, minimum is 4'

PARK TYPOLOGIES*



GREEN



PASSIVE PARK

*See p. 96.

TRADITIONAL+

DEVELOPMENT GUIDANCE + CONSIDERATIONS

TARGET DENSITY: 7-8 dwelling units/acre

DEVELOPMENT OF NEW NEIGHBORHOODS

There are several opportunities for new neighborhoods, large and small, to be built in Traditional+ areas. As new neighborhoods are less encumbered by context than infill sites, specific components that are encouraged include:

- No requirement for garages; if they are included, they should be oriented to the side or the back of the property (alley-loaded is preferred)
- Porches and modest setbacks
- Small footprint single-family homes and ADUs
- Pedestrian pathways connecting to adjacent uses as practicable

INFILL

In some cases, the opportunity for development is a single open lot. In that context, the goal should be to match the character of the existing neighborhood as best as possible. The following components should be considered:

- Setback should be within the average setback range of the closest homes on the same side of the street
- If there are houses with porches in the neighborhood, new homes should have a porch
- Front-facing garages should be discouraged; if they are present in many homes in the neighborhood, encourage a side-facing garage instead

Accessory Dwelling Units present another opportunity for infill, especially where a small house occupies a large lot. In Traditional+ areas, the target ultimate density is between 7-8 units per acre. Depending on the lot size, the size of the existing home, and other site conditions like stream buffers, single-family lots in this development area can have up to two ADUs as long as the overall density does not exceed the equivalent of 8 dwelling units per acre.

NON-RESIDENTIAL

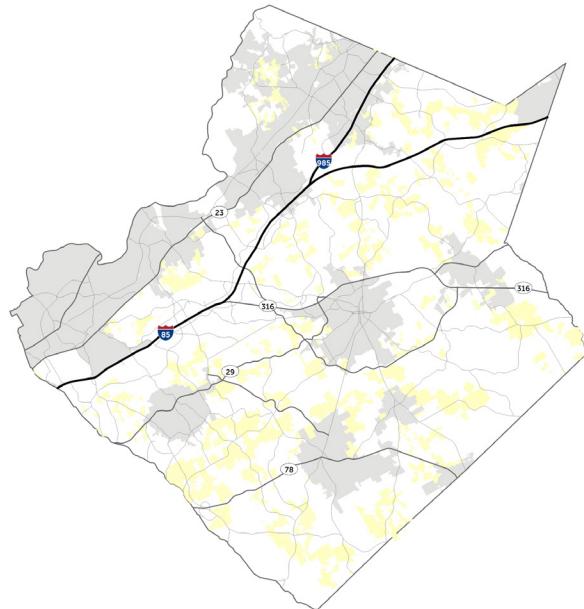
Although Traditional+ is primarily a residential zone, retail/entertainment and office uses are allowed under the following circumstances:

- Must be located on an arterial or collector, not in the interior of an established residential neighborhood
- Must adhere to the scale and character of surrounding uses—the FAR should be within 25 percent of nearby homes, and the setback should be within 10' of the average setback of the closest buildings
- Surface parking should be limited to the side and to the back; excessive parking is strongly discouraged
- Must provide strong pedestrian linkages to its neighborhood
- If use is retail/entertainment, semi-public space like a plaza or outdoor dining is encouraged

TRADITIONAL

Traditional neighborhood areas are similar to Traditional+ in that they are predominantly single family residential and within 1 mile of a Village Center or Urban Corridor. However, they differ in one significant way: they do not have sewer.

This lack of sewer curtails additional density from happening on many of these sites. It is also highly unlikely that these established neighborhoods will build sewer in the future due to high costs and disruption. But because they are near Village Centers, they are in priority pedestrian areas and should be encouraged to build out where lots may be very large and could be split.



TYPES OF DAILY COMMUNITIES:

- Urban Corridors
- Villages
- Halos

RECOMMENDED ZONING:

OSC, R-100, R-LL

KEY IMPLEMENTATION ACTIONS:

- Establish Village Link program, in which the County would purchase market-available single-family homes to build trail connections (ADUs not permitted)
- Create design guidelines for new development on large tracts that emphasizes street connectivity
- Cross-reference development opportunities with sewer basin master planning efforts from DWR

TRADITIONAL

USES

(= Appropriate)

MIXED USES:

- Mixed Use - Vertical
- Mixed Use - Horizontal

RESIDENTIAL:

- Multi-Family - High Rise
- Multi-Family - Mid Rise
- Multi-Family - Low Rise
- Townhomes/Stacked Flats
- Quads/Triplexes/Duplexes
- Single Family Cottages
- Single Family

NON-RESIDENTIAL:

- Office
- Retail/Entertainment
- Auto-Oriented Commercial
- Hotels/Motels
- Heavy Industrial
- Flex/Light Industrial
- Public/Institutional
- Utilities
- Parks/Open Space
- Conservation

PARKING: RESIDENTIAL

- Garages Not Required
- If garage, orientation can be:
 - Back facing
 - Side facing
 - Front facing

MULTI-MODAL GOALS



ROADS

- In new neighborhoods: improve connectivity of local roadway network



TRANSIT*

- Within 1 mile of any fixed transit route or transfer facility
- Shared Ride Zone



TRAILS**

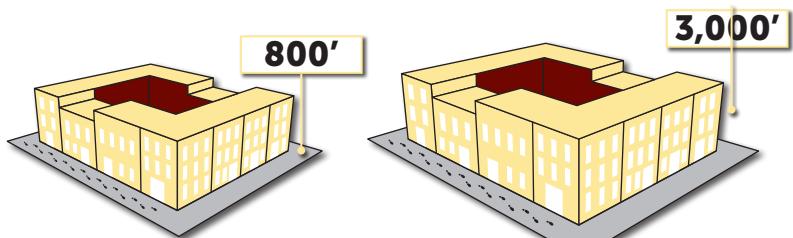
- Within 2 miles of Core Trail and Priority Trail network

* See p. 93.

** See p. 95.

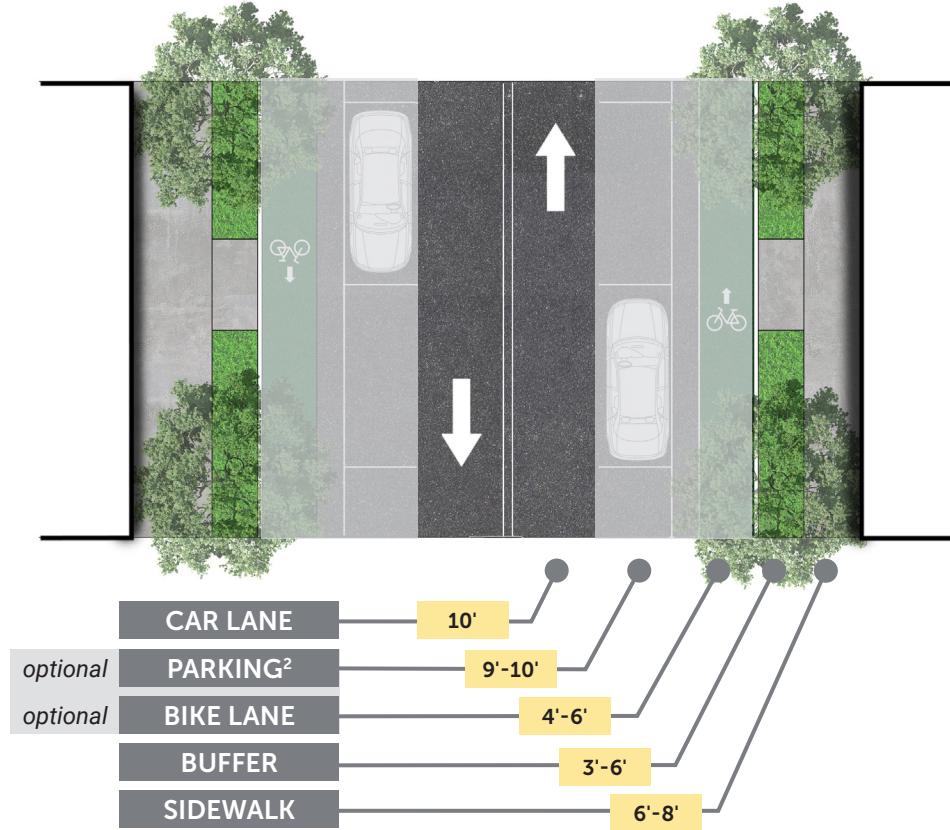
WALKABILITY

BLOCK PERIMETER: Preferred Range



TRADITIONAL

PREFERRED STREET SECTION RANGES¹



¹ For state roadways, GDOT standards apply

² If parking lane present, buffer can be as low as 3"; if no parking lane, minimum is 4'

PARK TYPOLOGIES*



GREEN



PASSIVE PARK

*See p. 96.

TRADITIONAL

DEVELOPMENT GUIDANCE + CONSIDERATIONS

TARGET DENSITY: up to 1.7 dwelling units/acre (due to limitations of septic systems)

DEVELOPMENT OF NEW NEIGHBORHOODS

There are several opportunities for new neighborhoods, large and small, to be built in the Traditional areas. As new neighborhoods are less encumbered by context than single infill sites, they are an opportunity to promote the future of single family living in Gwinnett. Specific components that are encouraged include:

- No requirement for garages; if they are included, they should be oriented to the side or the back of the property (alley-loaded is preferred)
- Porches and modest setbacks
- Pedestrian pathways connecting to adjacent uses as practicable

INFILL

In some cases, the opportunity for development is a single open lot. In that context, the goal should be to match the character of the existing neighborhood as best as possible. The following components should be considered:

- Setback should be within the average setback range of the closest homes on the same side of the street
- If there are houses with porches in the neighborhood, infill homes should also include a porch
- Front-facing garages should be discouraged; if they are present in many homes in the neighborhood, encourage a side-facing garage instead

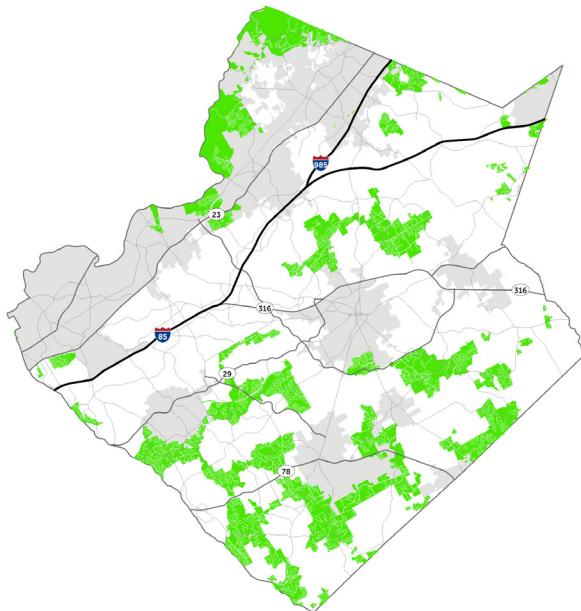
NON-RESIDENTIAL

Desirable non-residential development in this residential context—like cafes, restaurants, and local service/retail—typically require sewer. Because Traditional neighborhoods areas are not on sewer, allowing retail/entertainment uses is not recommended.

SUBURBAN RESIDENTIAL

Suburban Residential areas are representative of much of the single family residential development that has occurred in Gwinnett over the past thirty years. Homes are typically larger (2,000 square feet or more), have garages facing the street, and many neighborhoods do not have sidewalks or strong roadway connectivity.

These areas are largely built out, are not in close proximity to Village Centers or Urban Corridors, and are not expected to change much in the next two decades. They are desirable to many households, and serve a role as being part of the diversity of housing types in the county. In sewered areas, ADUs are appropriate.



TYPES OF DAILY COMMUNITIES:

- Villages
- Halos

RECOMMENDED ZONING:

OSC, R-60, R-75, R-100, R-LL

KEY IMPLEMENTATION ACTIONS:

- Create design guidelines for new development on large tracts that emphasizes street connectivity
- Cross-reference development opportunities with sewer basin master planning efforts from DWR
- Identify opportunities for improved stormwater management on sites with low topography or access to water

SUBURBAN RESIDENTIAL

USES

(= Appropriate)

MIXED USES:

- Mixed Use - Vertical
- Mixed Use - Horizontal

RESIDENTIAL:

- Multi-Family - High Rise
- Multi-Family - Mid Rise
- Multi-Family - Low Rise
- Townhomes/Stacked Flats
- Quads/Triplexes/Duplexes
- Single Family Cottages
- Single Family

NON-RESIDENTIAL:

- Office
- Retail/Entertainment
- Auto-Oriented Commercial
- Hotels/Motels
- Heavy Industrial
- Flex/Light Industrial
- Public/Institutional
- Utilities
- Parks/Open Space
- Conservation

PARKING: RESIDENTIAL

- Garages Not Required
- If garage, orientation can be:
 - Back facing
 - Side facing
 - Front facing

MULTI-MODAL GOALS



ROADS

- In new neighborhoods: improve connectivity of local roadway network
- Avoid dead-end streets and cul-de-sacs where possible



TRANSIT*

- Shared Ride Zone



TRAILS**

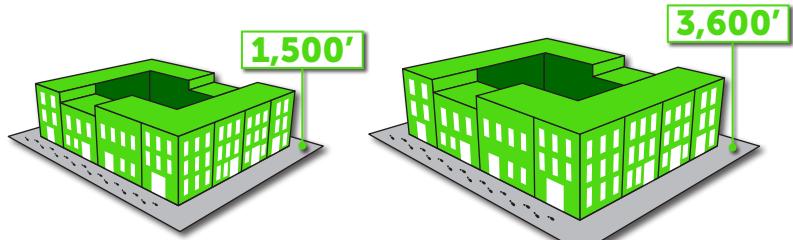
- Within 3 miles of Core Trail and Priority Trail network

* See p. 93.

** See p. 95.

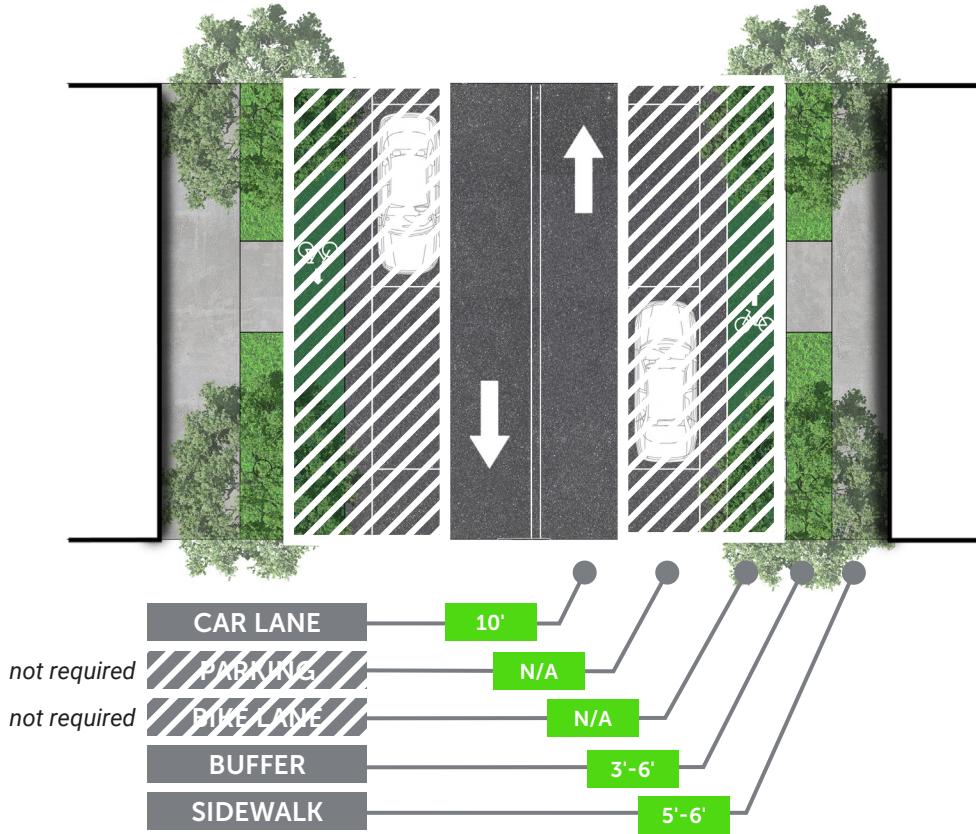
WALKABILITY

BLOCK PERIMETER: Preferred Range



SUBURBAN RESIDENTIAL

PREFERRED STREET SECTION RANGES¹



¹ For state roadways, GDOT standards apply

PARK TYPOLOGIES*



PASSIVE PARK

*See p. 96.

SUBURBAN NON-RESIDENTIAL

Suburban Non-Residential areas are mostly parcels that are currently non-residential in use and are more than 1 mile from a Village Center or Urban Corridor.

These uses are anticipated to largely stay the same in the coming years, though some redevelopment or renovations may occur at shopping centers. Although they do not fall in the Village Center typology, these areas play an important role as an alternative (and more affordable) leasing opportunity for small and emerging businesses. They are also an important place for housing auto-related businesses that are less compatible in Village Centers.

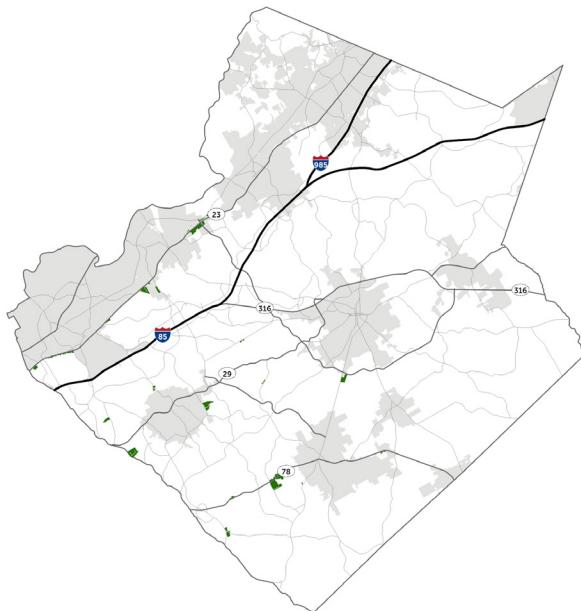


Image courtesy of Commercial Tire

TYPES OF DAILY COMMUNITIES:

- Villages
- Halos

RECOMMENDED ZONING:

C-2, C-1, M-1 (Limited)

KEY IMPLEMENTATION ACTIONS:

- Invest in easy placemaking projects that showcase local culture to build support for modest redevelopment ideas
- Work with owners to refresh facades and turn extra parking spaces into public amenities
- Utilize buffers for beautification and modest improvements to pedestrian infrastructure for transit-users

SUBURBAN NON-RESIDENTIAL

USES

( = Appropriate)

MIXED USES:

- Mixed Use - Vertical
- Mixed Use - Horizontal

RESIDENTIAL:

- Multi-Family - High Rise
- Multi-Family - Mid Rise
- Multi-Family - Low Rise
- Townhomes/Stacked Flats
- Quads/Triplexes/Duplexes
- Single Family Cottages
- Single Family

NON-RESIDENTIAL:

- Office
- Retail/Entertainment
- Auto-Oriented Commercial
- Hotels/Motels
- Heavy Industrial
- Flex/Light Industrial
- Public/Institutional
- Utilities
- Parks/Open Space
- Conservation

PARKING MANAGEMENT:

- Structured
- Surface

LOCATIONS:

- Back
- Side
- Front

MULTI-MODAL GOALS



- Avoid adding new dead-end streets and cul-de-sacs



- Shared Ride Zone



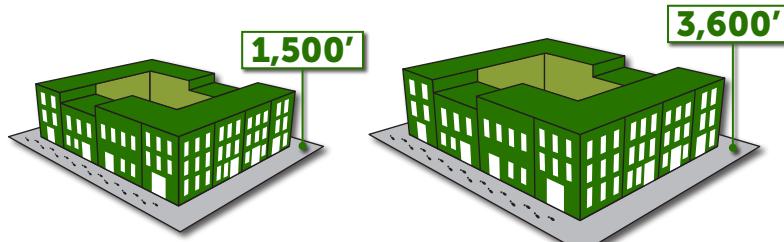
- Within 3 miles of Core Trail and Priority Trail network

* See p. 93.

** See p. 95.

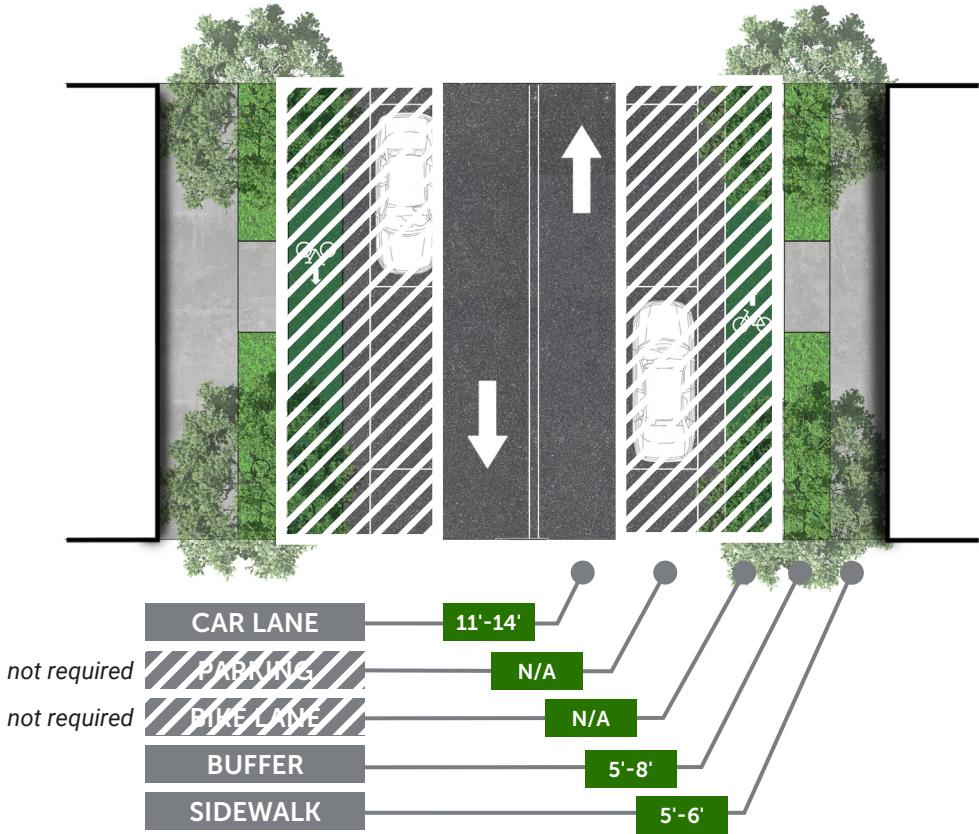
WALKABILITY

BLOCK PERIMETER: Preferred Range



SUBURBAN NON-RESIDENTIAL

PREFERRED STREET SECTION RANGES¹



¹ For state roadways, GDOT standards apply

PARK TYPOLOGIES*



POCKET PARK



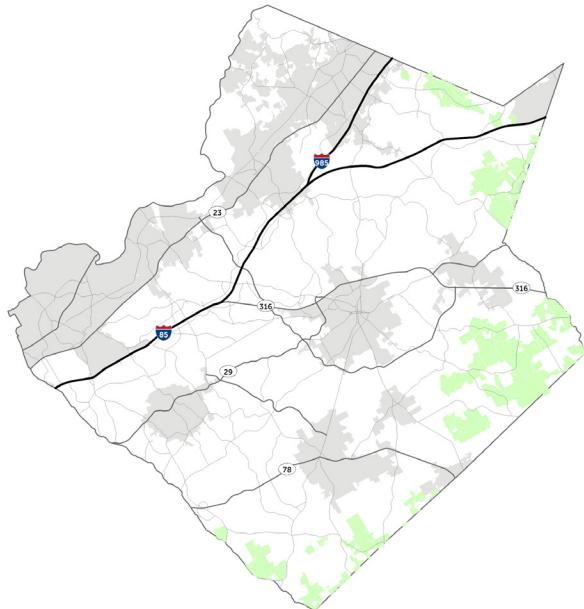
SQUARE

*See p. 96.

RURAL

Rural areas are the outermost parts of Gwinnett that have historically seen little development. This is changing as growth pressures mount; however, there is a desire to keep these remaining areas of countryside rural.

Rural Mix areas are unsewered and typically at least more than 2 miles from any Village Center or Urban Corridor. The intent is for these areas to maintain their very low intensity, pastoral character.



TYPES OF DAILY COMMUNITIES:

- Villages
- Halos

RECOMMENDED ZONING:

R-100, R-LL, RA-200, C-1

KEY IMPLEMENTATION ACTIONS:

- Develop design guidelines for new development
- Cross-reference development opportunities with sewer basin master planning efforts from Department of Water Resources
- Identify sites for first-tier conservation projects and partner with state and local agencies to advance them
- Cross-reference conservation opportunities with Parks Master Plan

RURAL

USES

( = Appropriate)

MIXED USES:

- Mixed Use - Vertical
- Mixed Use - Horizontal

RESIDENTIAL:

- Multi-Family - High Rise
- Multi-Family - Mid Rise
- Multi-Family - Low Rise
- Townhomes/Stacked Flats
- Quads/Triplexes/Duplexes
- Single Family Cottages
- Single Family
- Agriculture/Rural Residential

NON-RESIDENTIAL:

- Office
- Retail/Entertainment
- Auto-Oriented Commercial
- Hotels/Motels
- Heavy Industrial
- Flex/Light Industrial
- Institutional
- Utilities
- Parks/Open Space
- Conservation

MULTI-MODAL GOALS



- Avoid dead-end streets and cul-de-sacs



- Shared Ride Zone



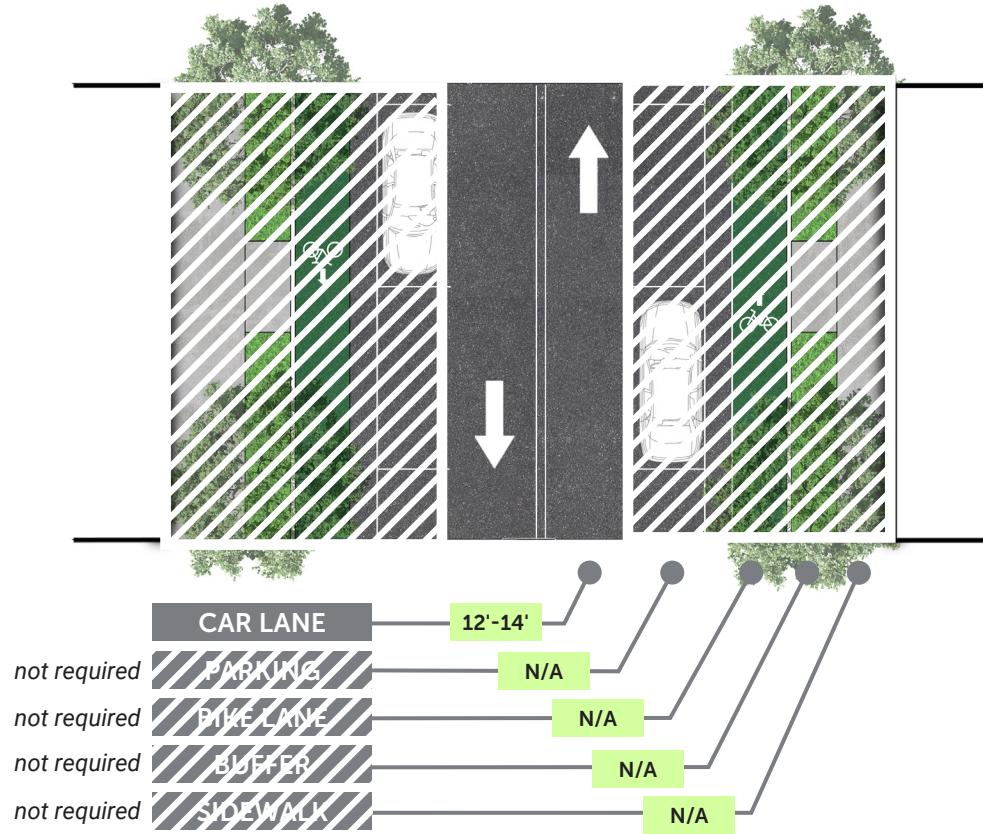
- Within 5 miles of Core Trail and Priority Trail network

* See p. 93.

** See p. 95.

RURAL

PREFERRED STREET SECTION RANGES¹



¹ For state roadways, GDOT standards apply

PARK TYPOLOGIES*



PASSIVE PARK

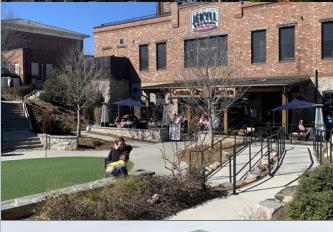


ACTIVE PARK

*See p. 96.

LAND USE DESCRIPTIONS

LAND USE	DESCRIPTION	IMAGE
MIXED USE		
Mixed Use - Vertical Typical FAR: 4.0+	The Mixed Use - Vertical land use category represents the most urban type, featuring non-residential uses on the ground floor with residential uses above. From a market standpoint, it is often impractical for an entire ground floor to be devoted to non-residential use. As such, a blend of residential and non-residential spaces is sometimes required. Nevertheless, a minimum of 50 percent of the ground floor area should be allocated for non-residential purposes.	
Mixed Use - Horizontal Typical FAR: 1.5+	Mixed Use - Horizontal is intended for larger sites that can support multiple uses, but not at high enough densities to necessitate stories and structured parking. Common uses are retail/entertainment, office, and multi-family.	
RESIDENTIAL		
Multi-Family - High Rise Typical FAR: 7.0+	Multi-Family - High Rise is the highest-intensity residential use in Gwinnett. It includes apartments and condominiums with seven or more stories, with structured parking.	
Multi-Family - Mid Rise Typical FAR: 3.0 - 6.0	Multi-Family - Mid Rise is defined as apartments or condominiums that range from four to six stories high and typically have some structured parking. As the tallest structures that can be stick-built, they are the most common type of multi-family use.	
Multi-Family - Low Rise Typical FAR: 0.5 - 2.5	Multi-Family - Low Rise is defined as apartments or condominium buildings ranging from two to three stories high, with surface parking.	
Townhomes/Stacked Flats Typical FAR: 0.6 - 1.5	Townhomes are attached single-family homes, usually two to four stories tall. Stacked Flats may resemble townhomes in density, but differ in layout; instead of individual vertical units, Stacked Flats feature one- or two-story horizontal floor plans stacked atop one another.	

LAND USE	DESCRIPTION	IMAGE
RESIDENTIAL		
Quadplexes/ Triplexes/ Duplexes Typical FAR: 0.4 - 1.2	Popular in the first half of the 20th century, these buildings resemble large single-family homes yet contain four, three, or two units, respectively. The smaller unit size of this housing type provides a more affordable option for many households without large increases in density. They require sewer access	
Cottages Typical FAR: 0.3 - 1.0	Cottages are small footprint single-family homes typically 1,200 square feet or less. These can be constructed as stand-alone homes, integrated into cottage courts, or within mixed residential communities. They require sewer access.	
Single Family Typical FAR: 0.2 - 0.7	Single Family designations apply to single-family homes or neighborhoods with houses typically exceeding 1,200 square feet—often significantly so. At lower densities, these do not require sewer access.	
Agricultural/Rural Residential Typical FAR: 0.0 - 0.2	Rural Residential areas are characterized by very low density housing often with no more than one unit per two acres, and include rural and agriculture-based uses. They are very rarely on sewer.	
NON-RESIDENTIAL		
Office/Professional Typical FAR: 0.2 - 10.0+	Office/Professional zones are designated for commercial uses that do not engage in on-site sales, manufacturing, storage, or distribution. These zones typically house office-based businesses with a high job density per square foot.	
Retail/Entertainment Typical FAR: 0.2 - 3.00+	Retail/Entertainment consists of storefront operations such as restaurants, movie theaters, shops, and service providers. The form and intensity of this land use vary depending on the specific businesses housed within. This does not include auto-oriented uses such as gas stations, auto shops, auto sales lots, etc.	
Auto-Oriented Commercial Typical FAR: 0.1 - 0.3	Auto-Oriented Commercial uses are those geared toward the maintenance and sale of vehicles. This includes gas stations, auto maintenance shops and services, vehicle sales lots.	
Hotels/Motels Typical FAR: 1.5 - 10.0+	Hotels and Motels, while commercial uses, often resemble multi-family residential buildings in their appearance. For this reason, they are classified as a separate category within non-residential land uses.	
Heavy Industrial Typical FAR: 0.0 - 3.0+	Heavy Industrial refers to high-impact land uses that typically have many external impacts such as noise and fumes. These include uses such as quarries, chemical processing plants, and older industrial uses. They should be heavily buffered from surrounding land uses.	

LAND USE	DESCRIPTION	IMAGE
NON-RESIDENTIAL		
Flex/Light Industrial Typical FAR: 0.4 - 2.0+	Flex space and Light Industrial uses are typically large buildings that house businesses involved in activities where potential negative impacts to neighborhoods—such as loud noises or noxious emissions—are kept within the structure. They tend to generate significant truck traffic.	
Public/Institutional FAR: Varies	Public and Institutional uses are operated by public agencies such as the County, City, or School District, or quasi-public organizations like places of worship. They vary broadly in size, style, and intensity depending on their function.	
Utilities FAR: N/A	Utilities are necessary land uses, and vary widely in their size, look, and function. By law, public utilities are allowable in every part of Gwinnett County regardless of the designation on the Future Development Map.	
Parks/Open Space FAR: N/A	Parks and Open Spaces can be formal/official parks operated by Gwinnett County or other agencies. They can also be natural areas that are not accessible to the public, but are not under formal conservation agreements. See p. 96 for typology information.	
Conservation FAR: Usually 0	Conservation lands are those that are under formal conservation agreements. Typically, they protect unique natural or, at times, cultural resources and are not developable.	

FUTURE DEVELOPMENT TYPE, FUTURE LAND USE, & ZONING...WHAT'S THE DIFFERENCE?

Land use planning can be confusing. Oftentimes, it can seem like future land use, future development types, and zoning all refer to the same thing. While they are connected, they operate at different scales and regulatory strength.

Future development types operate at the highest level. They provide general guidance on what the community envisions for future development by providing a range of appropriate uses and design preferences. Future land use adds a layer of detail, determining a specific preferred use for each parcel. Zoning is the only tool with regulatory “teeth”—it consists of very detailed regulations governing exactly what can be built on a parcel. Zoning regulations must be followed; the only way to build something different than what zoning allows is to go through a formal rezoning or variance process.

The rezoning process is where the future development areas come into play: if a property owner wants to build something other than what their current zone allows, they must apply for a rezoning. When staff and officials review the request, they will reference the Future Development Map to see if the change aligns with the future development guidance for that parcel as one of the items they are authorized to consider. The project’s alignment with the FDM is a major factor in determining if staff will recommend approval, and if elected officials will approve the request.

TRAILS, TRANSIT, AND PARKS GUIDANCE

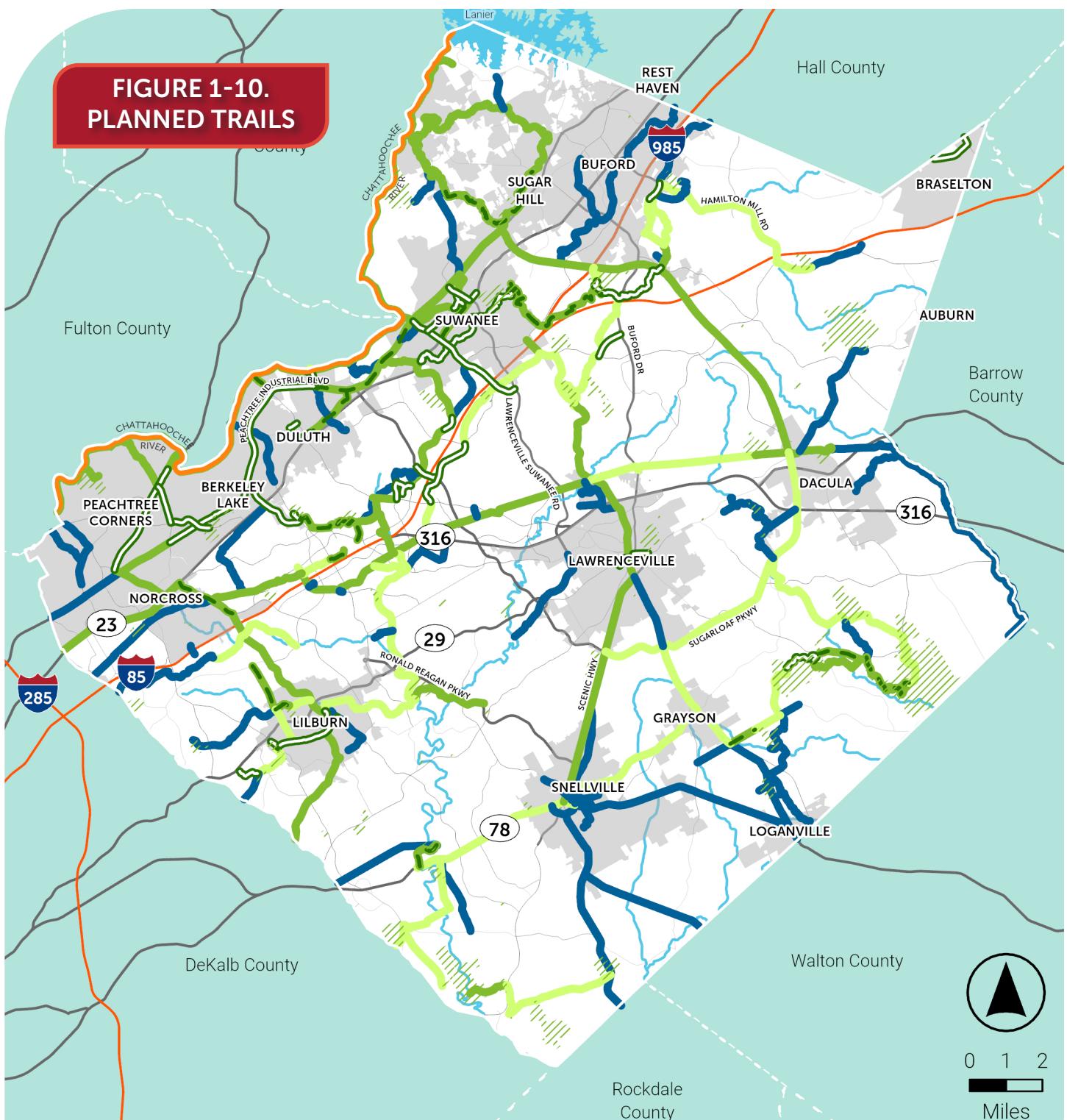
One of the primary goals of the Unified Plan is to meaningfully integrate other County planning efforts into future land use planning. In this 2045 update, each future development type directly intersects with recommendations from the *Countywide Trails Master Plan*, the *2023 Transit Development Plan*, and the *2020 Comprehensive Parks and Recreation Master Plan*.

TRAILS: COUNTYWIDE TRAILS MASTER PLAN

The 2018 Countywide Trails Master Plan identified a wide-reaching network of future trails in Gwinnett. This high-level plan categorizes trails in a variety of ways. For the purposes of the future development types, the implementation-based categorization is used:

TRAIL TYPE	DEFINITION	FUTURE DEVELOPMENT TYPE APPLICATION
Core Network	Anticipated for initial plan implementation	Combined, these two trail types are considered the target trail network; strong access to these trails is an important mobility goal for higher intensity future development types.
Priority Trails	Segments for implementation after the Core Network	
Trails with Partners	Trails that will be built through development/redevelopment (private sector) or other partners	Not included in the future development type mobility goals, but supported through improved development regulations
Chattahoochee Trail Network	Regionally significant trail along the Chattahoochee River expected to be implemented across multiple agencies	As a geographically specific corridor, this trail type is not included in future development type mobility goals but is an important quality-of-life component in western Gwinnett Daily Communities.

FIGURE 1-10.
PLANNED TRAILS



Legend

Existing & Funded Bicycle & Pedestrian Trails

— Existing Trail

— Funded Trail

Planned Trails

- Core Trail Network
- Priority Trails
- Trails with Partners
- Chattahoochee Trail Network

— Rivers

— Parks

TRANSIT: 2023 TRANSIT DEVELOPMENT PLAN

Adopted in the fall of 2023, the TDP proposes five main modes of transit for Gwinnett. The five modes are summarized in the table below, with additional detail in the Transportation Element. All the modes except Airport Ride are integrated into future development type mobility goals. In general, modes with higher capacity and greater frequency should serve the more intense future development types.

TRANSIT	MODE	DESCRIPTION
	Quick Ride	High-frequency service with bus priority improvements and enhanced stops.
	Rapid Ride	High-capacity service with dedicated right-of-way and stations
	County Ride	Regular bus with set routes and schedules
	Shared Ride	Door-to-door microtransit service accessible via on-demand ride hailing
	Airport Ride	Limited stop service to Hartsfield-Jackson Atlanta International Airport

PARKS: 2020 COMPREHENSIVE PARKS AND RECREATION MASTER PLAN

The 2020 Comprehensive Parks and Recreation Master Plan established a park typology based on development context, from "Most Urban" to "Least Urban." This typology is carried forward in the future development types, with a particular focus on the park types most commonly provided by the private sector as part of the development process. Higher capacity and greater frequency should serve the more intense future development types.

PARK TYPE	CONTEXT	DESCRIPTION	PROVIDED BY:
 Plaza	Most Urban	No minimum size, fronted by high-intensity development; mostly passive space and paved with landscaping	Mostly private sector through development and redevelopment
 Pocket Park	More Urban	Space 0.5 to 2 acres in size fronted by high-intensity development; mostly passive space with mix of paved areas and green space	Mostly private sector through development and redevelopment
 Square	Urban	Space 0.5 to 5 acres in size fronted by medium-intensity development; mix of paved areas and green space	Mostly private sector through development and redevelopment
 Green	Less Urban	Space 0.5 to 8 acres in size fronted by lower intensity development; mostly green space	Mix of private sector through development and redevelopment and public sector
 Active Park	Less Urban	Space that is 8 acres minimum, not fronted by development, mostly active recreation facilities	Almost always public sector
 Passive Park	Least Urban	Space that is 8 acres minimum, not fronted by development, almost all green space, parking lot provided	Mix of private sector through development and redevelopment and public sector