

APPENDIX H:

KILLIAN HILL SMALL AREA PLAN



DEPARTMENT OF PLANNING & DEVELOPMENT

KILLIAN HILL SMALL AREA PLAN

Acknowledgments

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The planning team would also like to thank **Killian Hill Village Shopping Center** for their hospitality while hosting the Killian Hill Community Fair.

Finally, the planning team would like to thank the **Gwinnett County Department of Community Services** for providing materials and making staff available to help the team successfully run the Killian Hill Community Fair.

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Introduction

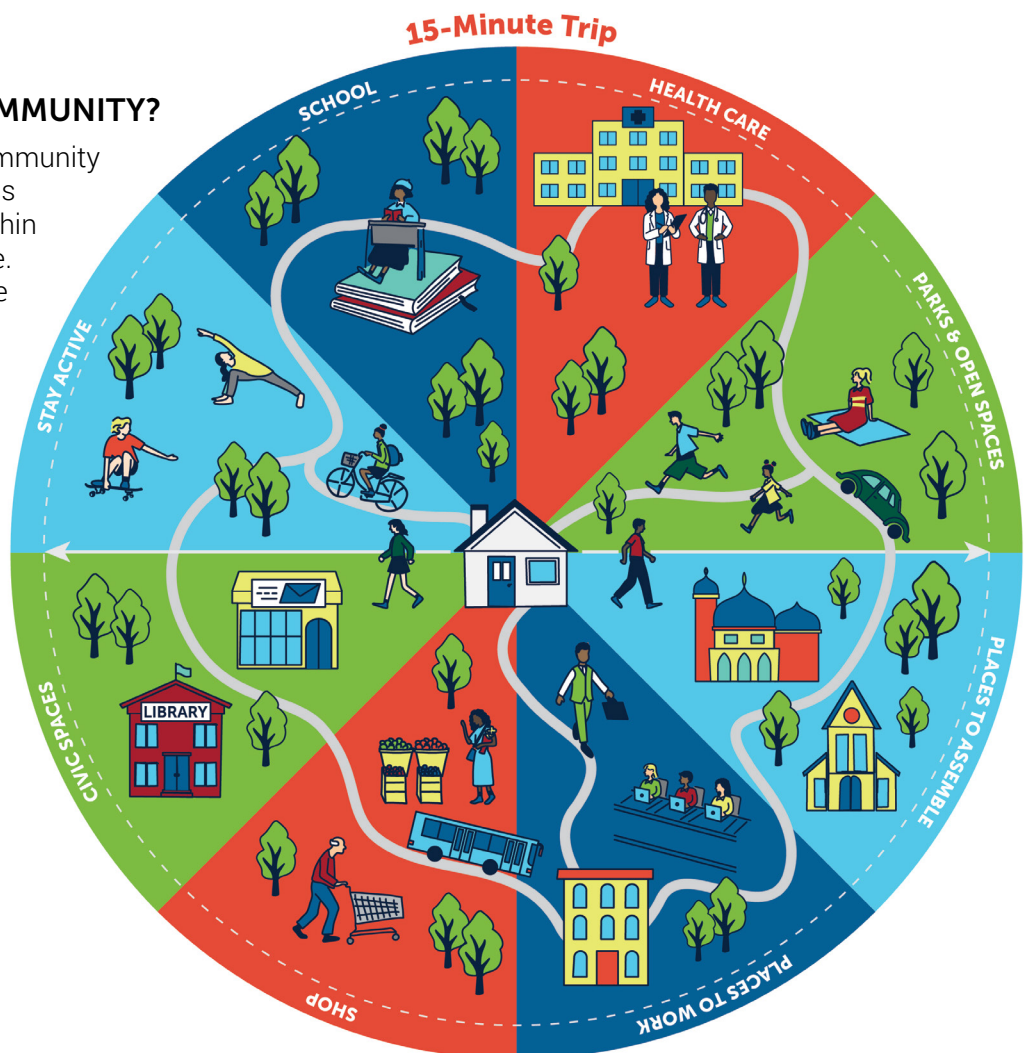
IMAGINING A DAILY COMMUNITY FOR GWINNETT

Gwinnett County's communities are looking to reach their full potential. While the County's predominant development pattern — suburban strip-style retail centers surrounded by single-family neighborhoods — suits some residents' needs, the Gwinnett County 2045 Unified Plan indicated that this form of development is not flexible or dense enough to accommodate Gwinnett's projected population growth. Moreover, residents have shared through public engagement activities that they would like to have goods, services, entertainment, public space, and other amenities closer to where they live. They seek a true Daily Community.

The features comprising a Daily Community vary across Gwinnett. As envisioned by the 2045 Unified Plan, some Daily Communities are more urban, characterized by a rich mix of dense housing, retail, and workplace uses. Several Daily Communities in Gwinnett consist of a central, mixed-use core surrounded by neighborhoods, supported by pedestrian, transit, and trails that improve connectivity within and between each area. Every Daily Community looks different, based on its size and scale, as well as its location and anticipated access to infrastructure.

WHAT IS THE DAILY COMMUNITY?

The Daily Community is a community in which a resident can access work, goods, and services within a 15-minute trip of their home. The 2045 Unified Plan's future development framework uses this concept as its foundation, making space for the diversity of residents and places within Gwinnett County.

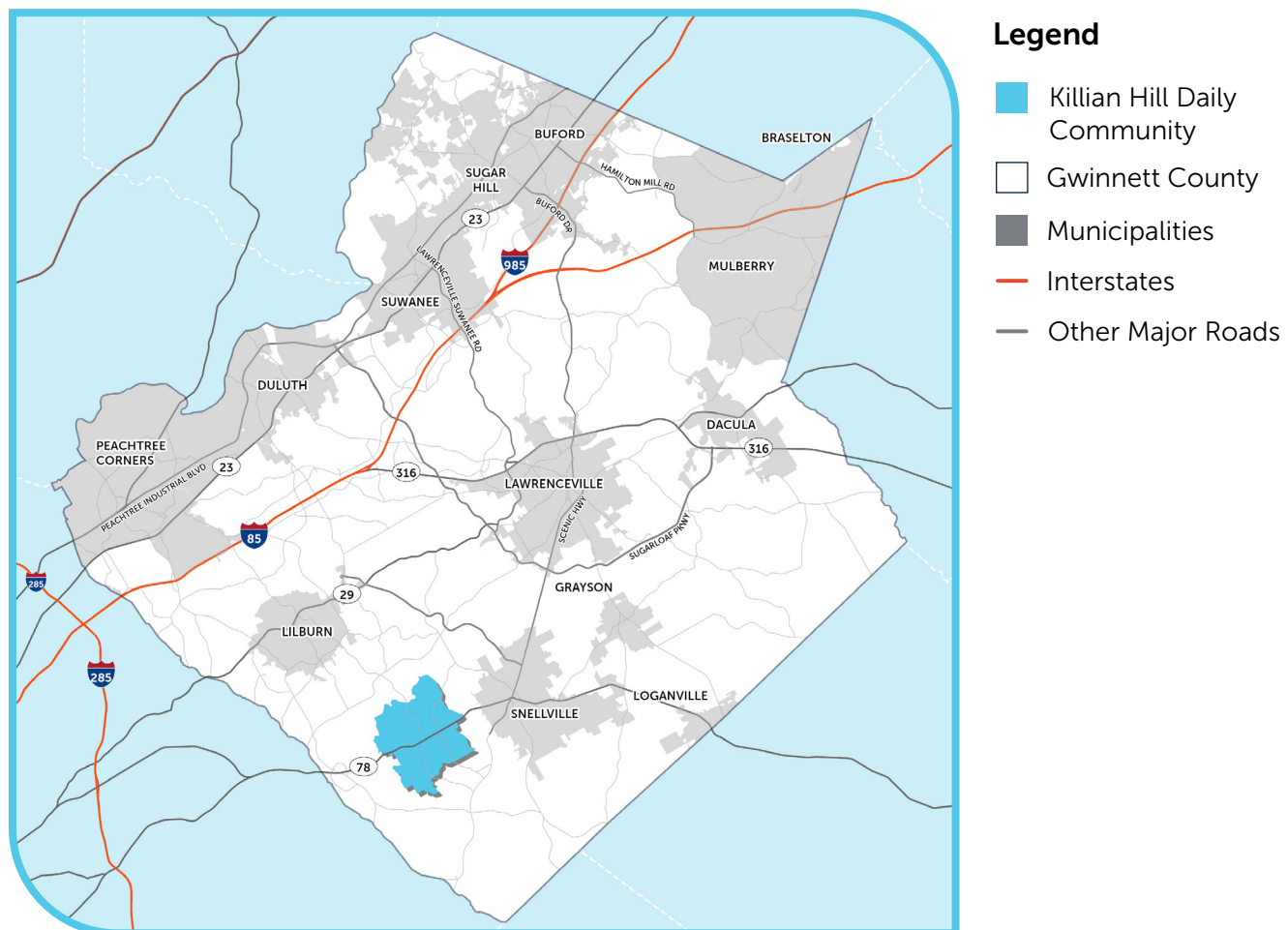


WELCOME TO KILLIAN HILL

The 2045 Unified Plan uses the Daily Community Framework to provide clear, specific guidance for development in order to accommodate growth, strengthen communities, and create great places. Through the 2045 Unified Plan process, 87 unique Daily Communities were identified within unincorporated Gwinnett County. The Killian Hill community, centered at the intersection of US-78 and Killian Hill Road, is one of these Daily Communities.

Promoting redevelopment efforts on underutilized land within central parts of a Daily Community can address multiple growth-related needs, including housing, retail, parks and open space, transportation infrastructure, job opportunities, and other desired components of a community. Focusing development in these areas can also reduce growth pressure on Gwinnett's undeveloped land and maintain the integrity of existing neighborhoods.

As Gwinnett grows, creative solutions will be necessary for building strong communities. This small area plan provides information, ideas, and implementation steps to develop a strong Daily Community in Killian Hill.



Community Profile

The Killian Hill Daily Community is centered at the intersection of Killian Hill Road and US-78, also known as Stone Mountain Highway. Many of Killian Hill's neighborhoods and nonresidential buildings were built in the 1970s and 1980s, making it one of Gwinnett's older developed areas. Nonresidential uses are mostly concentrated along US-78.

Killian Hill is home to approximately 14,000 Gwinnettians. The area has 4,851 households with an average household size of 2.9 people per household, about average for Gwinnett County. Killian Hill's housing vacancy rate is very low — almost all of Killian Hill's 4,979 housing units are occupied. The median household income of \$79,098 is on par with the median household income of \$82,296 for Gwinnett County at large.

This area of Gwinnett is considered minority-majority, with almost half of the population identifying as African American, 28% identifying as white, 9% identifying as Asian, and 16% identifying as other races.

Killian Hill residents are served by a number of community resources. Shiloh Elementary, Middle, and High Schools (known as the Shiloh Cluster) are located less than a mile south of the center of Killian Hill. Head Elementary School is located among neighborhoods on the north side of US-78. The Yellow River runs along the community's western edge.

US-78 carries significant traffic. Roadway congestion and a lack of pedestrian infrastructure makes it challenging for Killian Hill residents to reach nearby retail destinations.

WHO IS KILLIAN HILL?*



14,137
residents



4,851
households



2.9
*average
household size*



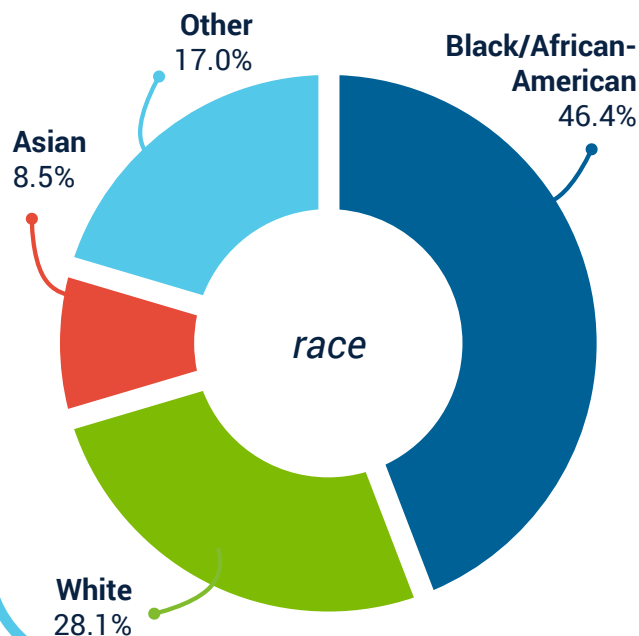
4,979
housing units



\$79,098
*median
household
income*



51%
*graduated from
college*



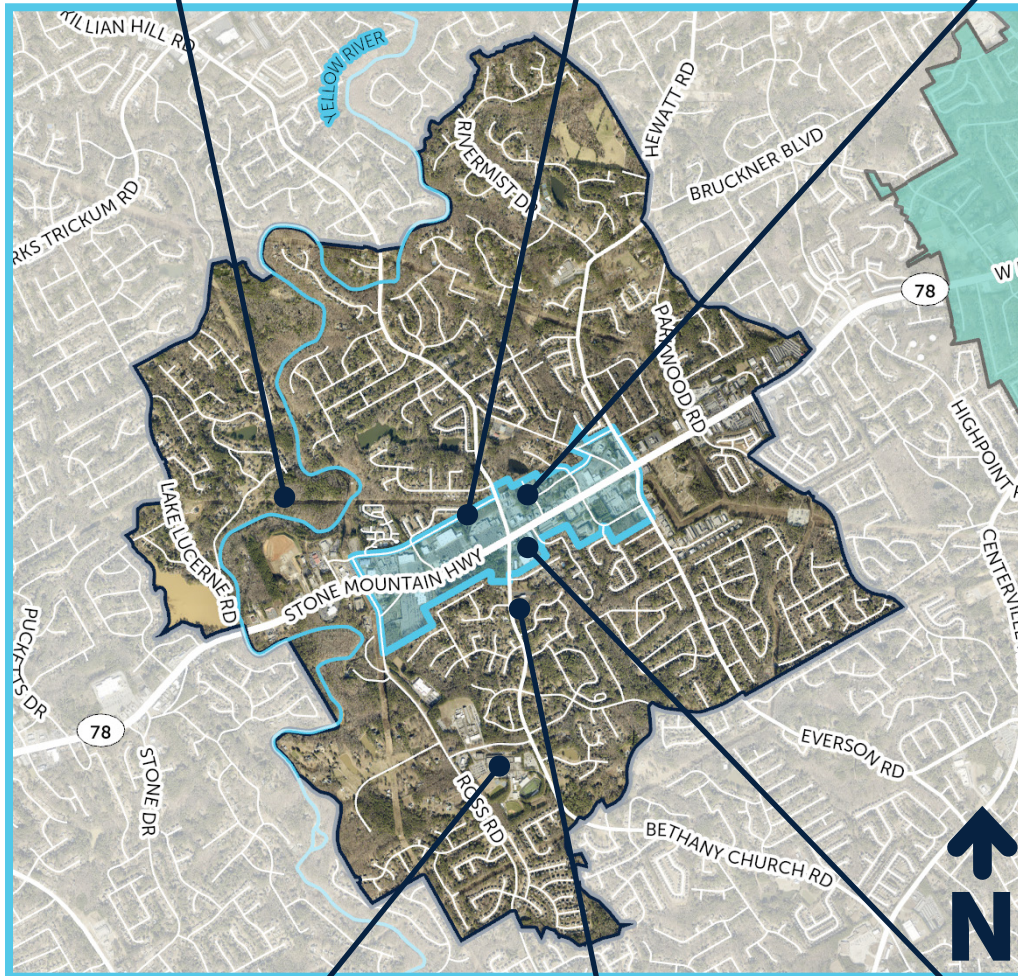
Yellow River






Killian Hill Village Shopping Center

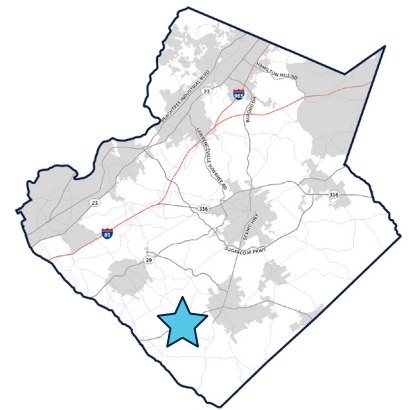


Medical Office



Killian Hill Study Area

-  Study Area Boundary
-  Study Area Core
-  City of Snellville



Shiloh School Cluster

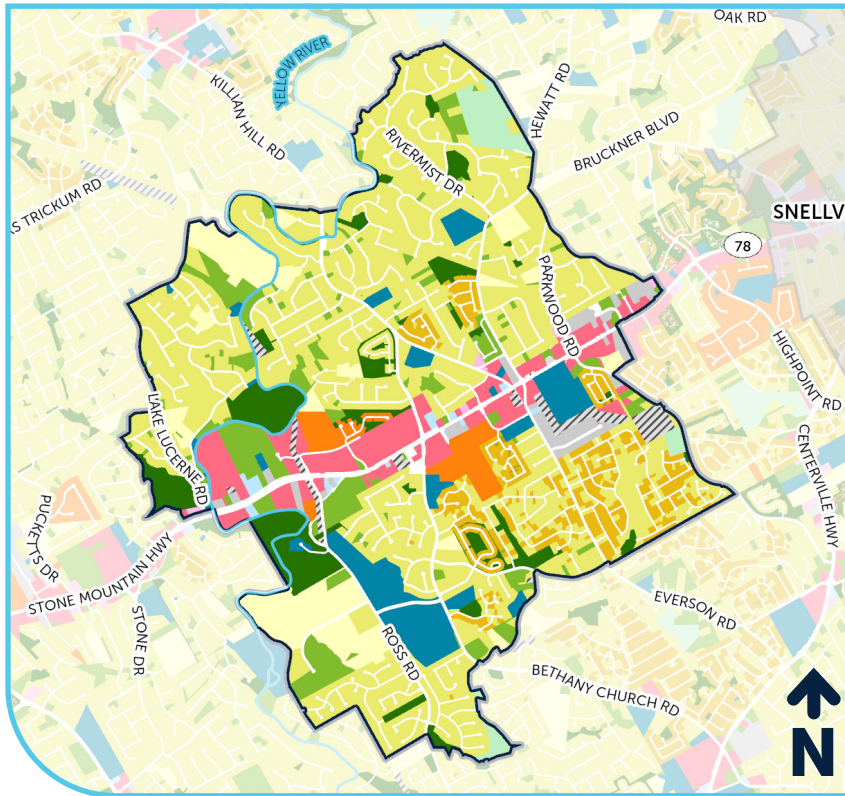


Bethany Baptist Church



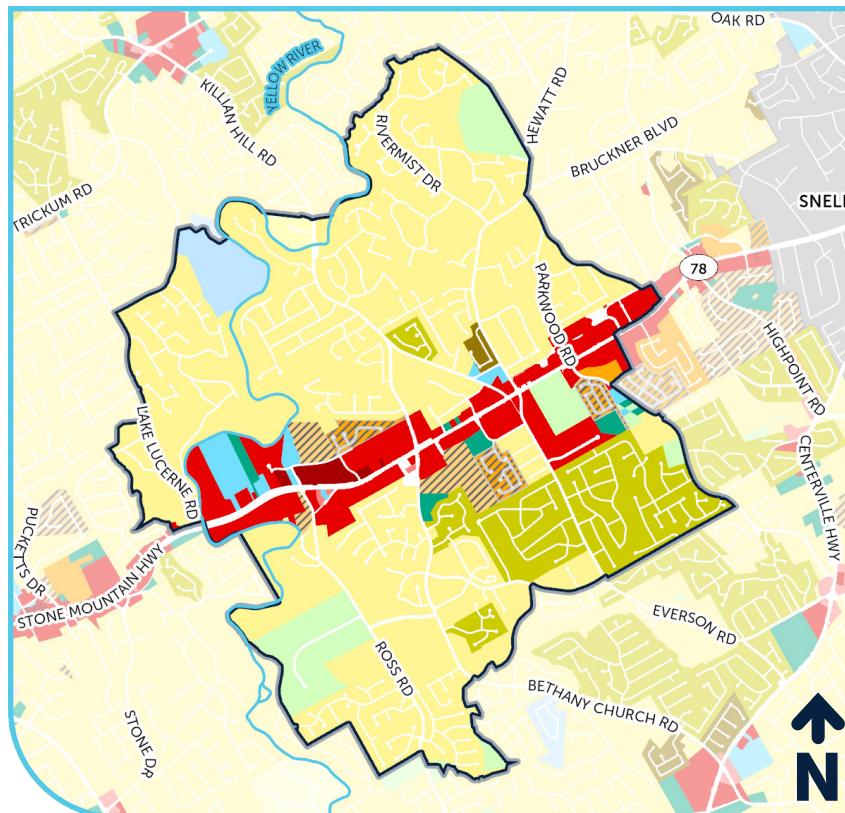
Mountain View Village Shopping Center

EXISTING LAND USE AND ZONING



EXISTING LAND USE

Killian Hill is bisected by US-78, a major corridor lined mostly with strip-style commercial uses on both sides. Institutional and office uses are interspersed throughout, while the eastern portion of US-78 features some light industrial uses. Beyond the parcels immediately lining US-78, low-density single-family residential land uses are most common in Killian Hill. Recent residential developments to the southeast are denser in character and benefit from sewer access. Tracts along the Yellow River have remained undeveloped or are designated as parks, and are subject to flooding.

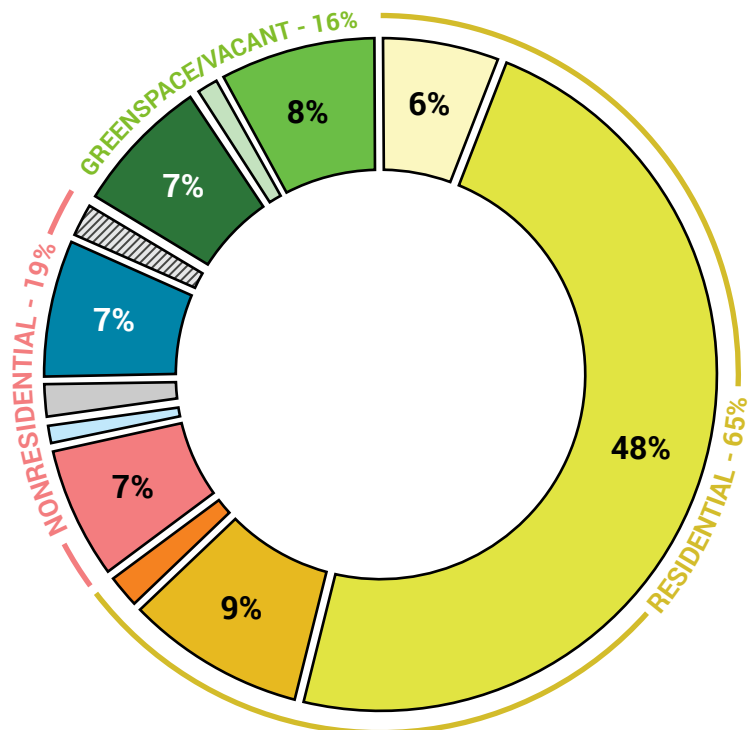


CURRENT ZONING

While most of Killian Hill is zoned R-100 (Single-Family Residence), which is characterized by detached houses on 1-acre lots, recent developments have been zoned R-75, R-60, and R-TH. R-75 and R-60 allow single-family homes on smaller lots, while R-TH allows townhomes. Most of the commercial zoning in the area is C-2 (General Business) or C-3 (Highway Business). A handful of properties are zoned industrial, but they are undeveloped or occupied by commercial enterprises. Conversely, several industrial uses are zoned commercial, which could mark opportunities for redevelopment.

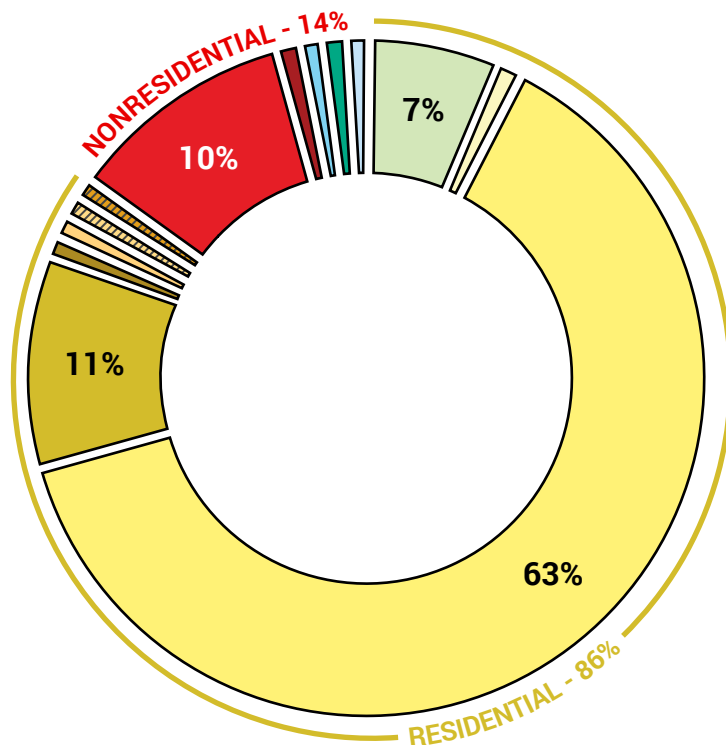
Existing Land Use Legend

- Estate Residential
- Low Density Residential
- Medium Density Residential
- Multifamily
- Commercial/Retail
- Office/Professional
- Light Industrial
- Institutional/Public
- Transportation/Communication/Utility
- Park/Recreation/Conservation
- Agriculture
- Undeveloped



Zoning Legend

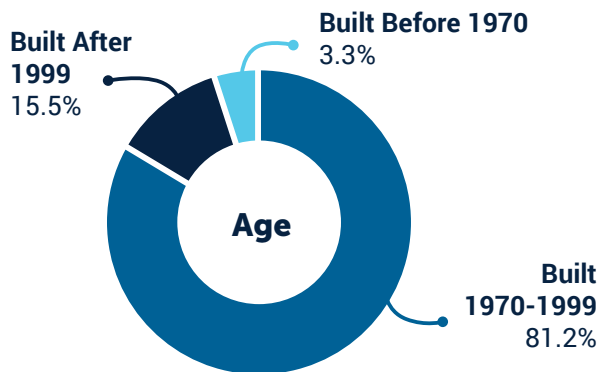
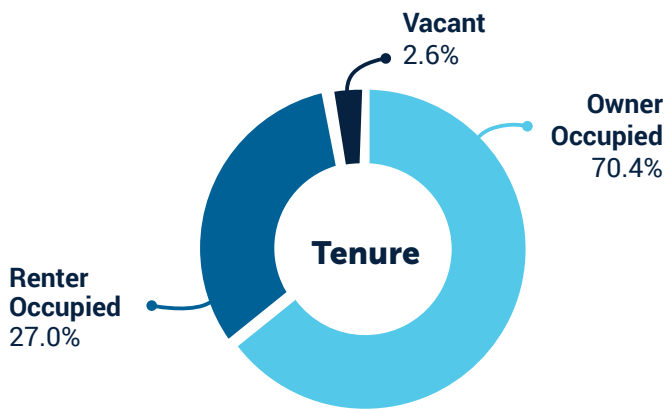
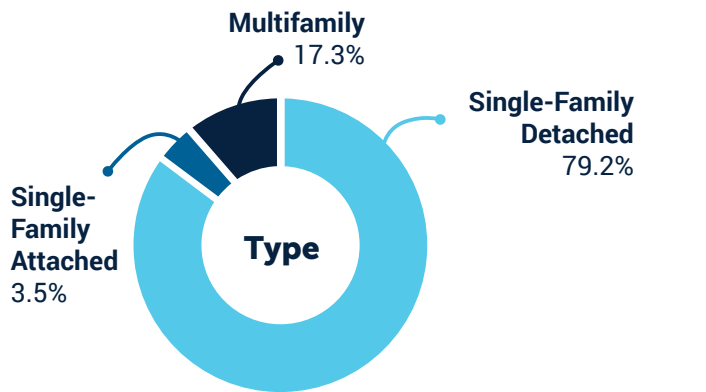
- RA-200 (Agriculture-Residence)
- R-140 (Inactive)
- R-100 (Single-Family Residence)
- R-75 (Single-Family Residence)
- R-60 (Single-Family Residence)
- R-TH (Single-Family Residence Townhouse)
- RM (Inactive)
- R-ZT (Inactive)
- C-2 (General Business)
- C-3 (Highway Business)
- M-1 and M-2 (Light and Heavy Industry)
- O-I (Office-Institutional)
- OSC (Open Space Conservation)



HOUSING AT A GLANCE

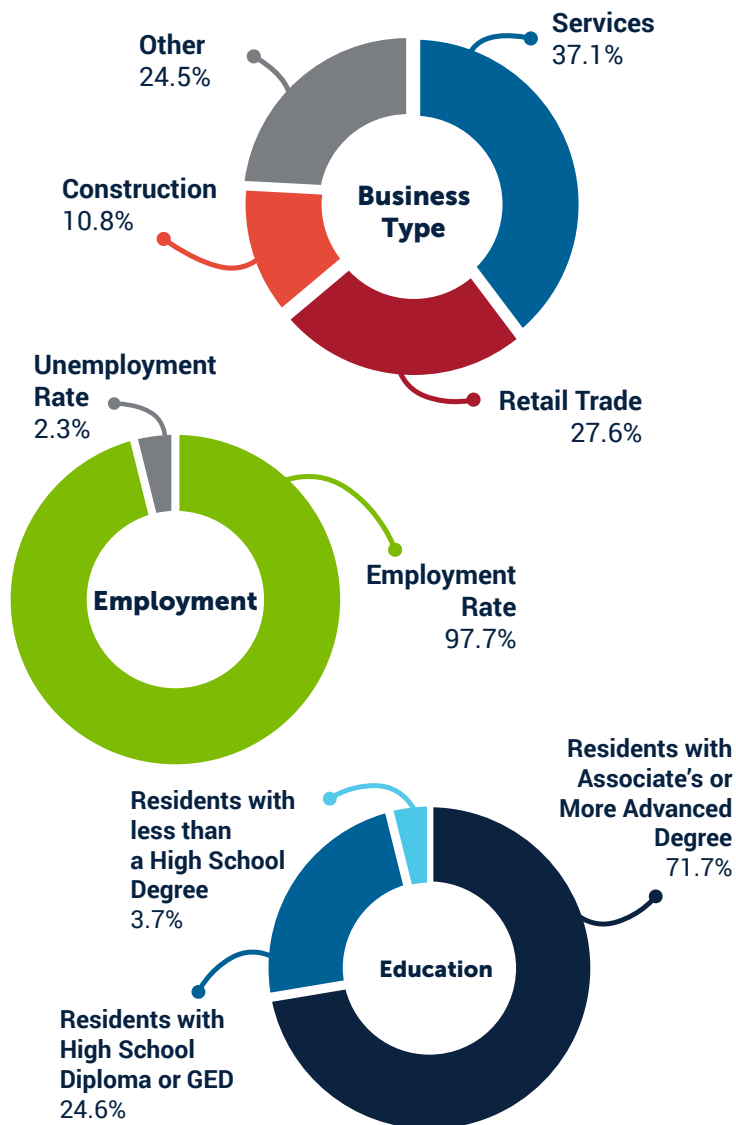
Housing in Killian Hill consists primarily of single-family detached homes and was built between 1970 and 1999. Nearly 80% of single-family housing is also owner occupied.

Some multifamily and townhome units are scattered throughout the center of Killian Hill. Townhome subdivisions were built more recently (2016-2018), while apartments were built in the 1980s and early 1990s.



BUSINESSES AND JOBS

Killian Hill's local economy is powered primarily by businesses in the retail trade and the service industry sectors. Several auto dealers and auto service shops are located along US-78. Larger shopping centers are anchored by grocery and hardware chains, with some dining and health services located on outparcels. A high percentage of Killian Hill's employees work in educational services, likely due to the Shiloh High School Cluster. Killian Hill is competitive regionally in this sector, with high location quotients* in educational services (1.30) and retail trade (1.18).



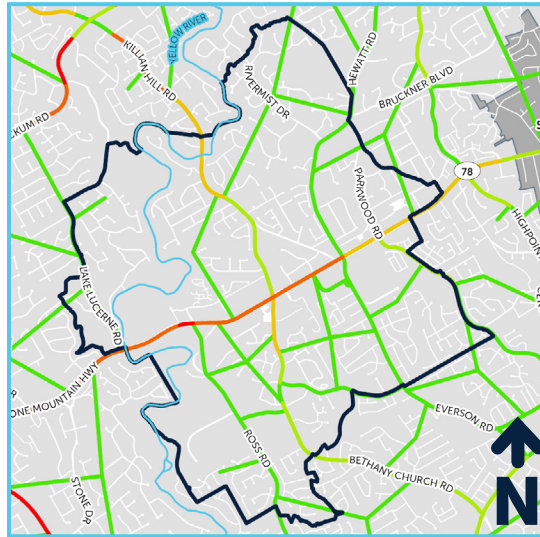
*If the location quotient is greater than 1, it indicates that the industry or occupation has a higher employment concentration in the specific region compared to the national average.



TRANSPORTATION

Legend

- Study Area
- Rivers
- A/B
- C
- D
- E
- F
- City of Snellville

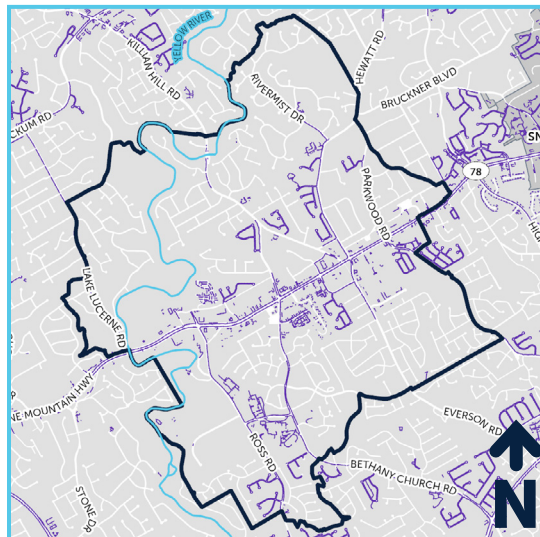


LEVEL OF SERVICE (PEAK PM)

Level of Service is a grade assigned to various degrees of traffic delay. US-78 faces the most traffic challenges within the study area, with intersections at Lake Lucerne Road, Ross Road, Killian Hill Road, and Hewatt Road operating at an LOS of E or F, indicating unstable traffic flow. Some sections of Killian Hill Road and Hewatt Road, especially as they approach US-78, operate at an LOS of D. Roadways south of US-78 mostly operate at an LOS of A/B.

Legend

- Study Area
- Rivers
- Sidewalks
- City of Snellville

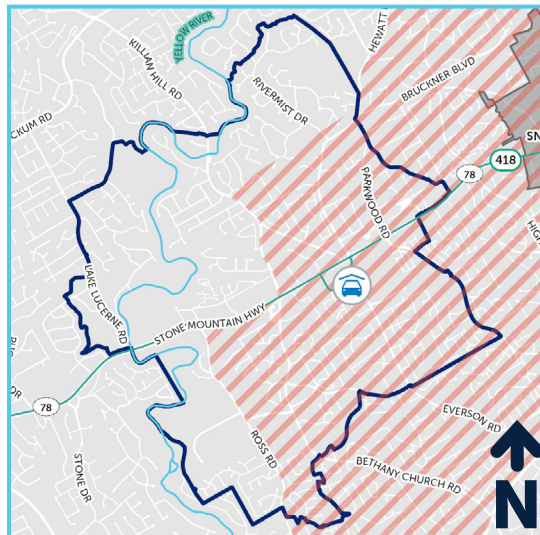


SIDEWALKS

Though sidewalks run along US-78, there is a lack of sidewalk connectivity within the residential areas of Killian Hill. Sidewalks along US-78 do not produce a welcoming pedestrian environment. They are narrow, are often interrupted by curb cuts, and lack adequate streetscape elements including shade trees and lighting. Stakeholders voiced these issues during the small area plan charrette as a major concern.

Legend

- Study Area
- Rivers
- Microtransit Zone
- GRTA* Routes
- Park and Ride
- City of Snellville

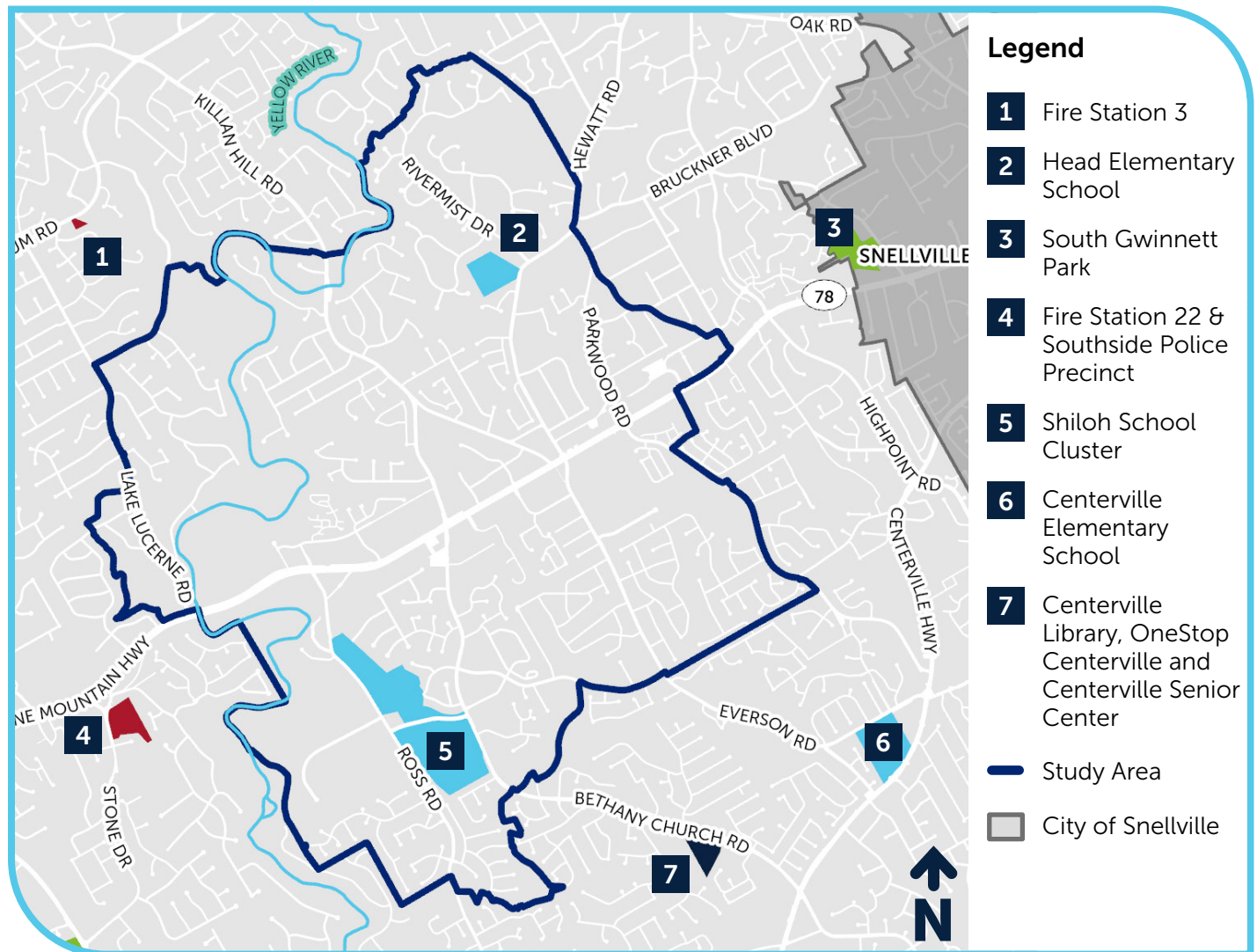


CURRENT TRANSIT

Ride Gwinnett is currently piloting a micro-transit zone that encompasses the eastern half of Killian Hill, extending into Snellville. Bus route 418 provides commuter service to downtown Atlanta through a Park and Ride lot at Hewatt Road.

*Greater Regional Transit Authority (GRTA)

COMMUNITY RESOURCES



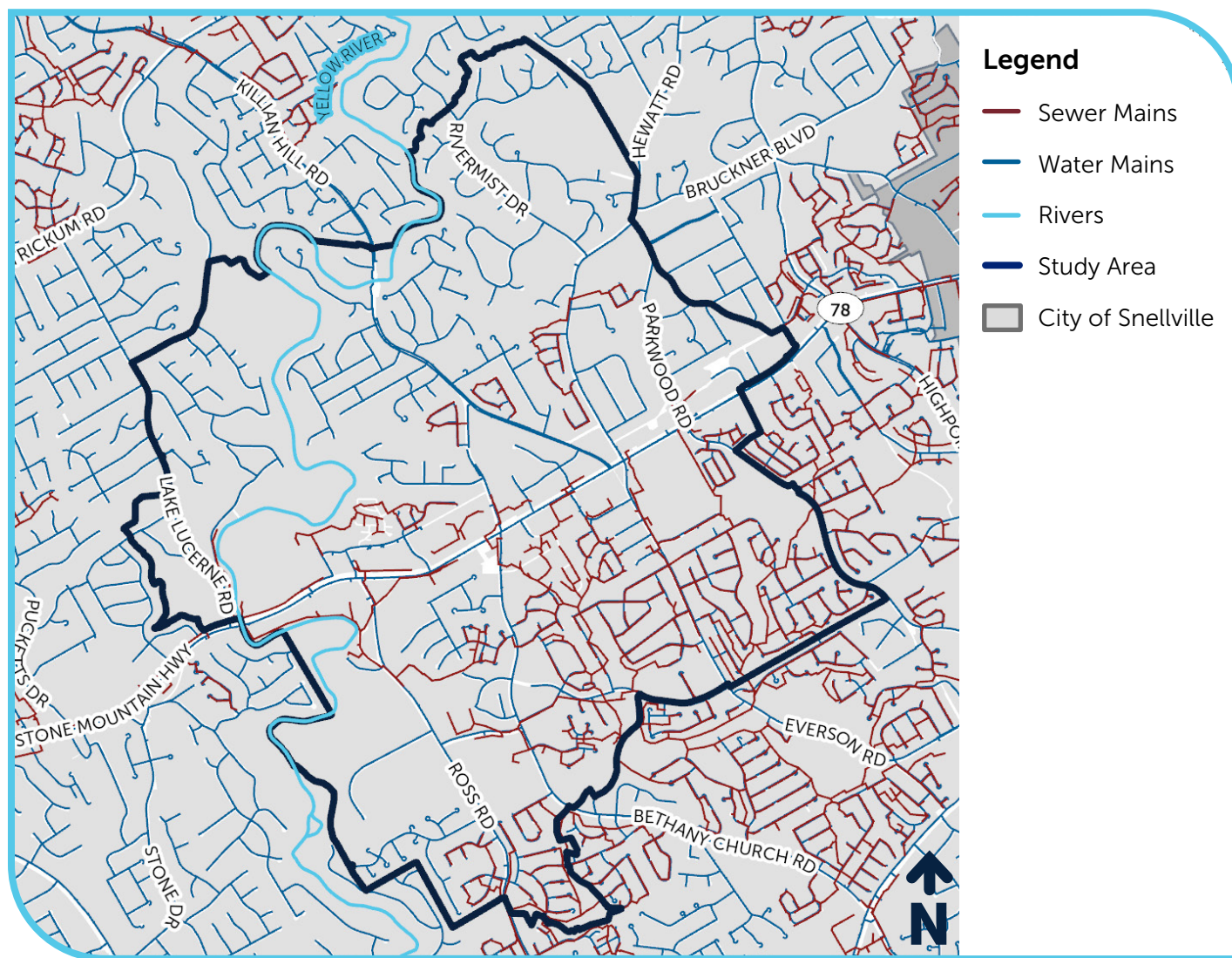
Several community resources can be found within or just outside Killian Hill. There are multiple schools in the area, including Head Elementary north of US-78 and Shiloh Elementary, Middle, and High Schools to the south. Centerville Elementary School is just around the corner on Centerville Highway.

The community is served by Fire Stations 3 and 22. The Southside Police Precinct is located in the same complex as Fire Station 22.

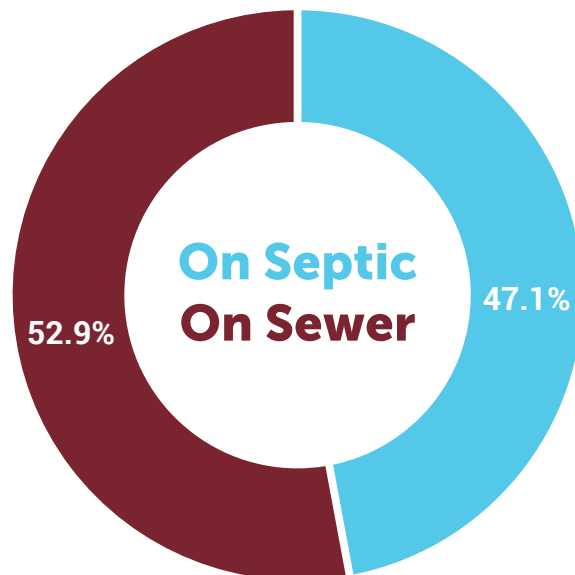
South of the Shiloh School Cluster along Bethany Church Road is the Centerville Library, which includes a newly expanded OneStop Center. The OneStop 4 HELP program offers free assistance that meets a variety of human service needs for Gwinnett County residents. The Gwinnett Senior Center is also located at this complex.

Although residents of Killian Hill can visit South Gwinnett Park in the City of Snellville, this area otherwise lacks access to community parks and green space.

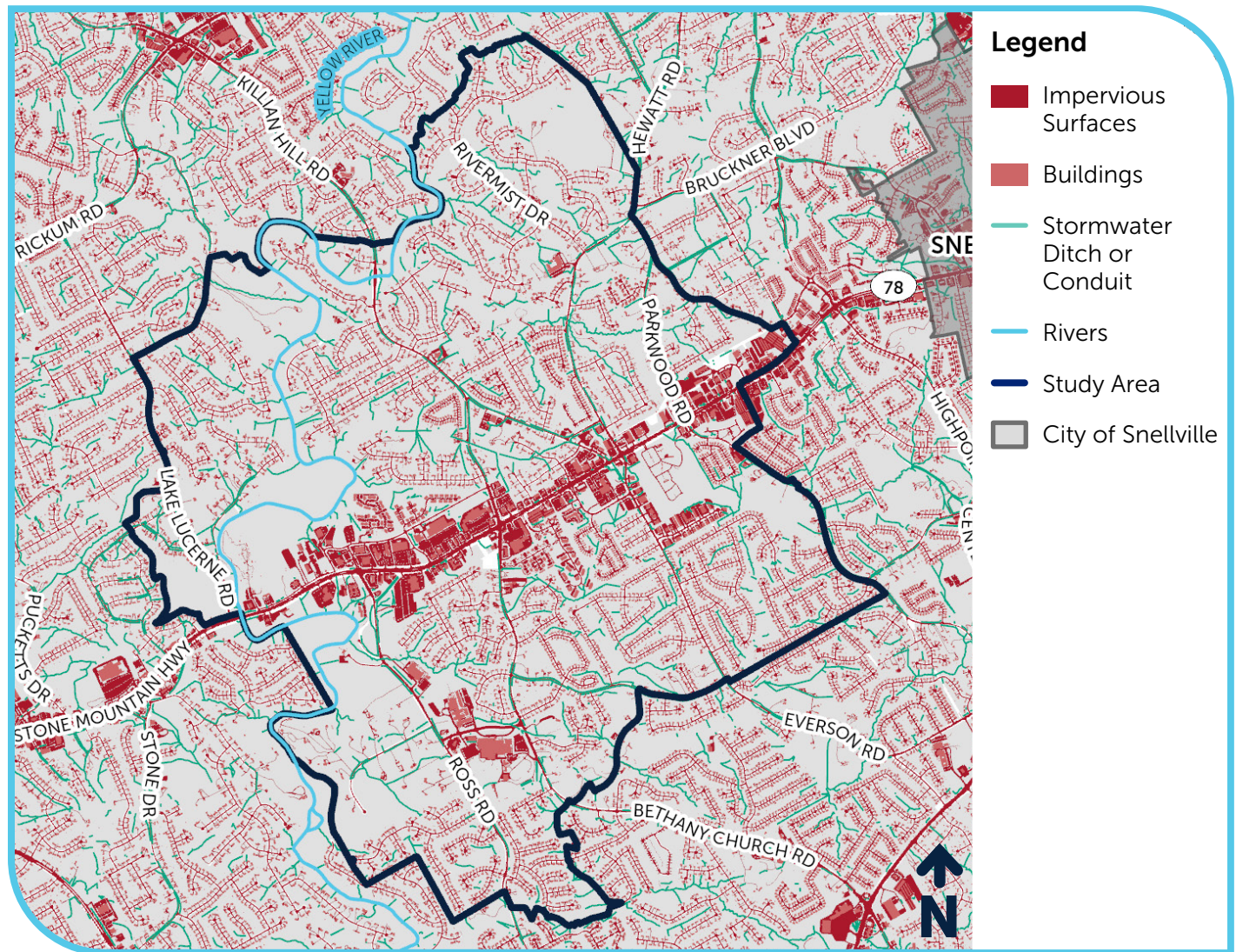
WATER AND SEWER



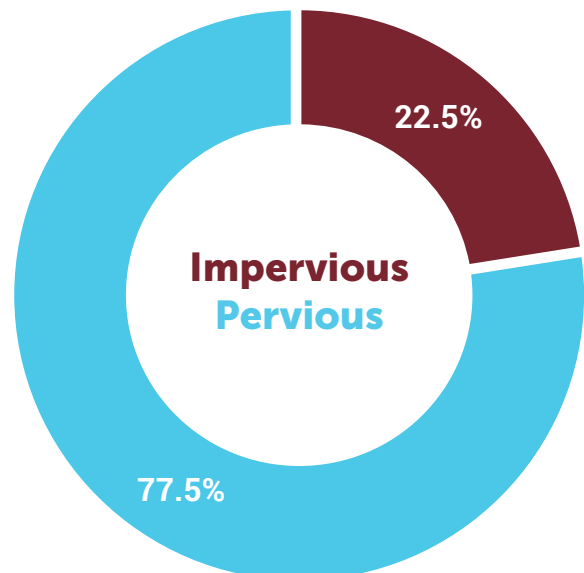
Almost 53% of Killian Hill benefits from access to sewer infrastructure, which is mostly concentrated south of US-78. Many of its northern neighborhoods were built before sewer lines served this area. As a result, almost half of the study area is served by private septic tanks, which significantly limits opportunities for dense development in certain locations. Although several commercial properties along US-78 are connected to sewer, some still lack access due to the incremental buildout of the network.



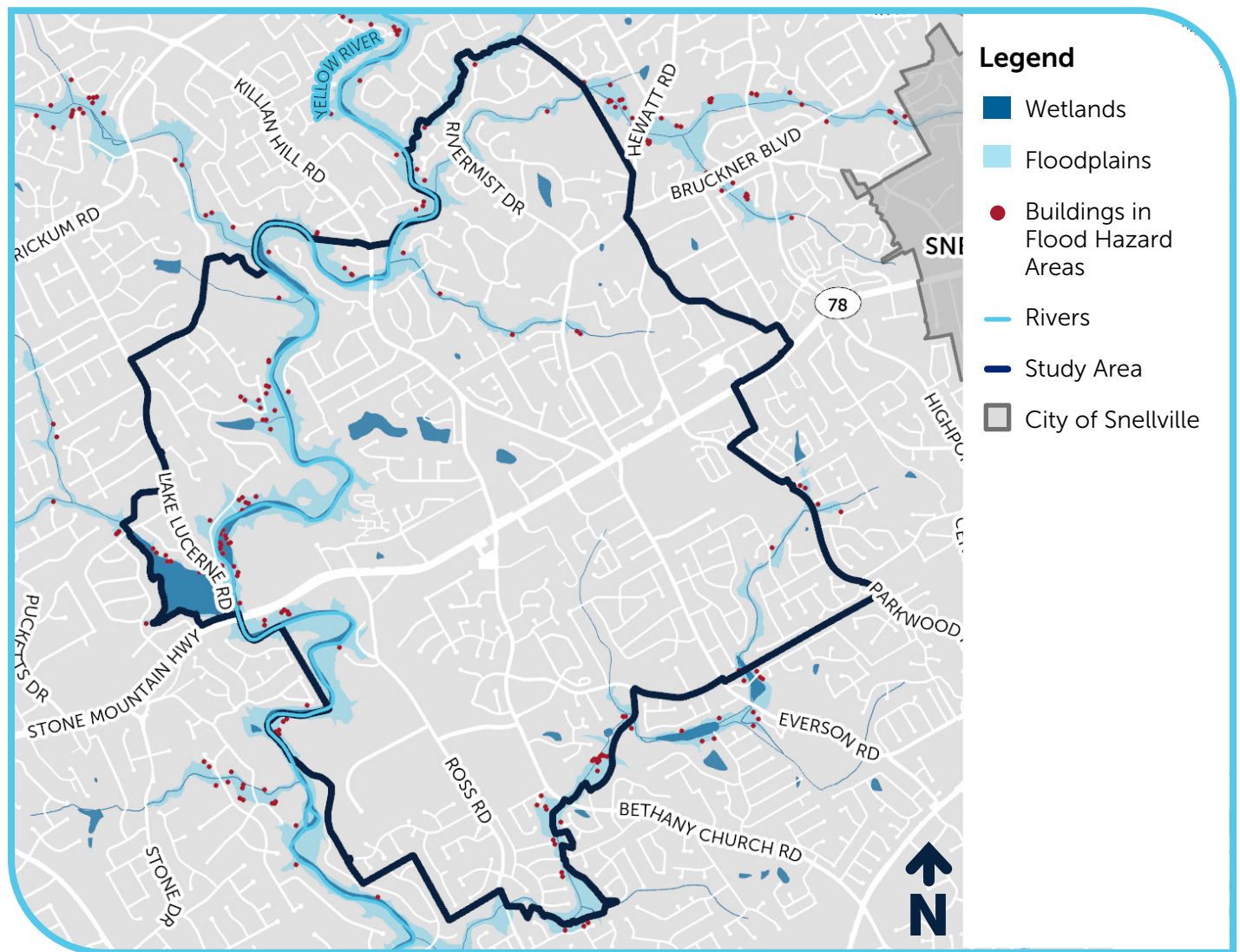
STORMWATER AND IMPERVIOUSNESS



Being a mostly residential community, Killian Hill's percentage of impervious surface is fairly low at 22.5%. The map above shows much of the impervious surface is concentrated along US-78, comprised of large parking lots and wide roadways. High concentrations of impervious surface along US-78 could exacerbate challenges related to flooding and water quality, especially given their relative proximity to the Yellow River.

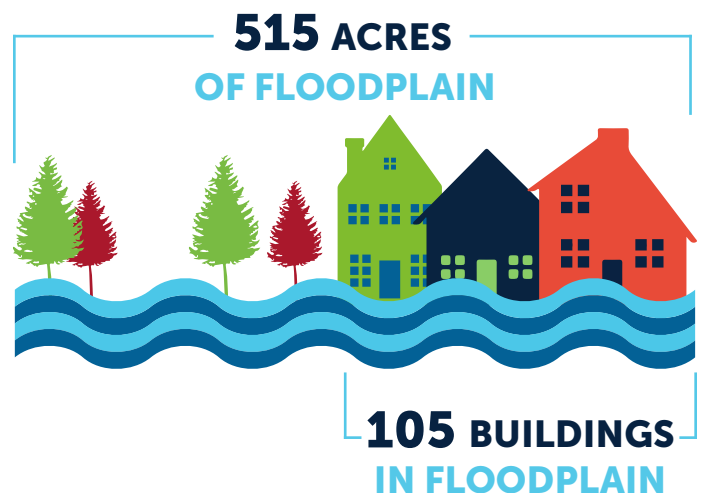


WETLANDS AND FLOODPLAINS

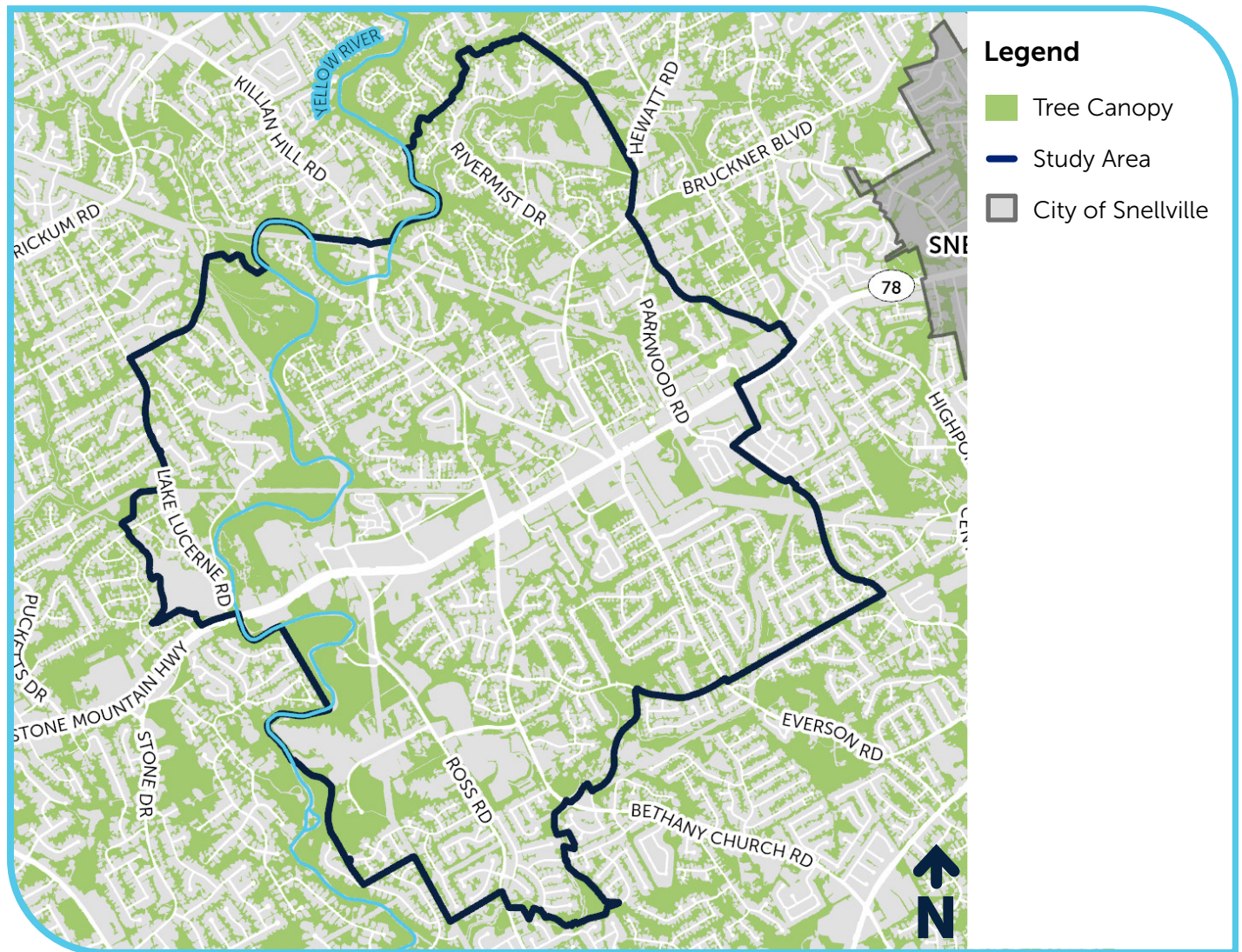


The Yellow River runs through the western side of Killian Hill. Two tributaries run through residential neighborhoods in the northeastern corner of the study area, while a smaller tributary forms part of Killian Hill's southern border.

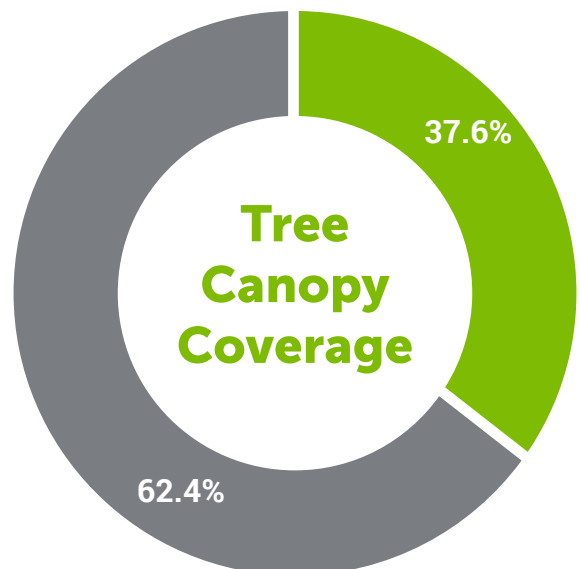
Fairly large floodplains line the river as it crosses US-78 and continues south through undeveloped land, some of which is owned by the County. 105 buildings, mostly single-family homes, are located within these floodplains.



TREE CANOPY



The Killian Hill Daily Community enjoys a moderately sized tree canopy, especially compared to more urban Daily Communities within Gwinnett. The map above illustrates that a large portion of Killian Hill's tree canopy can be found along the Yellow River and within its floodplains and wetlands, as well as on private lots. There is minimal tree canopy coverage along US-78, except where it intersects with the river.



Opportunity Scan

PLANNED PROJECTS

Destination 2050: Comprehensive Transportation Plan

Gwinnett County's Comprehensive Transportation Plan (CTP) proposes two projects to alleviate traffic and improve safety in the area. One project calls for a parallel access road along US-78 to provide an alternative for local trips. Another project is focused on safety improvements along Ross Road.

Key Projects:

- 4 US-78 parallel road between Ross Road and Hewatt Road
- 13 Safety improvement at intersection of Ross Road and Shiloh Road

Transit Development Plan

The recently passed Transit Development Plan (TDP) calls for significant transit investment in this community. Three different fixed route bus services are proposed to run along the US-78 corridor, including a limited stop shuttle to Hartsfield-Jackson Atlanta International Airport. The TDP also calls for county-wide microtransit zones.

Key Projects:

- 7 County Ride (local service)
- 8 Quick Ride
- 9 Airport Ride (direct airport shuttle)

Gwinnett Countywide Trails Master Plan (2018)

Gwinnett County plans to expand the trail network in key locations within Killian Hill. The funded section of the Yellow River Greenway will connect several nearby aspirational trails, as well as a path along US-78. Once complete, this trail will add to the transportation options along Killian Hill's main artery. An update to the Countywide Trails Master Plan is currently underway and expected to be complete by the end of 2025.

Key Projects:

- 2 Yellow River Greenway
- 10 US-78 side path
- 14 Ross Road Powerline Easement
- 15 Ross Road Sidepath

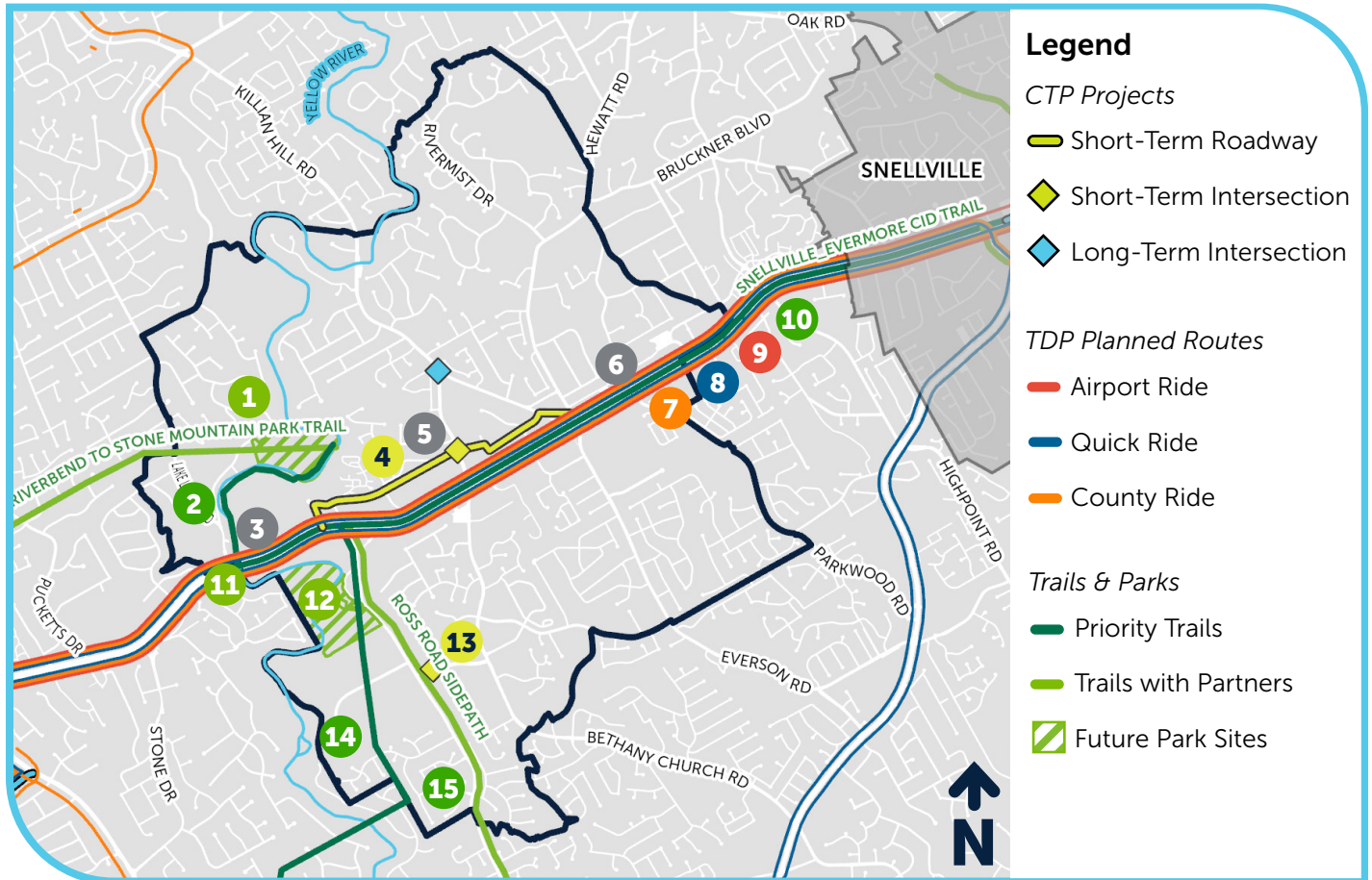
2020 Gwinnett Comprehensive Parks & Recreation Master Plan

The Parks and Recreation Master Plan proposes significant investment in the Killian Hill Area. Three sites adjacent to the Yellow River have been identified and purchased for future parks and a trail head. These plans work toward achieving the Parks and Recreation Master Plan's Vision, which highlights a need for two High-Medium Density Area Parks, two Medium-Low Density Area Parks, and a Medium-Low Density Indoor Center in this area.

Key Projects:

- 1 Riverbend Park
- 11 Strickland Trail Head
- 12 Vecoma Park

CURRENT PLANNED PROJECTS



Sewer Infrastructure Expansions

The Department of Water Resources has several projects to expand wastewater capacity in this geologically tough area. Currently, a new 24-inch gravity main is being installed along the Yellow River. Through partnerships with the Gwinnett Department of Transportation and Evermore Community Improvement District, a new sewer line will also be installed along the parallel road identified in the Comprehensive Transportation Plan.

Key Projects:

- 3 Yellow River sewer extension
- 5 US-78 Parallel Road sewer infrastructure

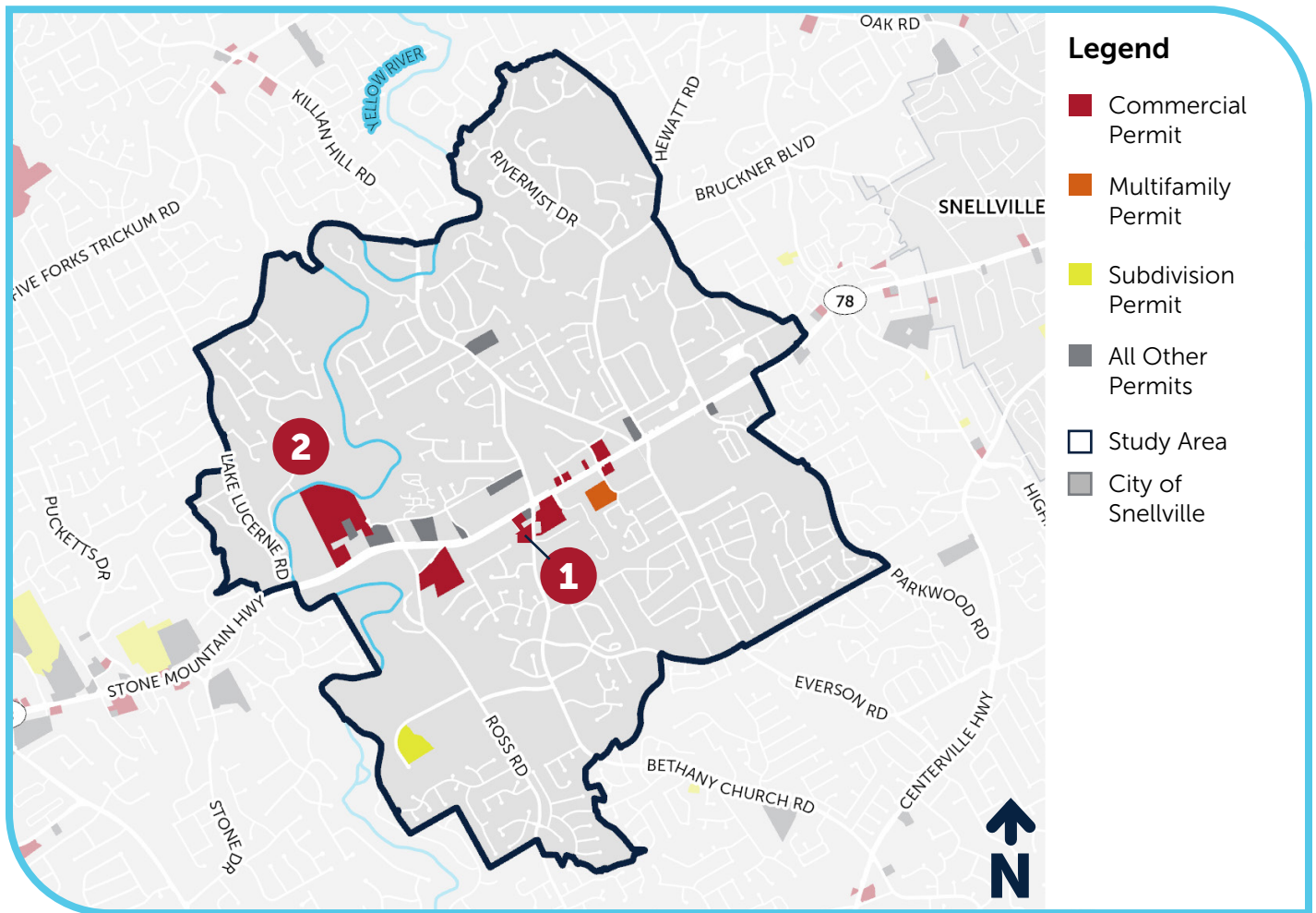
Evermore Community Improvement District 2022 Strategic Plan

Part of Killian Hill is located within the Evermore CID. The CID's 2022 Strategic Plan includes several ongoing initiatives that could improve Killian Hill's built environment, such as installing hardscape amenities along US-78, landscape and right-of-way maintenance, and a roundabout to accompany the CTP's parallel road project.

Key Projects:

- US-78 Hardscape Amenities
- Right-of-way Maintenance
- Landscaping
- 6 Roundabout at Parkwood and future parallel road corridor

PROPOSED DEVELOPMENT



The map above shows permit applications for new development or site improvements within the last five years. Most permits filed were for small scale improvements rather than new buildings. However, two significant projects are:

1 Kia Dealership

A recent application for a Special Use Permit was filed for a new Kia dealership extending between US-78 and Bethany Church Road. This proposal is under consideration at the time of this writing.

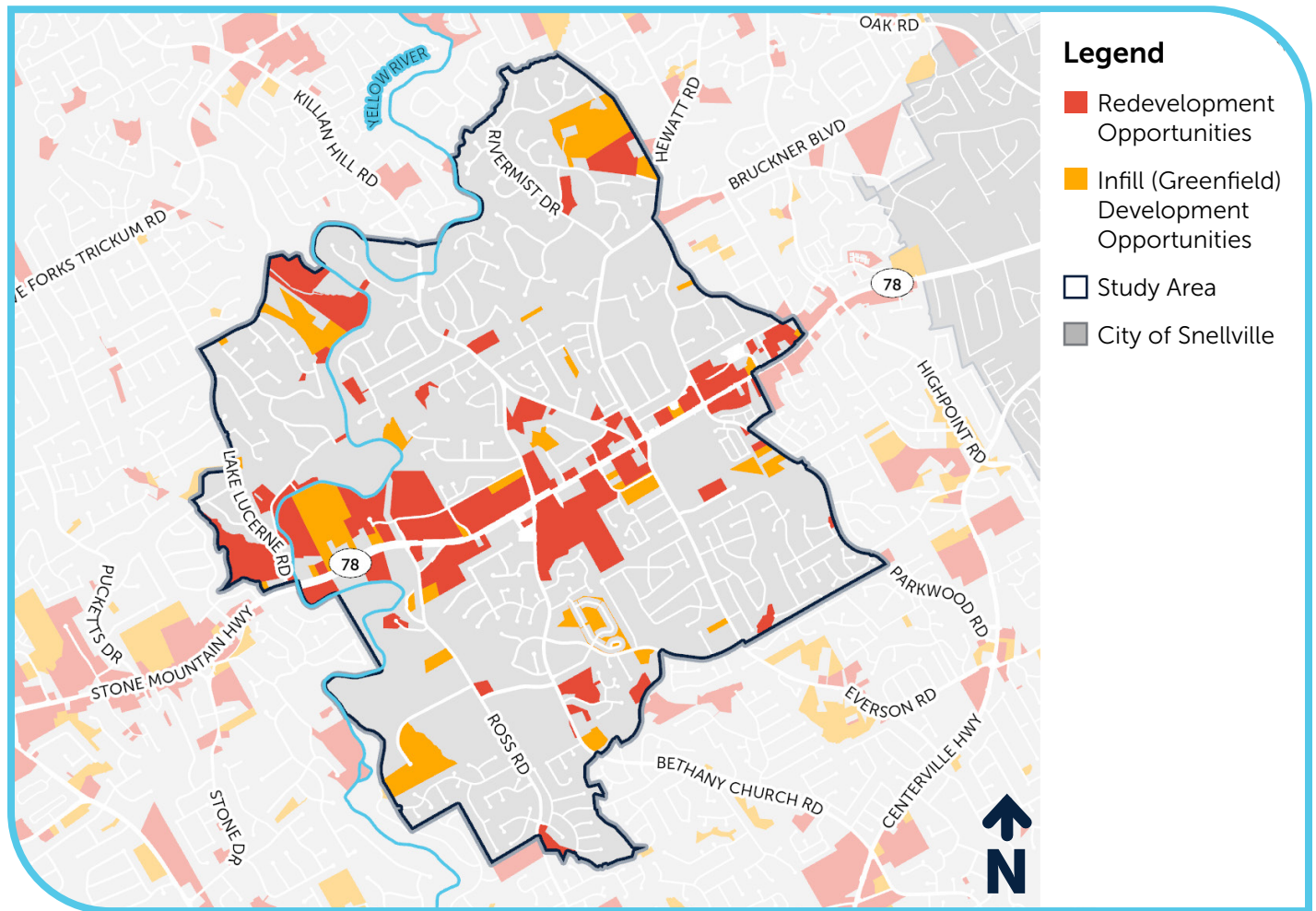
2 Proposed Industrial Site

Some land development has occurred (pictured right) to create a truck parking lot behind MC3 Church. The property is currently under consideration for rezoning and a special use permit, and construction has paused while the site is under review.



Image Source: Google Earth

REDEVELOPMENT POTENTIAL



What qualifies as a redevelopment opportunity?

Parcels marked as redevelopment opportunities typically have better access to infrastructure, are underutilized relative to their size, or both. These opportunities were identified based on their proximity to future transportation improvements, access to water and sewer mains, the presence of a parking lot over one acre in size, or lower land values. Redevelopment opportunities include parcels with existing buildings, while greenfield development opportunities are restricted to undeveloped land.

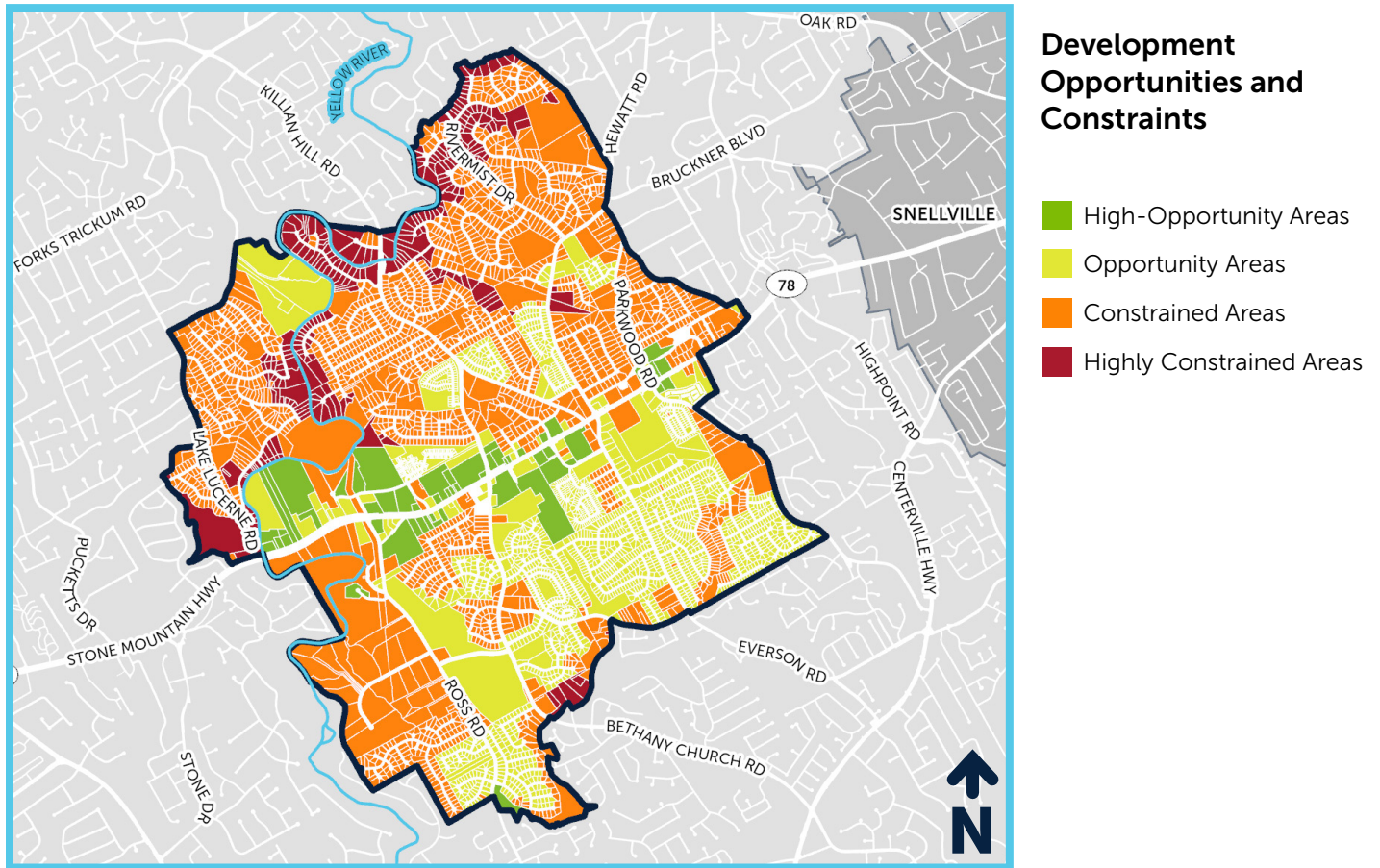
Redevelopment Opportunities

Parcels along US-78 exhibit the greatest potential for redevelopment. These parcels are primarily characterized by aging strip-style commercial buildings, where the value of improvements is lower than the land value itself, suggesting that redevelopment is a sound investment. Additionally, these parcels often include extensive, underutilized paved parking lots. The other parcels identified for potential redevelopment are individual lots that would significantly benefit from enhancements to their facades or buildings.

Greenfield and Infill Development Opportunities

Greenfield development opportunities are limited and primarily exist in residential areas. Some of these opportunities could be used for greenspace or additional connectivity between developments.

The Future of Killian Hill



Because of its age, redevelopment potential, and access to future transit and trail corridors, the Killian Hill Daily Community has the potential to become a vibrant, walkable community center. Investment in new transportation projects could be transformative for this area, which currently suffers from traffic bottlenecks and a lack of pedestrian-friendly development.

Several **high-opportunity areas** for redevelopment are clustered along US-78. These areas have access to sewer infrastructure, high redevelopment potential, and will benefit from future transportation improvements. The most prominent opportunity area is located at the corner of US-78 and Killian Hill Road, where the planned parallel road and trail corridor are projected to expand connectivity. Redevelopment could orient toward the trail, supporting a different mix of housing, retail, and public spaces that benefit from increased foot traffic and walkability.

Secondary **opportunity areas**, which have similar access to critical infrastructure but less potential to redevelop, surround these central parcels. Many of these feature newer buildings that are unlikely to change in the next 20 years, but could support upgrades to connectivity or small-scale improvements to enhance the experience of being in the center of Killian Hill. Additionally, this area encompasses some single-family neighborhoods with sewer connections. These properties are eligible to construct accessory dwelling units in their backyards, depending on their context.

OPPORTUNITIES AND CONSTRAINTS CRITERIA

TYPE	WITHIN 1/8 MILE OF FUTURE TRANSPORTATION PROJECT	SEWER ACCESS*	HIGH POTENTIAL FOR DEVELOPMENT	MORE THAN 25% OF PARCEL IN FLOOD ZONE OR STREAM BUFFER
High-Opportunity Area	YES	YES	YES	NO
Opportunity Area	N/A	YES	NO	NO
Constrained Area	N/A	NO	NO	NO
Highly Constrained Area	N/A	NO	NO	YES

**This category only captures access to sewer, not capacity.*

Parcels marked as **constrained areas** do not face significant barriers to redevelopment but also do not benefit from features that accelerate redevelopment. These include existing single-family lots and nonresidential uses without sewer or road access.

Several **highly constrained areas** face too many challenges to be realistically considered for redevelopment. In Killian Hill, many of these parcels have been developed as single-family residential and are unlikely to change. Additional constraints include distance from the village center or location within the Yellow River's extensive floodplains. Highly constrained areas also lack access to sewer infrastructure and sometimes are disconnected from transportation networks. For those parcels that are undeveloped but challenging to build on, their terrain can be leveraged for green space, trail connectivity, and stormwater management. The County is already considering some of this land for such improvements.

The following plan applies concepts and recommendations from the 2045 Unified Plan to areas with higher opportunities for growth and improvement.

Small Area Plan

This small area plan applies the 2045 Unified Plan's Daily Community Framework to Killian Hill, combining community input with analyses of existing conditions and planned projects to design a vision for a redeveloped and enhanced Killian Hill Daily Community.

The Killian Hill Small Area Plan Charrette took place at Bethany Baptist Church on October 12-13, 2023. The charrette featured active work periods as well as public drop-in hours advertised throughout the community. The charrette also included ten stakeholder interviews in which the planning team spoke with local residents and business owners, the Community Schools Coordinator for the local Shiloh Schools Cluster within Gwinnett County Public Schools, and County staff across key departments.

At the beginning of the charrette, the planning team presented a preliminary redevelopment concept for public feedback. The design priorities for this concept were:

- 1 Redeveloping underutilized properties in central locations
- 2 Aligning development with future transit and trail corridors
- 3 Prioritizing pedestrian connectivity within the Daily Community center and from neighborhoods to the center
- 4 Improving connectivity to the Shiloh School Cluster
- 5 Adding public space throughout the community

During the public engagement period, residents responded favorably to these concepts and provided feedback that was incorporated into the final design. Feedback ranged from safety concerns, including the need for more street lights and sidewalks, to aesthetic concerns. Residents were also concerned with pedestrian safety and traffic issues caused by US-78, the lack of green space, amenities for youth, and affordable housing.

This feedback, coupled with findings from the 2045 Unified Plan and application of the Daily Community framework, provided the foundation for the Killian Hill redevelopment concept. This chapter provides a detailed exploration of the long-range concept and suggests action steps for its implementation over the next 20 years.

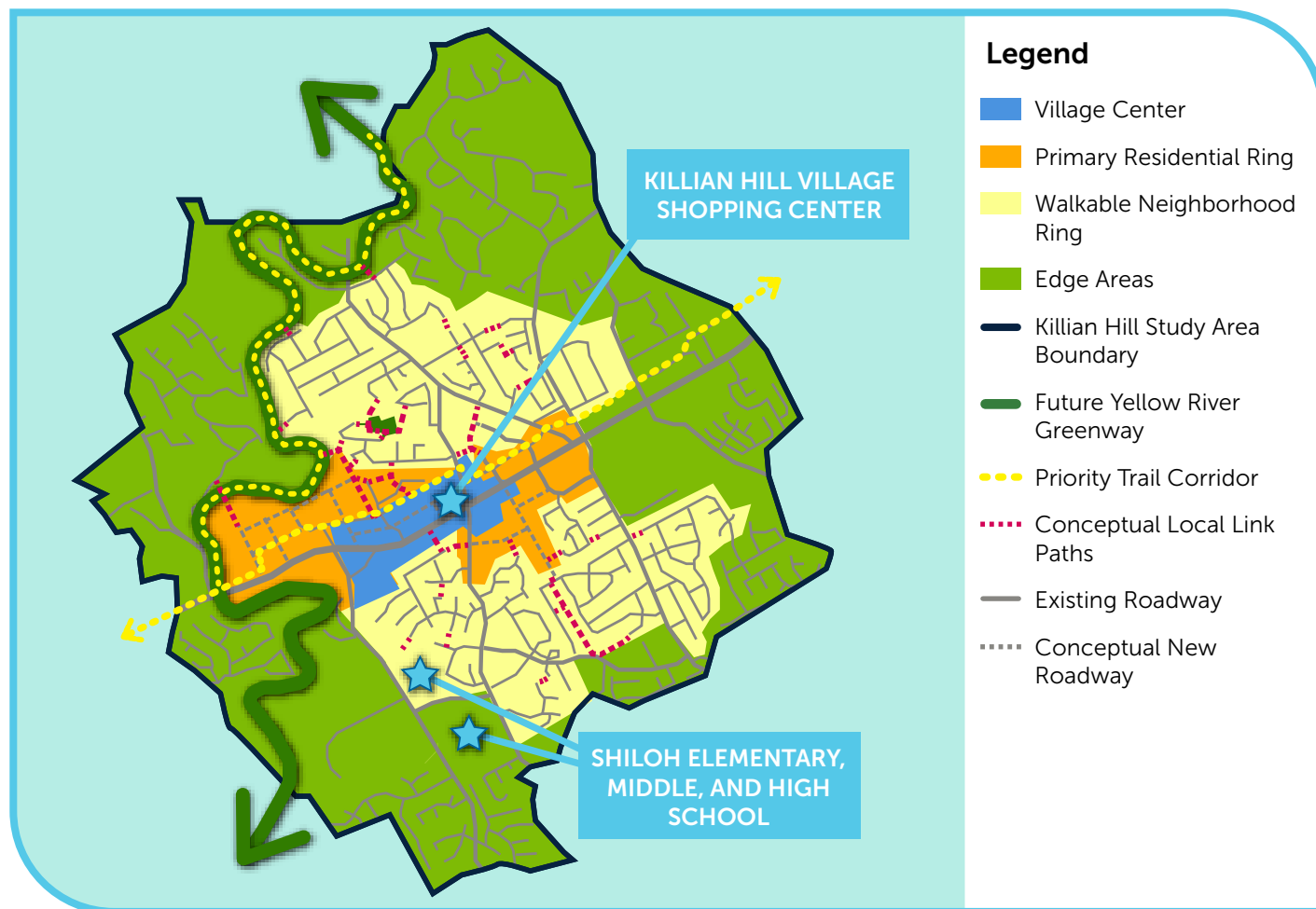


Image Source: Blue Cypress Consulting



Image Source: The Writing Pad

1 DAILY COMMUNITY VISION



The planning team developed a high level vision for Killian Hill inspired by the Daily Community framework. Visualizing existing and future conditions brought three redevelopment ideas to the forefront:

Synergy Between Transportation and Redevelopment

The proposed parallel road to the north of US-78 offers an opportunity to consider alternative pathways for the proposed US-78 sidepath trail. Pulling this alignment to the north could create a new spine for trail-oriented development. Meanwhile, underutilized parking lots closer to US-78 could support transit-oriented development, and a street grid could be retrofitted between them.

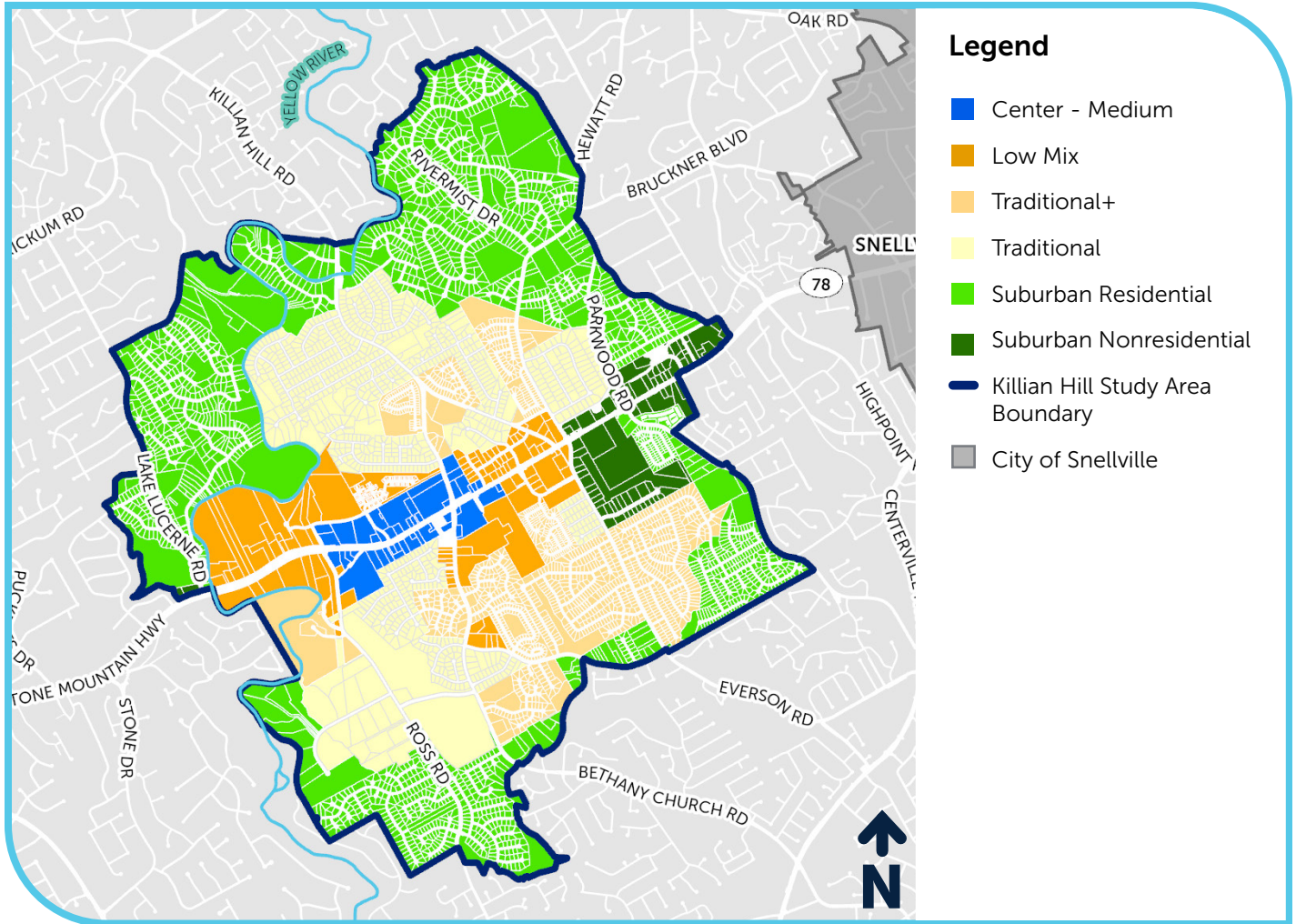
Infill Housing to Support Walkability

Extending along the priority trail corridor is a primary ring of residential infill opportunities. New housing, accessible by foot, supports higher intensity redevelopment in Killian Hill's center.

Connecting Destinations

The Shiloh School Cluster will become a pilot Community School in the coming years, intended to be more fully integrated into the community fabric. In line with this vision, the addition of local pathways between neighborhoods aims to increase pedestrian access.

2 FUTURE DEVELOPMENT FRAMEWORK



The future development policy from the 2045 Unified Plan provides design and development guidance for each parcel in Killian Hill.

CENTER - MEDIUM

Killian Hill's **Medium Center** could support mixed use, multifamily, townhomes, retail/entertainment, office, institutional, green space, and utilities. Buildings would have moderate density, with Floor Area Ratios ranging from 0.5 – 2.5. This translates into buildings that are about 1-5 stories high. Killian Hill's Medium Center would meet goals for transit access and trail access, with the planned future priority trail running along US-78.

NEIGHBORHOODS

Areas around Killian Hill's Center are designated **Low Mix**, which supports Missing Middle Housing such as quadplexes, triplexes, duplexes, townhomes, and some small-scale multifamily. Neighborhoods farther away but within Killian Hill's 1-mile walkable radius are designated **Traditional+** which allows for cottage courts and backyard accessory dwelling units. Other single-family neighborhoods without sewer access are designated **Traditional** and are less likely to change and should remain as single-family detached housing.

EDGES

Residential neighborhoods that are over 1 mile from the Killian Hill Village Center (and not part of another Daily Community) are **Suburban Residential**, and unlikely to change.

Nonresidential areas outside the Killian Hill Village Center are shown as **Suburban Nonresidential** and are not considered part of the heart of the Village.

CENTER — MEDIUM



A vibrant community center with clusters of restaurants, retail, and diverse housing options.

NEIGHBORHOODS



Low Mix

Mostly residential consisting of Missing Middle Housing



Traditional+

Townhouses, cottage courts, and smaller footprint single-family attached and detached on sewer with incidental commercial



Traditional

Single family without sewer but with pedestrian connectivity

EDGES



Suburban Residential

Represents existing single family development

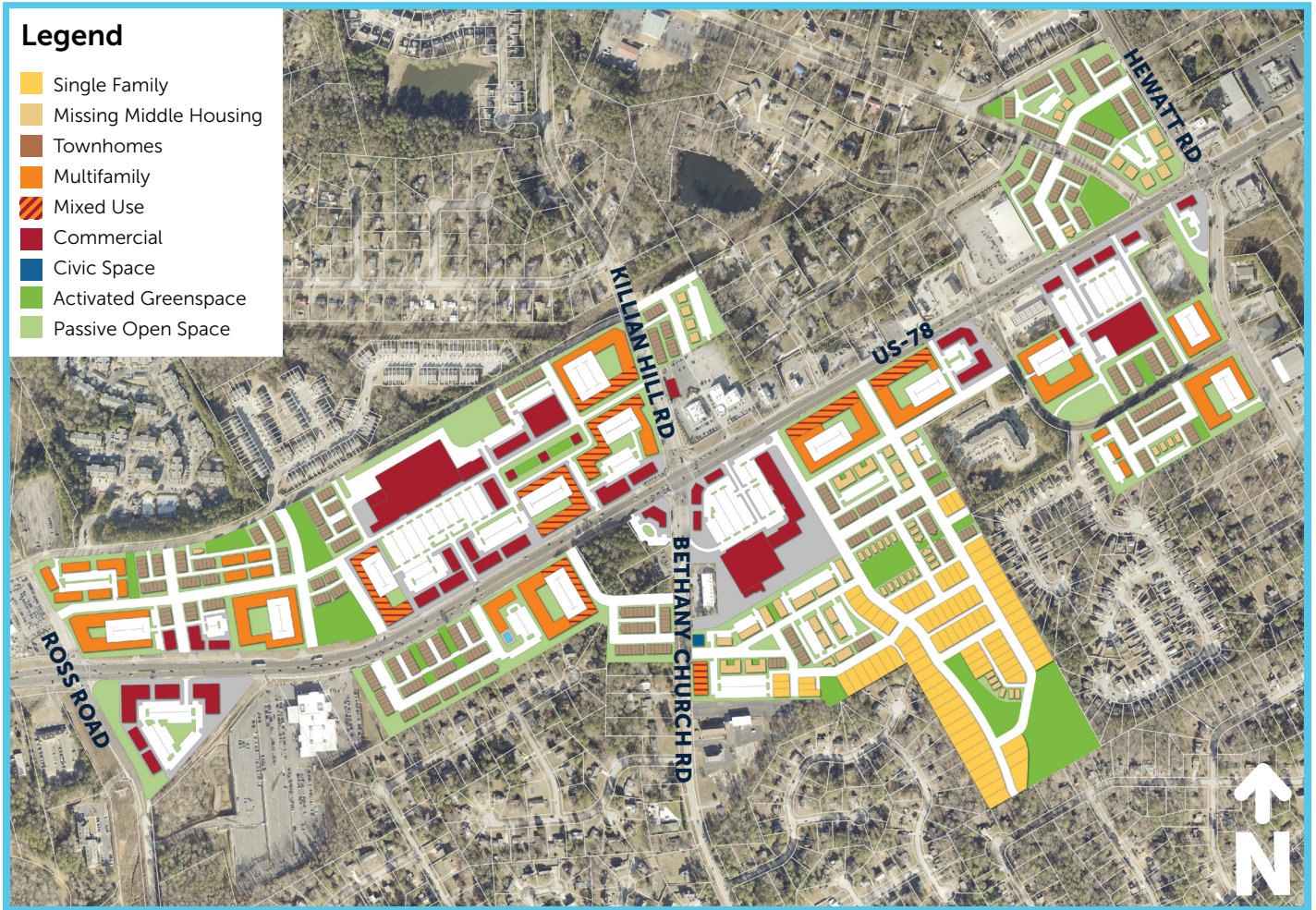


Suburban Nonresidential

Parcels that are not residential and over a mile away from a Village Center or Urban Corridor that are unlikely to change.



3 REDEVELOPMENT CONCEPT



REDEVELOPMENT CHARACTER IMAGES



Townhomes



Cottage Court



Mixed-Use Development

KEY COMPONENTS



CREATIVE LAND USE

Killian Hill is anchored by a major retail and commercial center that is likely to stay as such for several years. This plan leverages the proposed parallel roadway to US-78 to design an enhanced mixed use center that is more appealing to pedestrians. The design focuses on redevelopment of the large parking lots and adjacent outparcel commercial buildings, creating new local streets that connect internally and produce a more pedestrian-friendly environment. Rather than feeling like a typical strip mall, this redeveloped center concept brings housing closer to retail and public spaces, including a central plaza.



NEW PARKS AND OPEN SPACES

Pocket parks, urban parks, and plazas are proposed throughout the design to offer gathering spaces for residents and visitors. New parks and open spaces, especially those surrounded by nonresidential uses, invite residents and visitors to stop, stay, and play, supporting this center as a destination.



TRAIL-ORIENTED DEVELOPMENT

Taking advantage of the existing trails plan, this plan prioritizes the realignment of the planned side path trail along US-78, increasing walkability and encouraging trail-oriented development.



REDEVELOPMENT TARGETS

Based on this concept, redevelopment of Killian Hill has the potential to provide this area with:

520,500	<i>square feet of commercial space after redevelopment</i>	13	<i>acres of parks and open space</i>
3,320	<i>new housing units, including:</i>	3,600	<i>square feet of civic space</i>
2,314	<i>multifamily units</i>	592	<i>townhomes</i>
320	<i>missing middle units*</i>	94	<i>single-family homes</i>

*Missing middle housing includes quadplexes, triplexes, duplexes, small-footprint single-family cottages, and residential above retail also known as live/work.

4 CENTER DESIGN CONCEPT



This detailed view of the redeveloped Killian Hill Village Shopping Center showcases how filling in and expanding the street grid between US-78 and Killian Hill Road creates a more walkable district, anchored by the central pedestrian spine ① running parallel to US-78.



② Central Plaza

At the heart of this concept is a central plaza, fronted by existing retail and new mixed use buildings. The plaza includes spaces for restaurants or small-scale retail.



④ Landscaping

To enhance the visual appeal of the big box retail, landscaping improvements are proposed that spruce up these stores' large parking lots with greenery.

③ New Public Space

A 1.5-acre green facing US-78, fronted on three sides by multifamily and townhome developments, offers a large open space for recreation and relaxation.



⑤ Quality Housing

A mix of housing types are proposed across the redevelopment concept, both north and south of US-78. Adding more units can support retail and create more walkable spaces.



Killian Hill Village Now



Large retail anchors within Killian Hill's major shopping centers are likely to remain for the foreseeable future.

Killian Hill Village After Redevelopment



Investing in new forms of connectivity and public space can turn a traditional shopping center into a more enjoyable place to visit.

5 INCREMENTAL REDEVELOPMENT

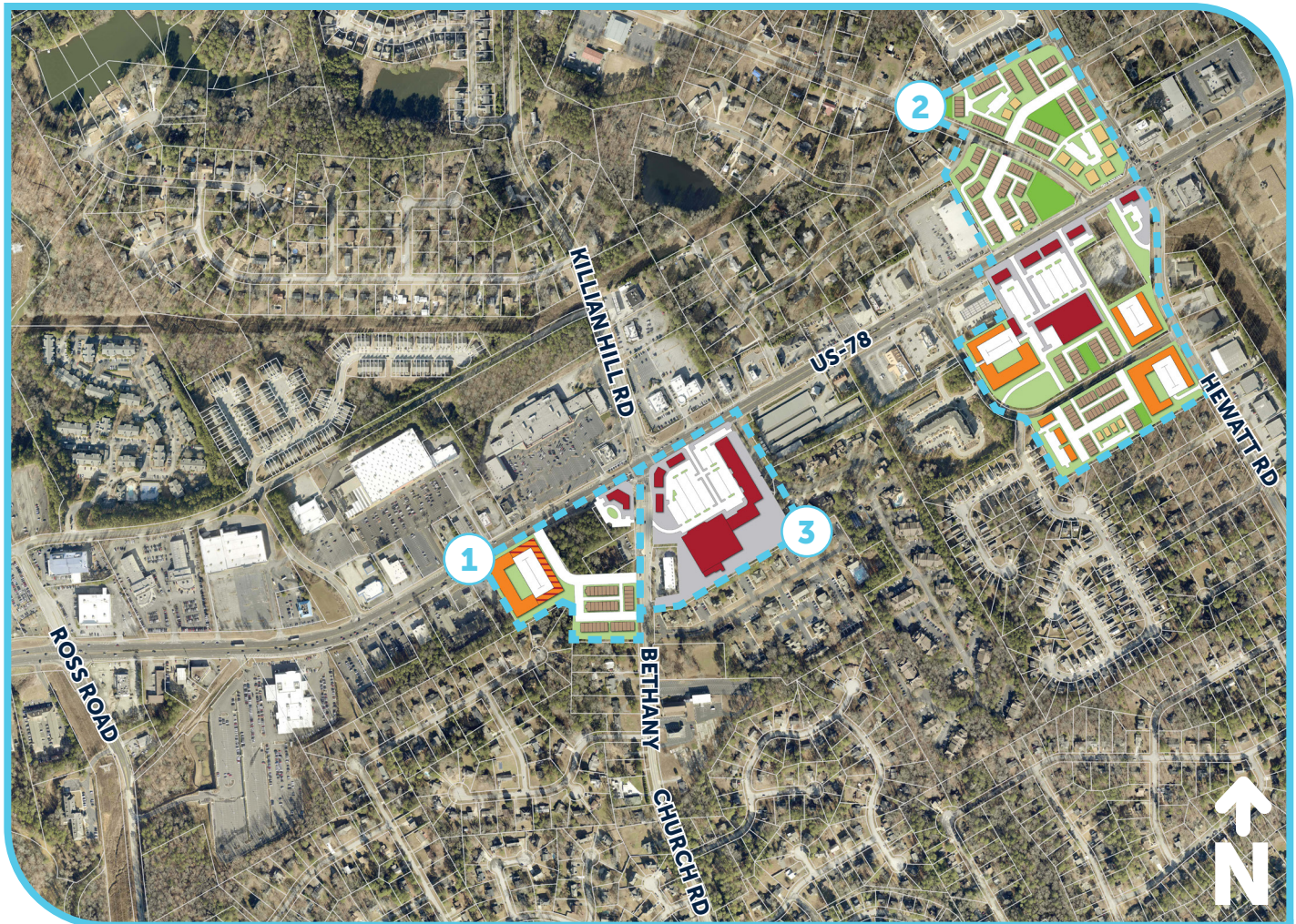
For Killian Hill to realize its potential as a true Daily Community, redevelopment will need to occur incrementally over time, with each County-led investment or private redevelopment project contributing to creating a more walkable and vibrant mixed-use center.

Incremental redevelopment involves several factors, including land availability, physical constraints, and overall cost. Based on these factors, some projects present more immediate opportunities than others – including projects currently in motion and those with low barriers to redevelopment.

In addition to private redevelopment opportunities, the County should advance key transportation, trails, and water and sewer infrastructure projects that can help foster organic redevelopment throughout the proposed center of the Killian Hill Daily Community.

Infrastructure Investments

- First, the County should identify the final alignment for the planned project to construct a new street parallel to US-78. This plan suggests realigning the trail along streets interior to the redevelopment proposals shown. This option, as well as other alignment strategies, would require purchasing future right-of-way and developing a plan to acquire property and synchronize the roadway expansion with private redevelopment plans.
- The other major transportation improvement project slated for Killian Hill is the construction of the US-78 side-path trail. Realigning that trail through proposed redevelopment instead of running adjacent to US-78 puts more space between a high-volume roadway and offers a different trail experience to pedestrians, cyclists, and other trail users. This potential realignment should also be determined early so that redevelopment concepts can adapt accordingly and ensure there is appropriate right-of-way for the trail corridor.
- The southern part of Gwinnett County faces many challenges related to providing water and sewer infrastructure, including elevation changes and a prevalence of hard bedrock. The County has been expanding this infrastructure, including a current project to upsize pipes in the Yellow River Basin. Further analysis should be conducted to assess future needs.



Private Redevelopment

- 1 Parcels near the intersection of Killian Hill Road and US-78 could provide a central location for a new development concept that adds mixed housing and some retail in a high-traffic area.
- 2 A County-owned parcel on Hewatt Road is recommended for development into multifamily and townhomes, with strong internal connectivity. Additional redevelopment could support the Evermore Senior Housing Group and neighborhoods north of US-78.
- 3 Redevelopment of the Mountain View Village Shopping Center should focus on renovating existing commercial and adding new, smaller commercial buildings on outparcels to line the major roadways.

Legend

- Missing Middle
- Townhomes
- Multifamily
- Mixed Use
- Commercial
- Activated Greenspace
- Passive Open Space

6 COMMUNITY PLACEMAKING

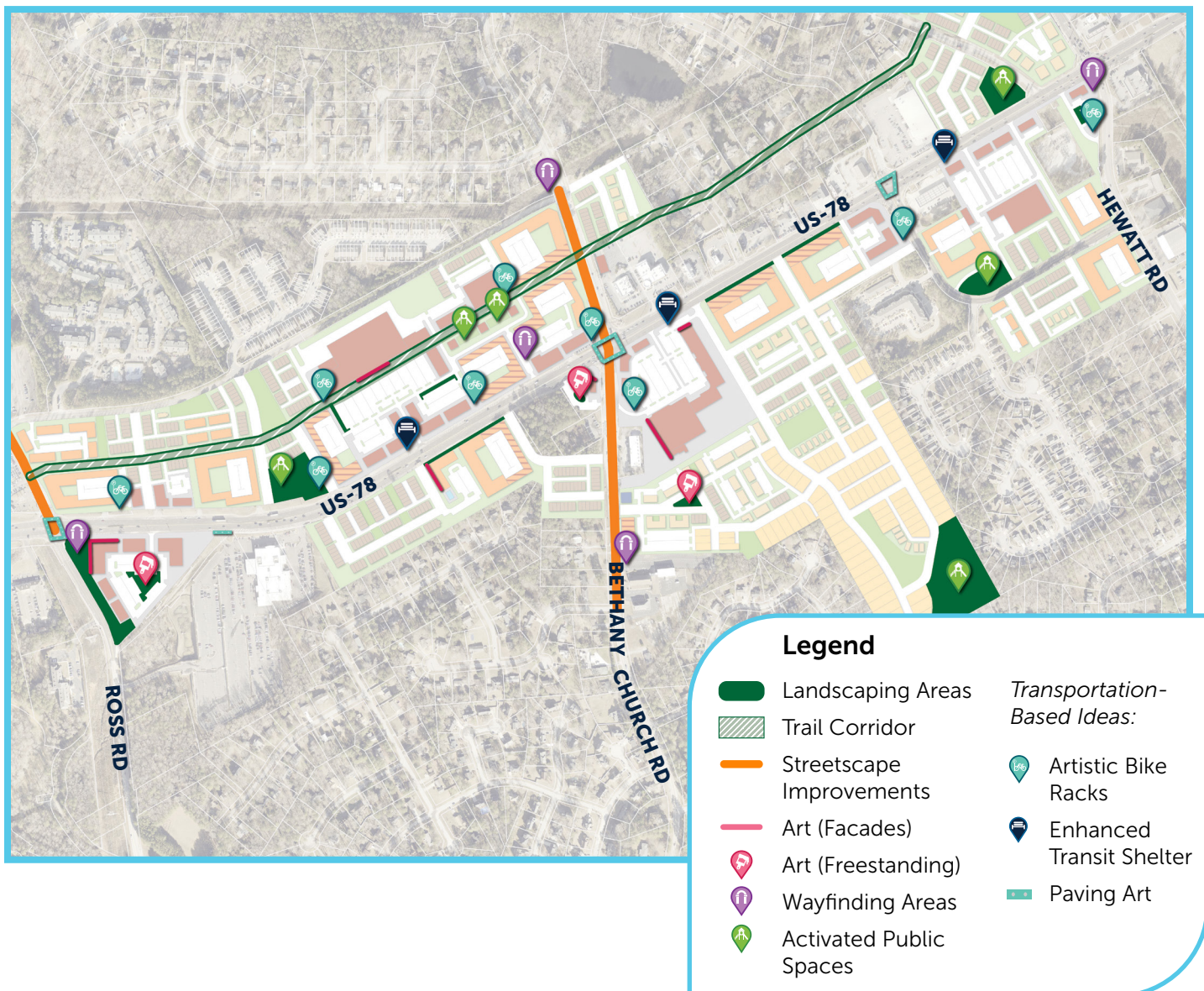
While private redevelopment is a critical component of the revitalization of any area, other investments in the public realm can go a long way toward enhancing Killian Hill's character. These investments are known as **placemaking** (see sidebar). Though some of the best placemaking starts at the grassroots level, the County can play a vital role in several ways, including: providing funding and education, incorporating placemaking elements into capital improvement projects, developing projects on public land, and requiring placemaking within new development.

Placemaking (n.):

the collaborative process of designing and managing the public realm to enhance community character and maximize shared value

The definition of placemaking is broad by design; while some elements are more common, placemaking consists of a wide variety of project types. The following graphics show types and locations of potential projects that would fit within the Killian Hill Daily Community, which can provide inspiration for community-led placemaking as this plan is implemented.

Placemaking Opportunities



US-78 Corridor Today



Today, a pedestrian's view of US-78 consist of a sidewalk, narrow planting strip, and wide setbacks between the roadway and parking lots.

With Placemaking



Lighting, bike racks, and an artistic bus shelter can make this corridor more inviting for pedestrians and support ridership on future fixed-route bus services.

Landscaping and Planting

Plants can add a sense of place, especially through native plantings and other species that are unique to a specific area. Landscaping provides environmental services, such as stormwater filtration, and support for pollinators. Killian Hill's many parking lots leave space for landscaped medians and native plantings and could provide green strips along the future trail corridor as well. Community gardens could be installed in neighborhood greenspaces farther from US-78.



Native Plantings



Landscaped Medians



Community Gardens

Streetscapes

Streetscaping creates comfortable environments for people along roadways. Several existing streets could be improved by decorative banners and streetlights. Streets which are internal to proposed redevelopments areas could be decorated even further, through atmospheric lights, planters, and other elements that require more maintenance.



Banners



Streetlights



Atmospheric Lights

Wayfinding and Signage

Wayfinding and signage help people orient themselves and can contribute to a sense of place through branding, logos, color palettes, and fonts. Gateway signage would distinguish Killian Hill from other communities along US-78 and directional signage would assist with navigation.



Gateway Signage



Directional Signage

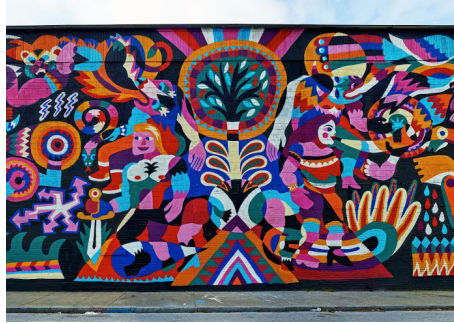


— Public Art

Adding artistic flourishes to a community's public spaces is often one of the first forms of placemaking that comes to mind. Public art ranges from large media like sculptures and murals to interactive installations and even painted infrastructure. This plan's proposed redevelopment concepts offer multiple new facades for creative murals and public spaces for digital art. Meanwhile, US-78's existing utility infrastructure could be branded with Killian Hill flair.



Painted Utility Boxes



Murals



Digital Art

Activated Public Spaces

Unique play structures make public spaces memorable for both youth and adults. Redevelopment in Killian Hill could provide opportunities for small playgrounds within pocket parks and plazas.



Art-Based Playgrounds



Nature-Based Playgrounds



Interactive Water Features

Transportation-Based

Some of the subtler forms of placemaking are integrated within transportation infrastructure, such as transit shelters or paving art. While US-78 is subject to specific regulations, there could be opportunities to improve its medians and increase pedestrian safety through painted crosswalks.



Transit Shelters



Improved Medians



Paving Art

APPLYING THE 2045 UNIFIED PLAN GOALS

This small area plan shows how redevelopment can enhance the Killian Hill Daily Community. It utilizes the Daily Community Framework and policy goals from the 2045 Unified Plan to create a unique experience and place in this part of Gwinnett County. The tables below describe how each goal may be advanced.



LAND USE

Goal	Small Area Plan Approach
Expand options for creative redevelopment	<ul style="list-style-type: none">Trail realigned off the US-78 to run through redeveloped shopping center, attracting trail oriented residential, retail, and amenities
Strengthen administrative controls of development decisions	<ul style="list-style-type: none">Quality development governed by planned Killian Hill Overlay Zoning District
Maintain high quality of life through investments in community centers	<ul style="list-style-type: none">Transportation network within Center expanded through parallel road corridor and trail corridorIncreased pedestrian access to Center through neighborhood connections
Develop a framework that protects remaining natural and rural parts of Gwinnett County from overdevelopment	<ul style="list-style-type: none">Important natural features preserved, including floodplains and wetlands associated with the Yellow RiverAccess to Yellow River prioritized through proposed greenway and other pedestrian connections



HOUSING

Goal	Small Area Plan Approach
Ensure housing affordability	<ul style="list-style-type: none">3,500 units added, reducing housing shortageSmaller housing units and different types proposed
Advocate for housing choices	<ul style="list-style-type: none">Multiple new housing types added, including multifamily, townhomes, and cottage courtsSingle family lots labeled Traditional+ eligible for Accessory Dwelling Unit construction



ECONOMIC DEVELOPMENT

Goal	Small Area Plan Approach
Promote investment at the Daily Community scale	<ul style="list-style-type: none">Updated provisions for use by right through Overlay Zoning DistrictExpanded connections through adjusted trail corridor, proposed pedestrian pathways tying neighborhoods together
Attract new businesses and talent	<ul style="list-style-type: none">Greater diversity of retail spaces (mixed use areas, facade improvements of shopping centers) offered through redevelopment
Promote economic growth and mobility	<ul style="list-style-type: none">Greater diversity of retail spaces and flexibility in permitted uses, supporting entrepreneurship and unique businesses



SUSTAINABLE INFRASTRUCTURE

Goal	Small Area Plan Approach
Align water, wastewater, and stormwater planning with Daily Community framework	<ul style="list-style-type: none"> Higher intensity development aligned with access to sewer Development discouraged in areas without access to infrastructure
Plan for sustainable and resilient infrastructure systems that protect natural assets	<ul style="list-style-type: none"> Prioritization of Yellow River as natural asset through trail access and channeling development toward center of Killian Hill
Reduce impervious surfaces	<ul style="list-style-type: none"> Reduction of surface parking through redevelopment Retrofitting existing parking lots with greenery and stormwater best management practices
Foster the development of green infrastructure amenities that provide multiple benefits	<ul style="list-style-type: none"> New green infrastructure (bioswales and other best management practices) potentially offered through parks and open spaces



TRANSPORTATION

Goal	Small Area Plan Approach
Increase active transportation options	<ul style="list-style-type: none"> Pedestrian network significantly expanded through central trail corridor, Yellow River Greenway, and neighborhood pedestrian connections
Ensure private and public projects enable mobility for all	<ul style="list-style-type: none"> New pedestrian connections, including sidewalks and linkages to new trail, delivered by developers through redevelopment projects
Continue countermeasures to reduce speeding and accidents	<ul style="list-style-type: none"> Share of local traffic shifted off US-78 to parallel roadway Reduction of curb cuts through redevelopment
Improve transit to compete with private vehicle trips	<ul style="list-style-type: none"> New infrastructure for transit riders (bus shelters, ride share loops) accommodated through redevelopment
Integrate transit into land use and development planning	<ul style="list-style-type: none"> Intensity of Killian Hill center tied to proposed County Ride and Quick Ride bus service proposed in the Transit Development Plan



COMMUNITY RESOURCES

Goal	Small Area Plan Approach
Infuse communities with context appropriate greenspace	<ul style="list-style-type: none"> 35 new parks and open spaces of varied sizes proposed throughout the redevelopment concept
Strengthen Daily Community identities through arts and culture programming in centers	<ul style="list-style-type: none"> Creative placemaking installations added within public spaces
Invest in schools as community centers	<ul style="list-style-type: none"> Proposed pedestrian links to Shiloh School Cluster
Develop the built environment to increase health and wellness	<ul style="list-style-type: none"> New active transportation corridors (Yellow River Greenway, new central trail) Greater feasibility for safe pedestrian trips

Implementation

This small area plan represents a vision, supported by community stakeholders, for how Killian Hill could redevelop over the next 20 years, realizing its potential as a true Daily Community. Although the vision represents full redevelopment potential, it also attempts to strike a balance between future potential and current conditions. Certain real-world hurdles — including parcel ownership, market swings, and infrastructure capacity — impact how and when redevelopment will occur. It is difficult to predict how many variables will change between now and 2045. Therefore, the County should focus on high-priority actions to ensure a solid foundation is laid for the implementation of the full small area plan. These actions are divided according to four themes and organized into two tiers:

1 Zoning Recommendations

A Unified Development Ordinance amendment (UDO) to incorporate a new overlay district would promote development that supports the community-supported vision outlined in the plan. An overlay district could allow development by right if proposals meet the following UDO standards:

- use standards, providing greater specificity on permitted uses;
- street standards, including street design, sidewalk/trail, streetscape, block length, and driveway/access requirements;
- development standards, including open space, parking, landscaping, screening, signage;
- building standards, including building massing and placement, building design and architectural standards.

The overlay district could also establish a special administrative process to streamline the permitting process in support of the community vision.

2 Community Building

Redevelopment is most successful when it improves quality of life for as many residents as possible. Quality of life includes access to goods and services, easy and safe transportation options, a sense of place, and many other components. To understand what priorities residents of Killian Hill hold, the ideas represented in this plan are a good place to start; however, sustained conversations and community ownership of ideas will be crucial for successful implementation.

3 Infrastructure Capacity

Challenges related to water, sewer, stormwater, and mobility must be addressed early in the implementation strategy for this plan. These projects involve many interlocking pieces and require long lead times. Ideally, implementation of this plan should be iterative, with frequent coordination to ensure private redevelopment does not place undue burden on public infrastructure. Completing an Infrastructure Development Plan will ensure adequate infrastructure is in place to support the small area plan.

4 Economic Development

Redevelopment demonstrates interest in other neighborhood investments, which builds support for other forms of economic development. County staff can work with private developers, property owners, and other groups in order to ensure infill and redevelopment projects reflect the vision depicted in this small area plan and spur small businesses and other economic stakeholders to consider Killian Hill as an attractive place for their operations. There should be a focus on building relationships with property owners and assessing their willingness to potentially redevelop.

Implementation Mechanisms

For Killian Hill to transform into a true Daily Community, the County must actively lead the area's redevelopment. Successful redevelopment must consider all six elements from the 2045 Unified Plan — land use, economic development, housing, sustainable infrastructure, transportation, and community resources — and must span private development and County-led improvements. To support these types of investments, the County should consider supporting Daily Communities in two ways:

Technical Support

This small area plan applies the high-level policy goals from the 2045 Unified Plan to the Daily Community. Though many of the Tier 1 implementation actions would be led by the Department of Planning and Development, collaboration between departments will be critical for making infrastructure improvements and building partnerships with community members and private sector leadership. Staff from all applicable departments should also identify opportunities to implement other work program tasks from the 2045 Unified Plan, especially related to connectivity and community resources.

Funding Support

Implementation of these small area plans could benefit from a wide range of funding opportunities, including grants, bonds, and other special tax structures like SPLOST. Some programming, such as public art or housing, could also be supported by direct investment from the General Operating Budget for the County, but should be supplemented by other funding opportunities. Examples are provided below.

POTENTIAL FUNDING	MAIN FOCUS	TYPE	SOURCE	RANGE*
Tax Allocation Districts for Daily Community Centers	Redevelopment	Dedicated funding	County investment	\$\$\$\$
Community Development Block Grants	Redevelopment; housing	Grant	Federal program	\$\$\$\$
Economic Development Administration Grants	Economic development & public facilities	Grant	Federal program	\$\$\$
Community Placemaking	Public spaces; infrastructure	Grant	Various sources (Project for Public Spaces, Georgia Council for the Arts, others)	\$

**All cost ranges are estimates. Key: \$ = under \$100,000; \$\$ = \$100,000-\$500,000; \$\$\$ = \$500,000 - \$1 million; \$\$\$\$ = over \$1 million*

TIER 1

1 ZONING RECOMMENDATIONS		
PROJECT OR INITIATIVE	LEAD	PARTNERS
Create and adopt an overlay zoning district for the Killian Hill Daily Community	P&D	-
After an appropriate amount of time, assess the need for additional changes to the Unified Development Ordinance	P&D	-
2 COMMUNITY BUILDING		
PROJECT OR INITIATIVE	LEAD	PARTNERS
Empower a community-based organization (CBO) for Killian Hill to encourage collaboration on redevelopment projects	P&D	Community groups, homeowners' associations
Work with CBO to determine and decide locations for three "low cost/no cost" placemaking projects that can be "tested" using temporary materials, to be considered later for full implementation	P&D	CBO
Include placemaking as an element of infrastructure planning and design	P&D	GCDOT, DWR, DPR
3 INFRASTRUCTURE CAPACITY		
PROJECT OR INITIATIVE	LEAD	PARTNERS
GENERAL		
● Prepare an Infrastructure Development Plan to define potential capital projects and studies needed to realize the vision of the small area plan; this plan should be a collaboration between all departments listed here	P&D	DWR, GCDOT, DPR
● Conduct fiscal impact analysis to consider revenue from taxes and fees and costs related to service delivery, infrastructure investment, and maintenance; evaluate development scenarios as needed to ensure long-term financial sustainability	P&D	DWR, GCDOT, DPR, DoFS
TRANSPORTATION		
● As part of the Infrastructure Development Plan, estimate updated traffic demand (both vehicle and pedestrian) using the proposed redevelopment concepts; evaluate potential projects needed to improve connectivity and multimodal transportation options, including transit	P&D	GCDOT
● Begin acquiring right-of-way for the new road project that will run parallel to US-78, colloquially known as "Stone Mountain Highway"	GCDOT	P&D, GDOT
● Determine trail realignment north of US-78 corridor and begin conceptual design and outreach phases	DPR	P&D, GCDOT, GDOT

3 INFRASTRUCTURE CAPACITY

PROJECT OR INITIATIVE	LEAD	PARTNERS
SUSTAINABLE INFRASTRUCTURE		
● As part of the Infrastructure Development Plan, identify necessary capital improvement projects and provide estimated timeline for design and construction	P&D	DWR
● Explore policy that would enable shared stormwater management for redevelopment sites, including assessment and funding structure	P&D	DWR
● Complete sewer projects currently underway and reassess needs for additional wastewater infrastructure upgrades	DWR	P&D
● Continue monitoring necessary downstream sewer upgrades as new development comes online	DWR	P&D
● Coordinate regularly with DWR on development proposals of significant impact	P&D	DWR
● As redevelopment projects are approved, update thresholds and determine if infrastructure upgrades are required	P&D	DWR

4 ECONOMIC DEVELOPMENT

PROJECT OR INITIATIVE	LEAD	PARTNERS
Identify developers who can deliver quality, creative commercial and residential development and begin building relationships	P&D	private sector
Identify which projects face the fewest ownership, regulatory, and infrastructural challenges and begin building relationships with property owners of those sites	P&D	private sector
Convene a committee of property owners who manage older retail buildings along US-78; begin meeting regularly to discuss future redevelopment under the Village Center - Medium and Low Mix future development types	P&D	private sector, property owners

TIER 2

General

- Update small area plan and Infrastructure Development Plans every five years

Zoning Recommendations

- Continue monitoring performance of UDO and Killian Hill Overlay District and recommend amendments as needed

Community Building

- Formalize initial placemaking “pop-ups” (e.g. parklets, community art, others) into permanent fixtures
- Work with community members on additional projects with higher financial or time commitment components
- Encourage additional civic engagement opportunities

Infrastructure Capacity

- Begin implementing priority projects identified in the Infrastructure Development Plan; update project status annually
- Begin construction on new parallel road to US-78
- Begin construction on US-78 side path trail

- Implement opportunities for community supported transportation outlined in the Transit Development Plan (accessible via the County's website)
- Implement policy recommendations based on Tier I evaluation for shared stormwater infrastructure serving redevelopment sites

Economic Development

- Continue building relationships with property owners of areas identified for redevelopment
- Update population projections and determine if revisions are needed to redevelopment concepts

