



Chapter 5

Implementation







This final, Implementation chapter focuses on the tools and initiatives, beyond those addressed in previous County efforts like the Destination2040 Comprehensive Transportation Plan and Sewer Master Plan 2050, that can guide us to achieving our vision for the year 2040.

These tools and implementation elements include:

Typology: These tools show typical examples of the types of development envisioned for different character areas within the Future Development Map. These include broad guidance on how urban scale, appropriate building types, street context, and public spaces can be used to create the types of communities we hope to implement for the future of Gwinnett County.

Future Development Map: This is an important map and document used to identify the locations in which different types of development and character are appropriate within the unincorporated parts of Gwinnett County. Chapter 5 includes the overall descriptions of the character desired in each part of the County and presents guidance on how the Future Development map and typologies also work with each character area.

Our Communities: In order to best articulate the needs and goals of different parts of our overall community, twenty-two distinct communities were identified in the unincorporated part of the County. This section provides a discussion of each community's history and vision for the future.

Work Program: This tool includes the short-term elements and initiatives that the County anticipates over the next five years.

Typology.

A typology of scales can help guide decision making on future development so that form and quality can contribute to building the types of communities we envision for the future of Gwinnett. The relationships of these different typologies to the Future Development Map are through the different Character Areas depicted on that map, which are examined further in the next section of this Chapter.

URBAN SCALE TYPOLOGY

The urban scale typology is based on the idea that communities can span from undeveloped, primarily agrarian areas all the way to urban centers. The urban scale typology was the basis for part of the 'Plan the Future!' exercises conducted as part of the community engagement phases of the plan development and helped the planning team understand the appropriateness of development type in different parts of the community.



BUILDING TYPOLOGY

The building typology can be further used and correlated to the urban scale typology to understand the feel and architecture of actual buildings and the relationship to their surrounding environments.



Low-Density Single Family

- Large lots
- Significant open space
- Detached or attached garage



Small Lot Single Family

- Typical suburban lots
- Some open space
- Detached or attached garages



Urban Townhomes

- Small yards, front stoop
- Common open space
- Rear garages and alley with some on-street parking



Medium-Density Single Family

- Typical suburban lots
- Some open space
- Detached or attached garage



Suburban Townhomes

- Small yards
- Some open space
- Garages and parking pads in front

Residential Buildings Least Urban Commercial Buildings



Suburban Commercial

- 1 story buildings
- Can include drive-throughs
- Parking lots
- Approx. 10 jobs per acre



Small Office/Light Industrial

- 1 story buildings
- Offices or light industrial
- Large parking lots
- Approx. 30 jobs per acre



Small Suburban Commercial

- 1 story buildings
- Small scale with greenspace
- Parking lots
- Approx. 5 jobs per acre



Shopping Center

- 1 story buildings
- Multiple businesses
- Large parking lots
- Approx. 15 jobs per acre



Suburban Multifamily

- Parking lots



High-Rise Residential Mixed-Use

- Optional ground-floor commercial
- Parking deck
- Approx. 15 jobs per acre



Mixed Residential

- Mix of small-lot houses, fourplexes, and small apartment buildings
- Common open space, mix of rear garages, alley, and on-street parking



Residential Mixed-Use

- Optional ground-floor commercial
- Parking deck
- Approx. 15 jobs per acre

Most Urban



Suburban Office

- Mid-rise buildings
- Parking lot
- Approx. 50 jobs per acre



Commercial Mixed-Use

- Ground-floor commercial
- Parking lots or deck
- Approx. 150 jobs per acre



High-Rise Commercial Mixed-Use

- Ground floor commercial
- Parking deck
- Approx. 300 jobs per acre

STREET ORIENTATION TYPOLOGY

The relationship of the street to surrounding buildings is also important, particularly in the areas of the County that may mature into more urban environments. In the successful versions of these types of environments, the street becomes more than a mechanism for transportation. Instead, the street becomes a place – part of the fabric that helps define a community with various elements such as street furniture, trees, and accommodations for sidewalk cafes working together to build the vibrancy of these communities.

← Least Urban



- Primarily vehicular-oriented
- Bicycle and pedestrian facilities are recreationally-oriented



- Primarily vehicular-oriented
- Bicycle and pedestrian facilities are recreationally-oriented



- Bicycle and pedestrian facilities to provide network connectivity

In effect, the street can serve as a focal point and gathering place for our future communities, drawing in and anchoring the human activity that, in return, supports commercial spaces, retail, offices, and housing. Anywhere that people can find a place to come together for a wide variety of purposes, whether it be recreational, social, commercial, or personal, spaces can be leveraged to stimulate economic growth.

Most Urban



- Wider sidewalks to accommodate heavier pedestrian traffic
- Possible on-street parking
- Streets begin to become a “place” with activity on the street
- Increasing accommodations for transit on major roads



- Dedicated bicycle facilities
- Streets designed as public places with activity on street
- Accommodations for transit on major roads

PUBLIC SPACE TYPOLOGY

While parks, town squares, and similar spaces already exist in many of Gwinnett County's historic towns, many are investing in further development and improvement of these spaces, recognizing the economic, social, and cultural benefits these spaces return to the community. In many cases, communities around the region without traditional town squares or greens are creating them anew as economic catalysts.

Placemaking is a tool that addresses ways stakeholders can evaluate, create, and improve public spaces. We tend to think of public space as parks, but correlated to the urban scale it can also evolve into more urbanized settings such as pocket parks and plazas.

Least Urban



Passive Park

- 8 acre minimum
- Not fronted by development
- Parking lots provided inside park
- Uses are mostly passive
- Potential amenities include walking trails, playgrounds, ponds, wooded areas, meadows, and benches



Green

- 0.5 to 8 acres
- Fronted by low-density residential development
- Parking provided on street
- Uses are mostly passive
- Potential amenities include pavilions, dog parks, playgrounds, and seating areas



Active Park

- 8 acre minimum
- Not fronted by development
- Parking lots provided inside park
- Uses are mostly active
- Potential amenities include baseball, softball, soccer, or similar fields; tennis or basketball courts; swimming pools; playgrounds; and gyms or recreation buildings

For public open space to be a successful economic development driver, several guiding principles are important:

- Locate public space on the best, most central part of the area that is targeted for enhancement. Often open space is relegated to inexpensive or irregular pieces of land, flood plains, power easements and other areas that are not suitable for commercial development. A successful community activity space should anchor a community, not be relegated to an edge or corner.
- Diversity of place is key. Are there several things to do? Are there multiple times of day, week, year that things are “happening?” Ensure that the public space supported by multiple uses to support activity throughout the day and night.
- Public space does not necessarily need to be publicly owned or developed. The county can work with development partners through a combination of regulatory and incentive-based tools to ensure that public open space, even if privately-owned and managed, becomes a major element of new development at all scales.

Most Urban



Square

- 0.5 to 5 acres
- Fronted by medium-density residential or commercial development
- Parking provided on street
- Uses are mostly passive
- Potential amenities include lawns, plazas, seating areas, playgrounds, monuments, and fountains



Plaza

- No minimum size
- Fronted by high-density mixed use
- Parking provided on street
- Uses are mostly passive but dominated by paved areas
- Potential amenities include plazas, seating areas, public art, fountains, monuments, and play equipment



Pocket Park

- 0.5 to 2 acres
- Fronted by high-density mixed use
- Parking provided on street
- Uses are mostly passive but dominated by paved areas
- Potential amenities include plazas, seating areas, public art, lawns, monuments, and play equipment

Future Development Map.

The Future Development Map helps County officials and other decision makers guide future development in the County. Not to be confused with a similar but more restrictive tool – a future land use map – the Future Development Map is a broad illustration of our community’s vision for the intensity and character of future development.

The Future Development Map is made up of “character areas.” These character areas are an illustration of the types of development desired in different parts of the County. There are a total of eleven character areas planned for Gwinnett County, and these are further grouped into four overall categories:

Activity Centers

- Regional Activity Center
- Community Mixed-Use
- Neighborhood Node

Employment Centers

- Workplace Center
- Innovation District

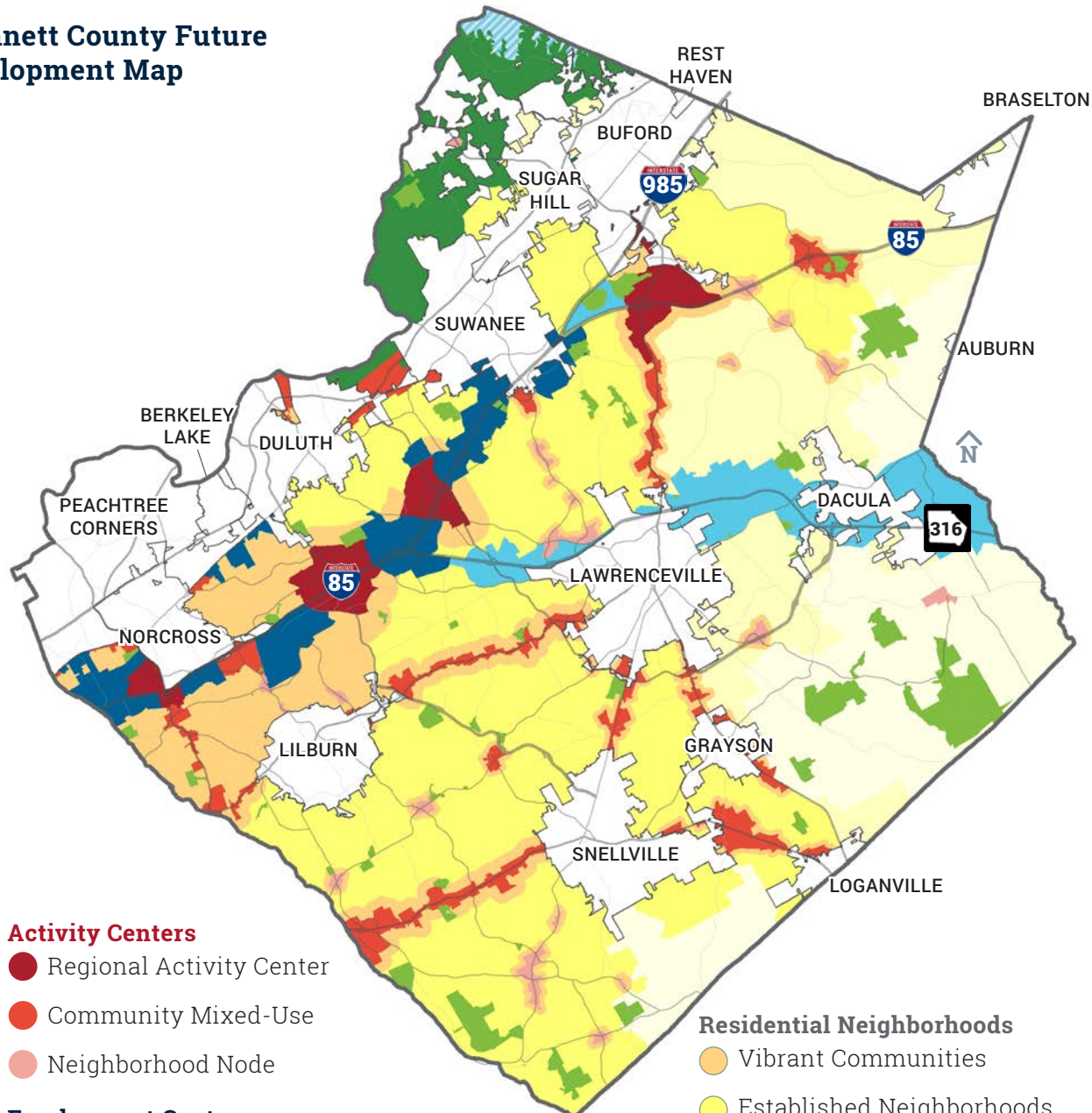
Residential Neighborhoods

- Vibrant Communities
- Established Neighborhoods
- Emerging Suburban
- Suburban Estate Living

Low Intensity Areas

- Chattahoochee River Area
- Community Amenities

Gwinnett County Future Development Map



Activity Centers

- Regional Activity Center
- Community Mixed-Use
- Neighborhood Node

Employment Centers

- Workplace Center
- Innovation District

Other

- Municipalities
- Lake Lanier

Residential Neighborhoods

- Vibrant Communities
- Established Neighborhoods
- Emerging Suburban
- Suburban Estate Living

Low Intensity Areas

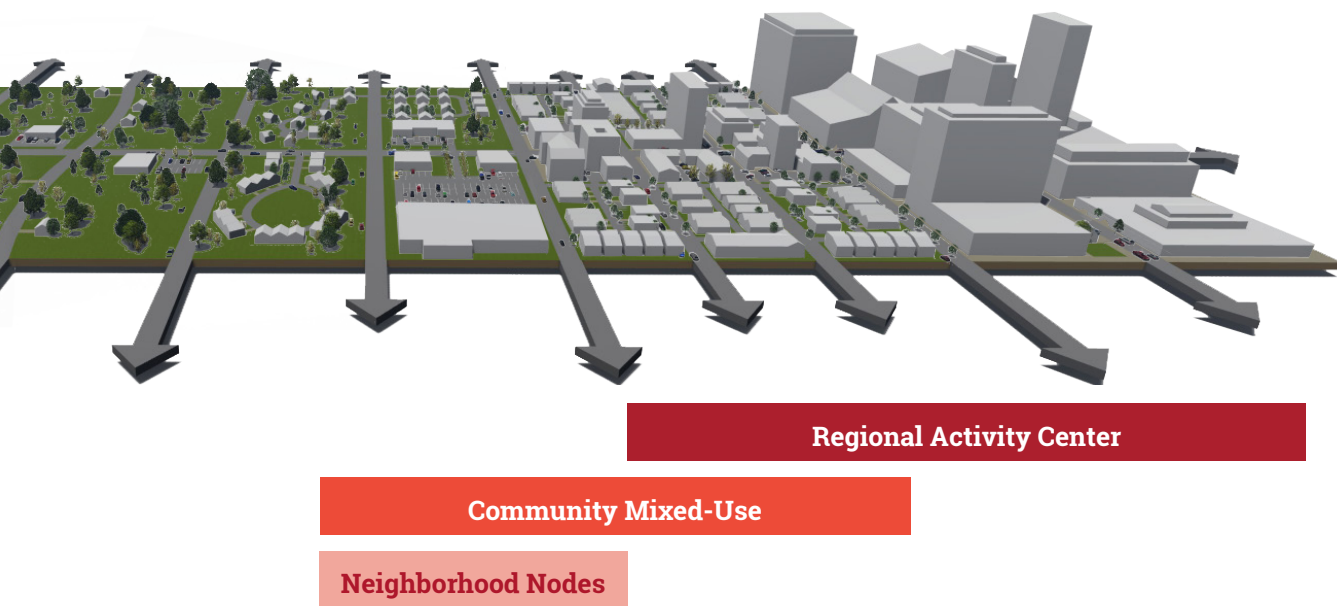
- Chattahoochee River Area
- Community Amenities

Note Character Areas and components of the Future Development Map are limited to the unincorporated parts of Gwinnett County. The municipalities have similar comprehensive plan efforts to articulate the visions of these individual communities. Our process included coordination and discussion with these partner communities to ensure comparability of ideas, especially in areas of shared influence. Also, only those community amenities (i.e. parks) that are unincorporated parts of Gwinnett County are displayed. Several County facilities are located within Gwinnett County municipalities.

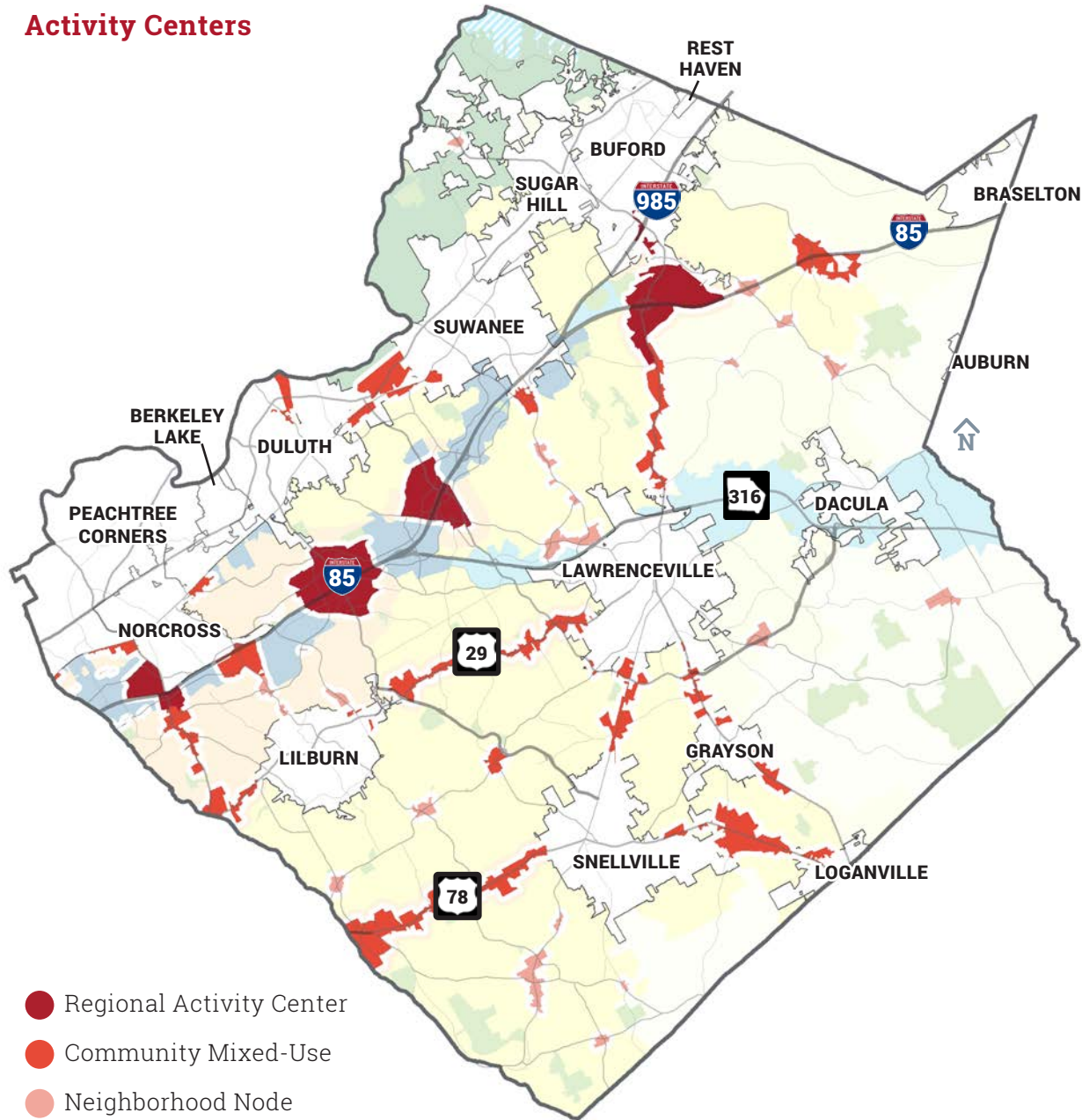
Activity Centers

The Activity Center Character areas on the Future Development Map are those areas where the most intensive forms of future development are suggested. Broadly related to those areas of the County where redevelopment should be focused, these places are envisioned as walkable districts of varying intensities with the development scale achieved through three Character Areas:

- Regional Activity Centers
- Community Mixed Use
- Neighborhood Nodes



Activity Centers

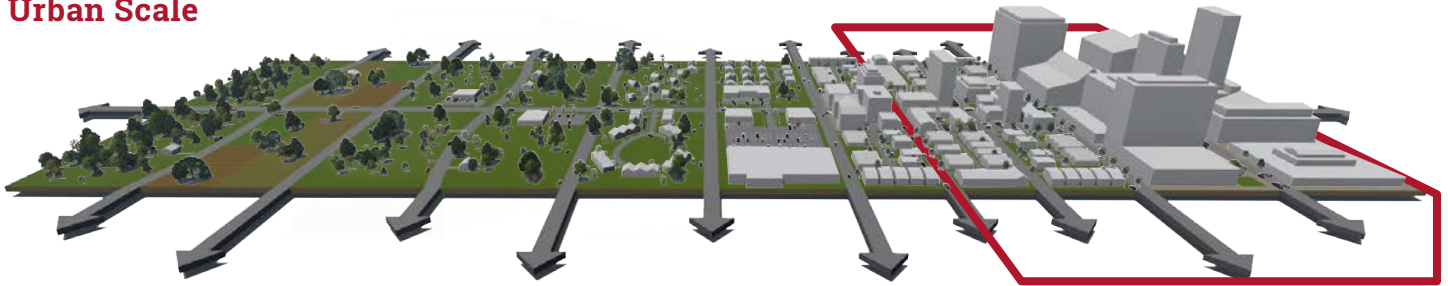


Regional Activity Center

Area Narrative

The Regional Activity Center character area is intended for areas that have intense commercial and office/employment activity, as well as some residential elements. The dominant focus of Regional Activity Centers are major activity centers for Gwinnett County and the broader region and would include a combination of retail, office, and residential uses and possibly transit. To encourage a pedestrian friendly, walkable, live/work/play environment around these activity centers, developments can be achieved using a variety of building types. Specifically, residential development should encompass mid to high rise buildings.

Urban Scale

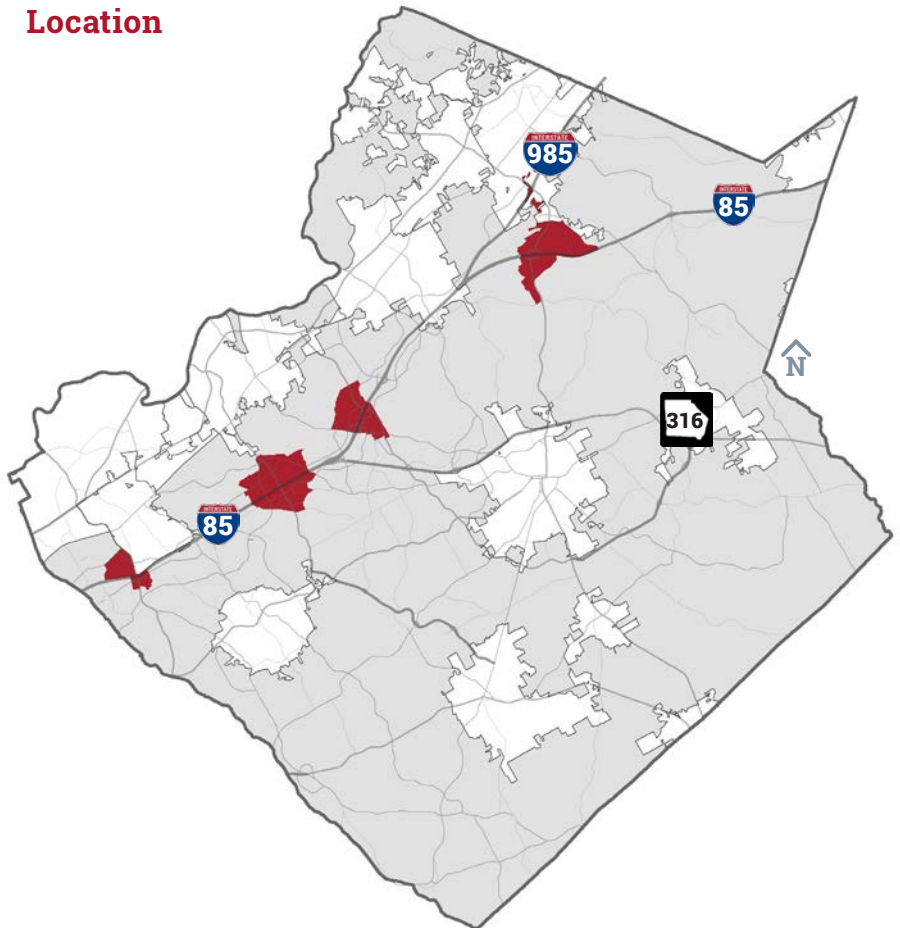


Potential Development Types

- Large Scale Mixed-Use Developments that include:
 - Apartments/townhomes/condos
 - Single-family homes
 - Retail
 - Large-scale office
- Shopping plazas
- Large, multi-story office buildings



Character Area Location



Building Types

Residential Buildings



Commercial Buildings

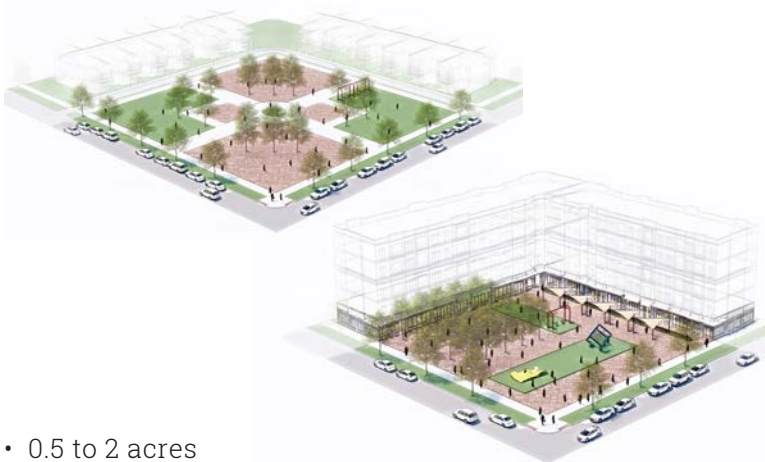


Street Context



- Wider sidewalks to accommodate heavier pedestrian traffic
- Possible on-street parking
- Streets designed as public places with activity on street
- Accommodations for transit on major roads

Parks and Public Spaces



- 0.5 to 2 acres
- Mostly passive uses, including formal and paved areas.
- In residential areas, playgrounds or small athletic facilities are encouraged.
- Fronted by high density, mixed-use developments.
- Parking provided on street.

Design Context

- Building Configuration: Buildings set close to the street for pedestrian orientation and engagement.
- Building Scale and Coverage: Highest land use intensity, both for coverage and for height.
- Mix of Uses: Small-scale mix of uses to be easily accessible in a walkable distance, including in the same building.
- Parking: On-street parking for slower travel roads; off street parking primarily in parking decks screened from the street by buildings or wrapped in a non-parking use; surface lots permissible located behind buildings while providing a continuous pedestrian connection to the street and other uses.
- Public Space Design: Provide a variety of small-scale, but intense open spaces for public gathering including plazas and pocket parks; street furniture and artwork are best used in this area.
- Transportation Connectivity: Create or restore a tight grid of streets. Sidewalks should be wide, provide bike facilities both for travel and at destinations. Connectivity to major transit routes is most important for this character area.
- Safety and Security: Ensure that windows overlook public areas, avoid creating areas not visible from the street or a window, provide even lighting to site and building entrances, and to publicly accessible areas.



Community Mixed-Use

Area Narrative

The Community Mixed-Use character area is intended for activity nodes and connecting areas located along major corridors including Jimmy Carter Boulevard, Lawrenceville Highway (US Highway 29), Scenic Highway (State Route 124), Stone Mountain Freeway/Athens Highway (US Highway 78), Buford Drive/Grayson Highway (State Route 20), and Sugarloaf Parkway. Future development and redevelopment should focus on making these corridors more pedestrian oriented with intensity focused in specific nodes. A node is defined as the area surrounding the intersection of two roadways classified as 'collectors' or higher. This is characterized by mixed-use developments incorporating mostly commercial uses with some smaller office tenants, and medium to high density residential uses concentrated at major intersections. The section of the corridors between the higher intensity nodes should redevelop as lighter intensity mixed-use centers with lower residential densities, or commercial uses integrating high quality aesthetics and site design.

Urban Scale

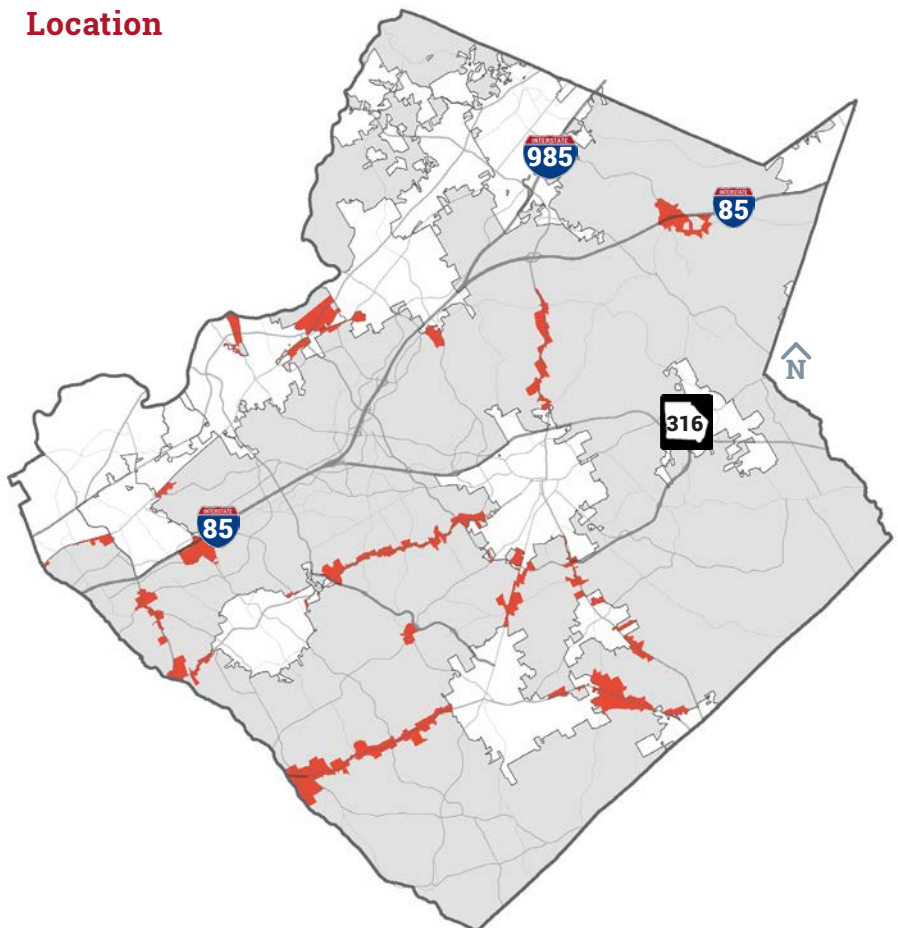


Potential Development Types

- Medium-Scale Mixed-Use Developments that include:
 - Apartments/townhomes/condos
 - Single-family homes
 - Senior living units
 - Retail
 - Small-scale office
- Shopping plazas
- Small office buildings
- Mixed residential developments
- Live-work single family homes



Character Area Location



Building Types

Residential Buildings



Commercial Buildings

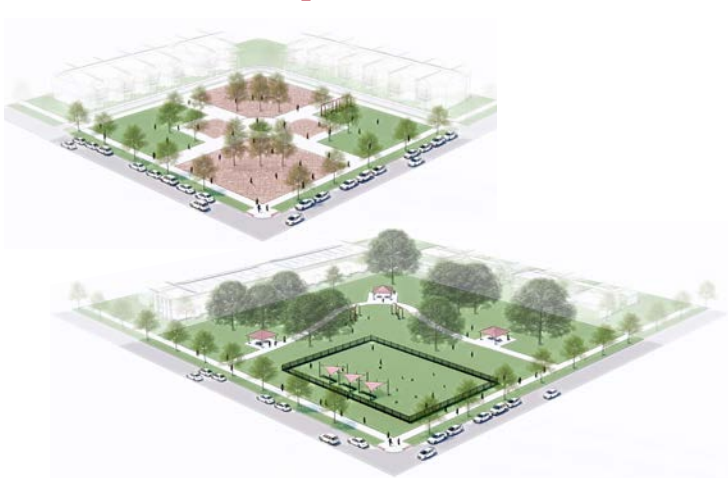


Street Context



- Wider sidewalks to accommodate heavier pedestrian traffic
- Possible on-street parking
- Streets begin to become a “place” with activity on the street
- Increasing accommodations for transit on major roads

Parks and Public Spaces



- 0.5 to 8 acres, varying with type and purpose of park.
- Primarily passive uses, but larger parks may include small multi-use fields, pavilions, dog parks, playgrounds, etc.
- In smaller spaces, fronted by medium density residential or mixed-use development, and include formal and paved areas
- For larger spaces, fronted by lower-density residential development.
- Parking provided on street.

Design Context

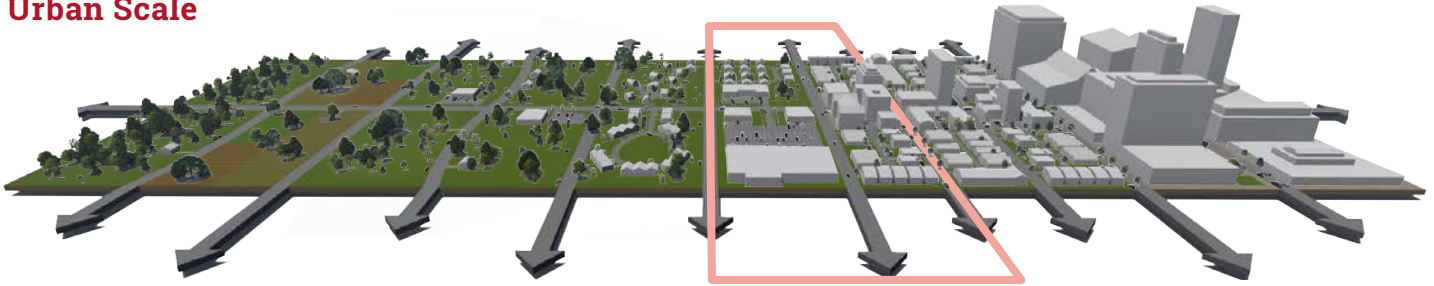
- **Building Configuration:** Within nodes or major intersections, buildings should be set close to the street for pedestrian orientation and engagement; outside of nodes, along the corridors, the buildings may be pulled back to allow for more auto-orientation.
- **Building Scale and Coverage:** In nodes, relatively high land use intensity, compared to much of the County, relatively high coverage but height should be limited to no more than six stories and transition smoothly into the surrounding development; outside of nodes, moderate land use intensity and moderate coverage, with height limited to no more than four stories.
- **Mix of Uses:** In nodes, small-scale mix of uses to be easily accessible in a walkable distance, including in the same building; outside of nodes uses may be further apart.
- **Parking:** For nodal areas, on street parking is recommended for slower travel roads, off street parking primarily in surface lots located behind buildings or to the side while providing a continuous pedestrian connection to the street and other uses. Parking to the side must be screened by landscaping, walls, or other strategies. Parking decks screened by buildings or wrapped in a non-parking use may be appropriate in the highest intensity uses. For areas outside of a node, parking may be located at the front of the building, but limited to one full row of 90 degree parking; parking to the side or rear is preferred; a continuous, safe pedestrian connection from parking areas to buildings should be maintained.
- **Public Space Design:** In nodes, provide a variety of small-scale, intense open spaces for public gathering including plazas and pocket parks; street furniture and artwork are appropriate for enlivening public spaces and streets. Outside of nodes, the front of the property should be heavily landscaped.
- **Transportation Connectivity:** Create or restore a grid of streets. In nodes, sidewalks should be wide. Outside of nodes, sidewalks can be more narrow but still present. Provide bike facilities both for travel and at destinations. Connectivity to major transit routes is important for this character area.
- **Safety and Security:** Ensure that windows overlook public areas, avoid creating areas not visible from the street or a window, provide lighting to site, building entrances, and to publicly accessible areas; fence off areas without surveillance or provide private staffing to patrol.

Neighborhood Node

Area Narrative

The Neighborhood Node character area is intended for smaller commercial/retail nodes at various intersections located throughout the County. Mainly serving the residents of the surrounding residential neighborhoods, these nodes will most likely draw customers from the nearby area. Future development and redevelopment should maintain the community-oriented feel of these areas, with a focus on creating small mixed-use areas combining retail, low intensity office uses and medium density residential uses in a pedestrian friendly environment and allowing nearby residents to safely walk to and within them. As the county continues to develop, and the comprehensive plan is updated, additions to this category should be expected as a means of creating new neighborhood nodes.

Urban Scale

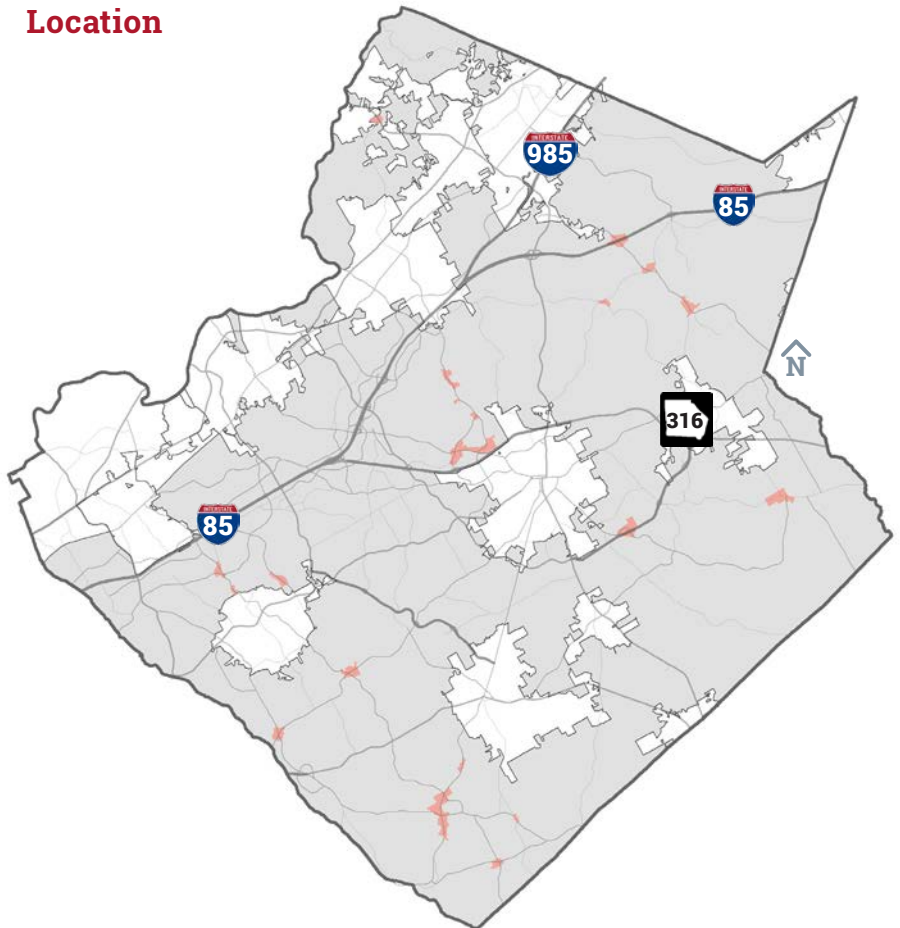


Potential Development Types

- Small-Scale Mixed-Use Developments that include:
 - Apartments/townhomes
 - Single family homes
 - Senior living units
 - Retail
 - Small-scale office
- Small shopping plazas/corner stores
- Mixed residential developments
- Senior living



Character Area Location



Building Types

Residential Buildings



Commercial Buildings

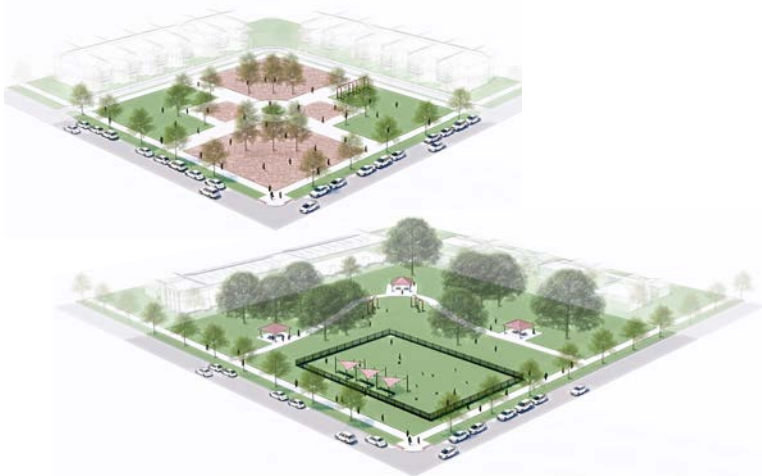


Street Context



- Primarily vehicular-oriented
- Bicycle and pedestrian facilities to provide network connectivity

Parks and Public Spaces



- 0.5 to 8 acres, varying with type and purpose of park.
- Primarily passive uses, but larger parks may include small multi-use fields, pavilions, dog parks, playgrounds, etc.
- In smaller spaces, fronted by medium density residential or mixed-use development, and include formal and paved areas.
- For larger spaces, fronted by lower density residential development.
- Parking provided on street.

Design Context

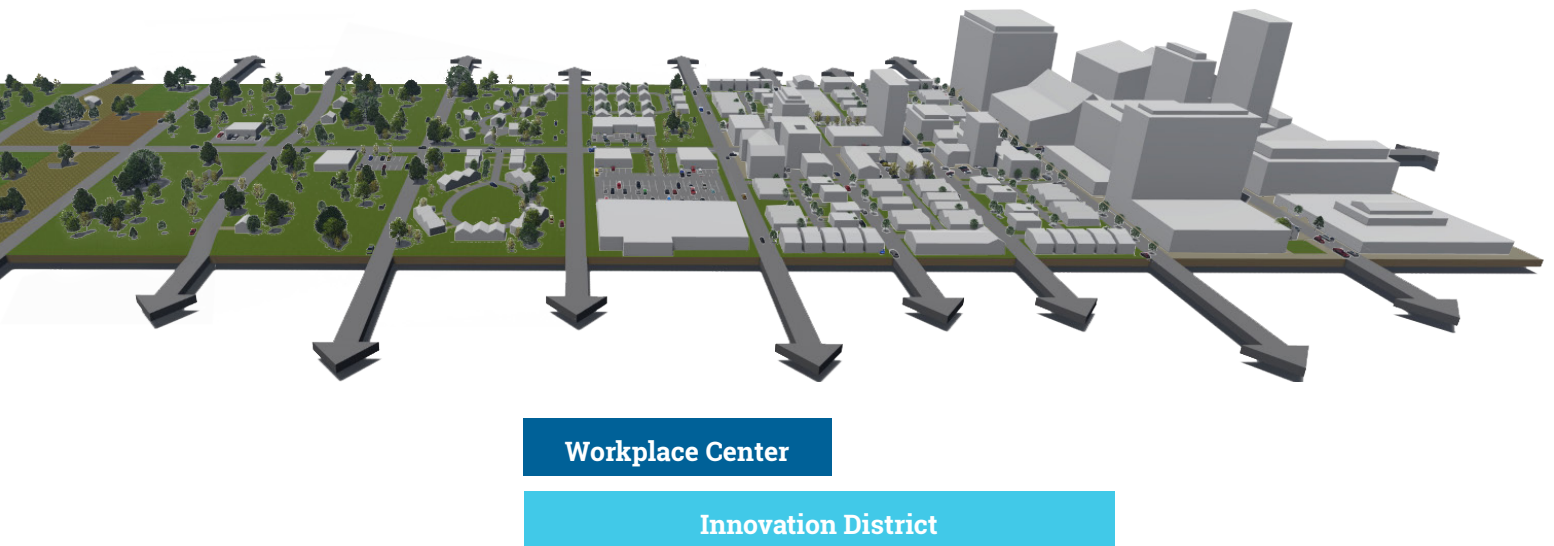
- Building Configuration: Buildings set close to the street for pedestrian orientation and engagement.
- Building Scale and Coverage: Medium land use intensity, relatively high coverage but height should be limited to no more than three stories (special circumstances could allow more) and transition smoothly into the surrounding development.
- Mix of Uses: Small scale mix of uses to be easily accessible in a walkable distance, including in the same building.
- Parking: Parking may be located at the front of the building, but limited to one full row of 90 degree parking; parking to the side or rear is preferred; a continuous, safe pedestrian connection from parking areas to buildings should be maintained.
- Public Space Design: If there is a sufficient intensity of use, several small scale, intense open spaces may be appropriate for public gathering including plazas, pocket parks, or squares; street furniture and artwork are appropriate for enlivening public spaces and streets.
- Transportation Connectivity: Create or restore a grid of streets. Sidewalks should be wide, provide bike facilities both for travel and at destinations. Connectivity to major transit routes is important for this character area.
- Safety and Security: Ensure that windows overlook public areas, avoid creating areas not visible from the street or a window, provide even lighting to site, building entrances, and to publicly accessible areas; fence off unsurveilled areas or provide private staffing to patrol.



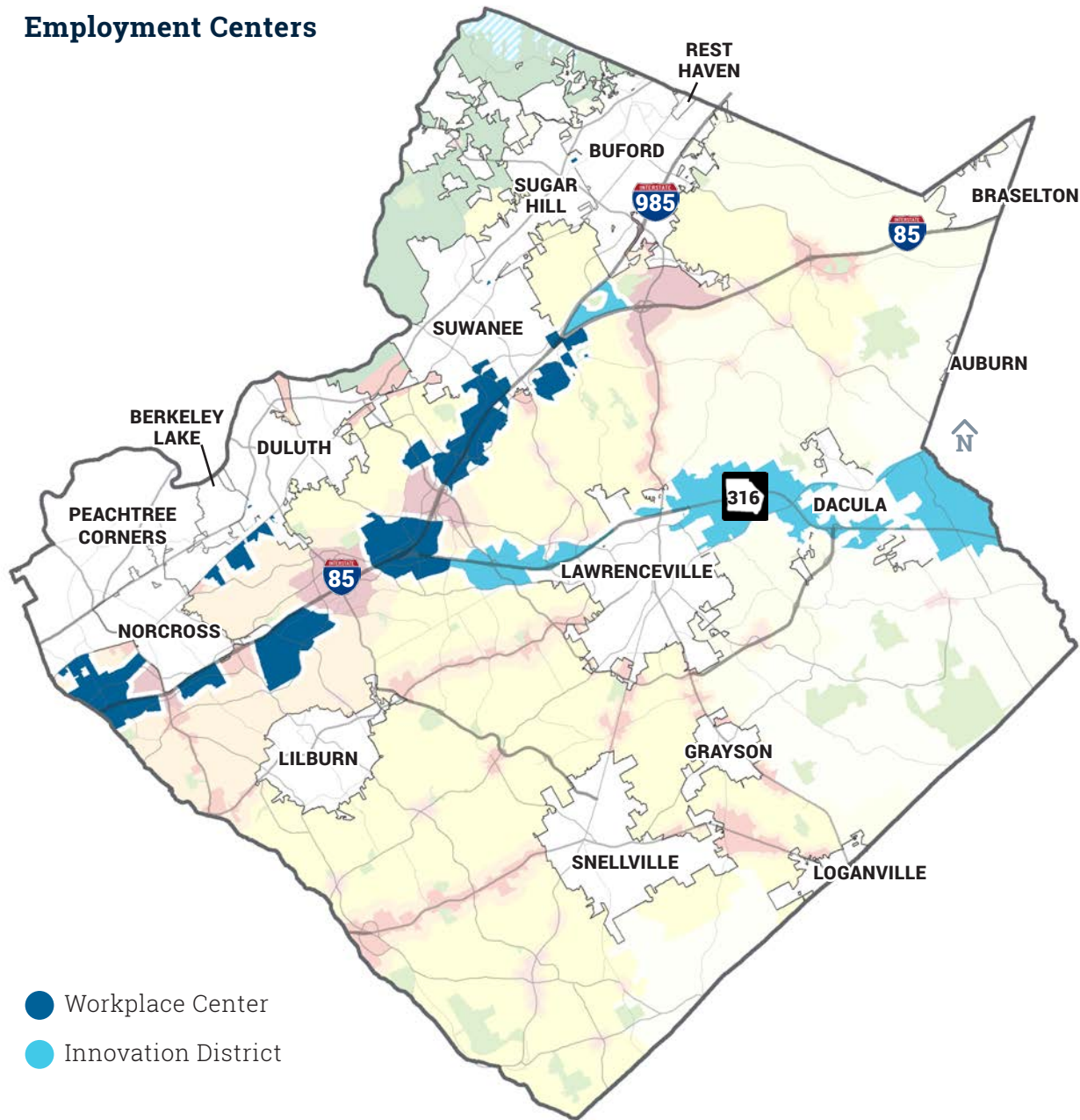
Employment Centers

The areas indicated as Employment Centers for the County are those areas that are either currently or anticipated to orient primarily towards employment uses, though other uses that are supportive should be included. Character areas include:

- Workplace Centers
- Innovation District



Employment Centers

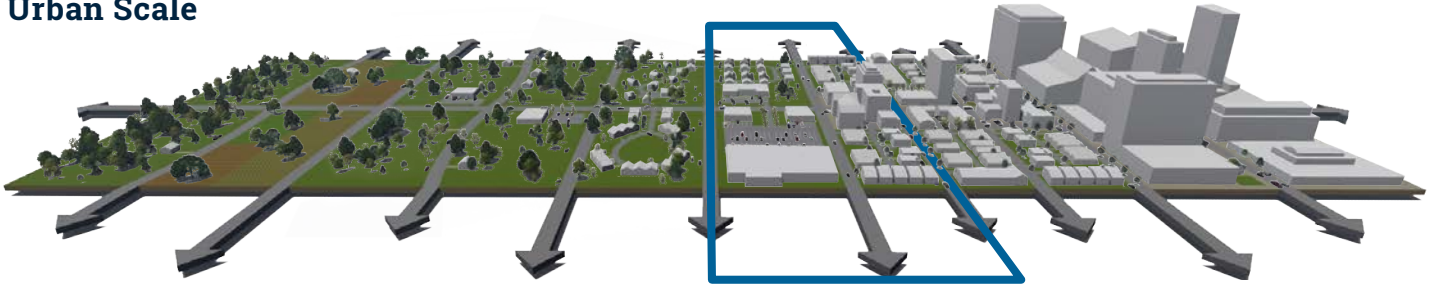


Workplace Center

Area Narrative

The Workplace Center character area is for predominantly employment oriented uses and includes office parks, industrial parks, and locations for freight oriented and logistic uses. However, focus should be put on attracting a larger share of the region's service employment in these areas to offset anticipated shrinking in manufacturing, light industrial, and retail employment and help maintain Gwinnett's overall employer variety and household incomes. While reserving these lands to focus on employment uses, these elements should be supported where appropriate by opportunities for residential uses and multi-use oriented commercial areas.

Urban Scale

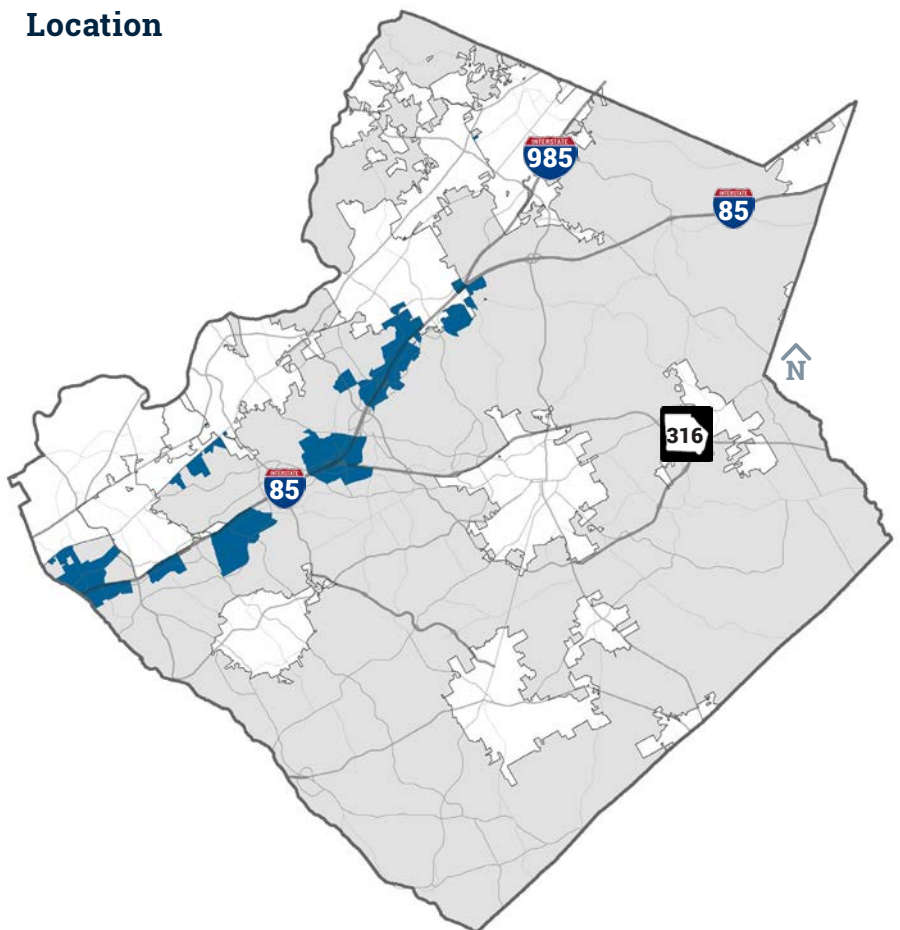


Potential Development Types

- Office parks
- Industrial parks
- Freight/logistics centers
- Warehouses
- Mixed-use developments
- Townhomes & apartments



Character Area Location



Building Types

Residential Buildings



Commercial Buildings

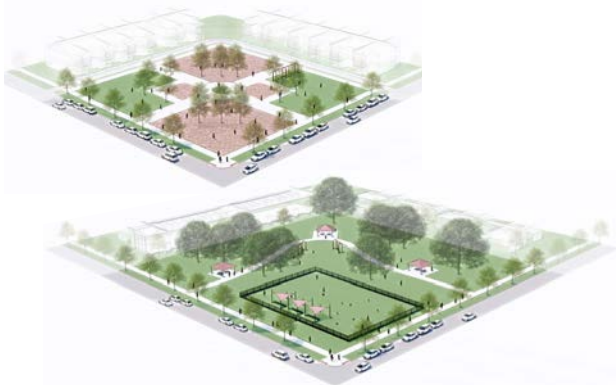


Street Context



- Primarily vehicular-oriented
- Bicycle and pedestrian facilities to provide network connectivity

Parks and Public Spaces



- 0.5 to 8 acres, varying with type and purpose of park.
- Primarily passive uses, but larger parks may include small multi-use fields, pavilions, dog parks, etc.
- In smaller spaces, fronted by medium density residential or mixed-use development, and include formal and paved areas
- For larger spaces, fronted by lower density residential development.
- Parking provided on street.

Design Context

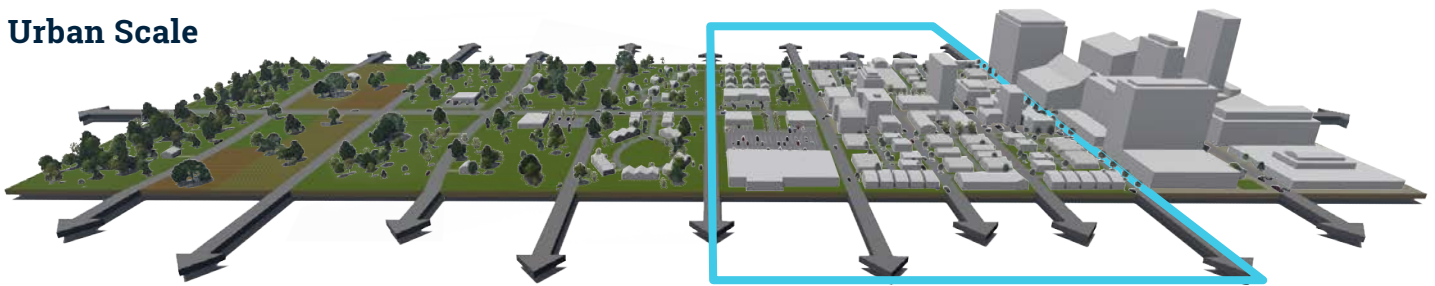
- **Building Configuration:** Buildings set close to the street for pedestrian orientation and engagement for uses and areas with large amounts of people; for uses that are more about moving goods (i.e., freight/logistics centers) the buildings can be set further away, while still maintaining a connection with the public road.
- **Building Scale and Coverage:** Medium land use intensity, relatively high coverage but height should be limited to no more than four stories (special circumstances could allow more) and transition smoothly into the surrounding development.
- **Mix of Uses:** Small scale mix of uses to be easily accessible in a walkable distance in the more residential and office areas, including in the same building. The heavier industries will require a larger scale; keep like uses together when possible.
- **Parking:** On street parking for slower travel roads in the residential/office areas. In the residential/office areas, off street parking primarily in surface lots located behind buildings, or less favorably, on the side while providing a continuous pedestrian connection to the street and other uses. Parking to the side must be screened by landscaping, walls, or other strategies. In the remaining areas, parking may be located in the front as well, but limit the amount to keep a stronger connection to the public street. Freight/logistics centers and other uses that require tractor trailer traffic should consider on-site staging areas for truck parking and site design that prevents such traffic from spilling onto public roadways when awaiting access into these sites.
- **Public Space Design:** If there is a sufficient intensity of public use, several small-scale open spaces may be appropriate for public gathering including pocket parks or splash pads. However, there are likely areas where greens, passive parks, and active parks are more appropriate for these areas; street furniture and artwork are appropriate for enlivening public spaces and streets, but may not be as appreciated in the heavier industrial areas or may require a different scale.
- **Transportation Connectivity:** Create or restore a grid of streets. A wider-scale grid is permissible in the more vehicular oriented areas. Sidewalks should be moderate in the residential and office districts but may not be necessary in the heavier industrial areas; provide bike facilities both for travel and at destinations. Connectivity to transit routes is important for connecting these employment centers to workers.
- **Safety and Security:** Ensure that windows overlook public areas, avoid creating areas not visible from the street or a window, provide even lighting to site and building entrances and to publicly accessible areas; fence off unsurveilled areas or provide private staffing to patrol.

Innovation District

Area Narrative

The Innovation District is intended where the predominant use is research and development, technological uses, industrial parks, and areas where there are colleges and universities. Therefore, it lies predominately along University Parkway (State Route 316) which has been designated as a Research and Development Corridor by the County. This corridor includes Georgia Gwinnett College, Gwinnett Technical College, Gwinnett Medical Center, and Gwinnett County Airport with Briscoe Field, which serves mainly private aviation and corporate jets. The proximity of these elements provides the opportunity for an enterprise-type relationship between the colleges, the medical center, and research and development companies. These elements should be supported where appropriate by opportunities for uses including residential and multi-use commercial uses. The F. Wayne Hill Water Reclamation Plant and Water Innovation Resource Center is designated within the Innovation District due to its focus on development of innovative water treatment techniques.

Urban Scale

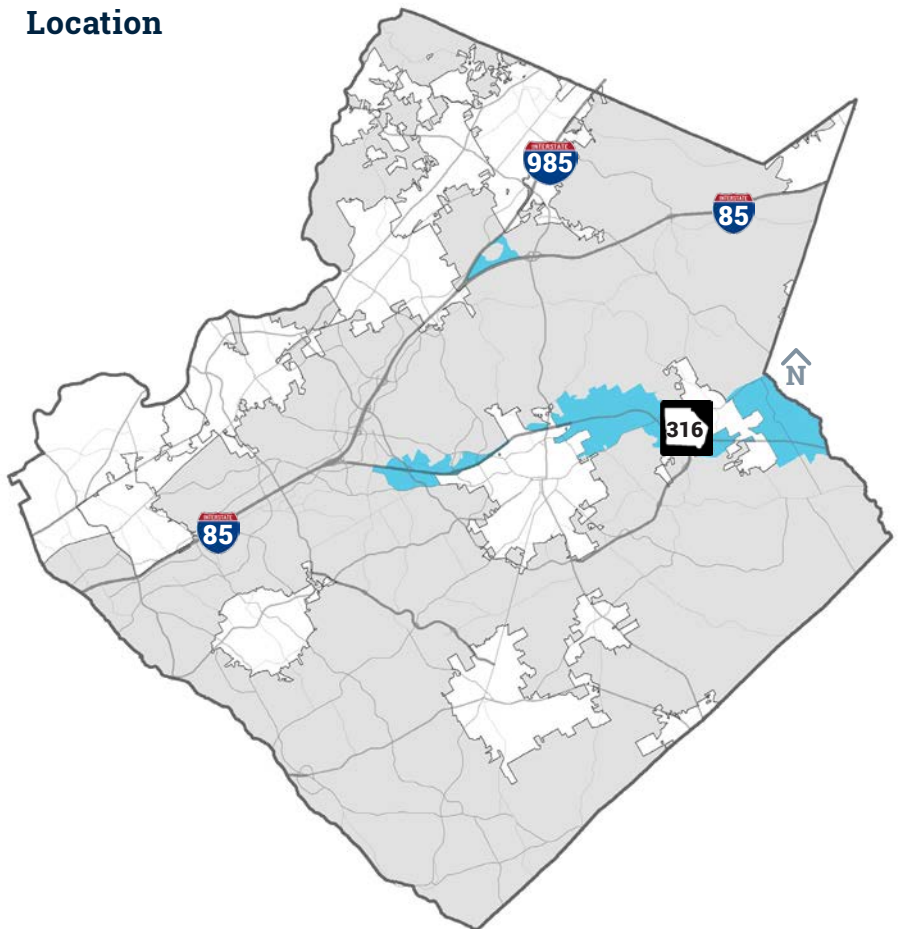


Potential Development Types

- Research & Development
- Technology-related businesses
- Office parks
- Industrial parks
- Mixed-use developments
- Townhomes & apartments



Character Area Location



Building Types

Residential Buildings



Commercial Buildings

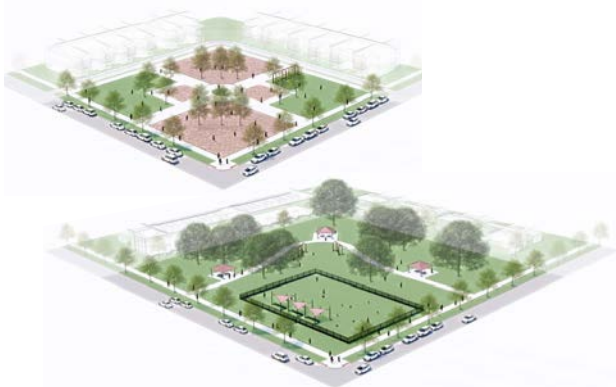


Street Context



- Primarily vehicular-oriented
- Bicycle and pedestrian facilities to provide network connectivity

Parks and Public Spaces



- 0.5 to 8 acres, varying with type and purpose of park.
- Primarily passive uses, but larger parks may include small multi-use fields, pavilions, dog parks, etc.
- In smaller spaces, fronted by medium-density residential or mixed-use development, and include formal and paved areas
- For larger spaces, fronted by lower-density residential development.
- Parking provided on street.

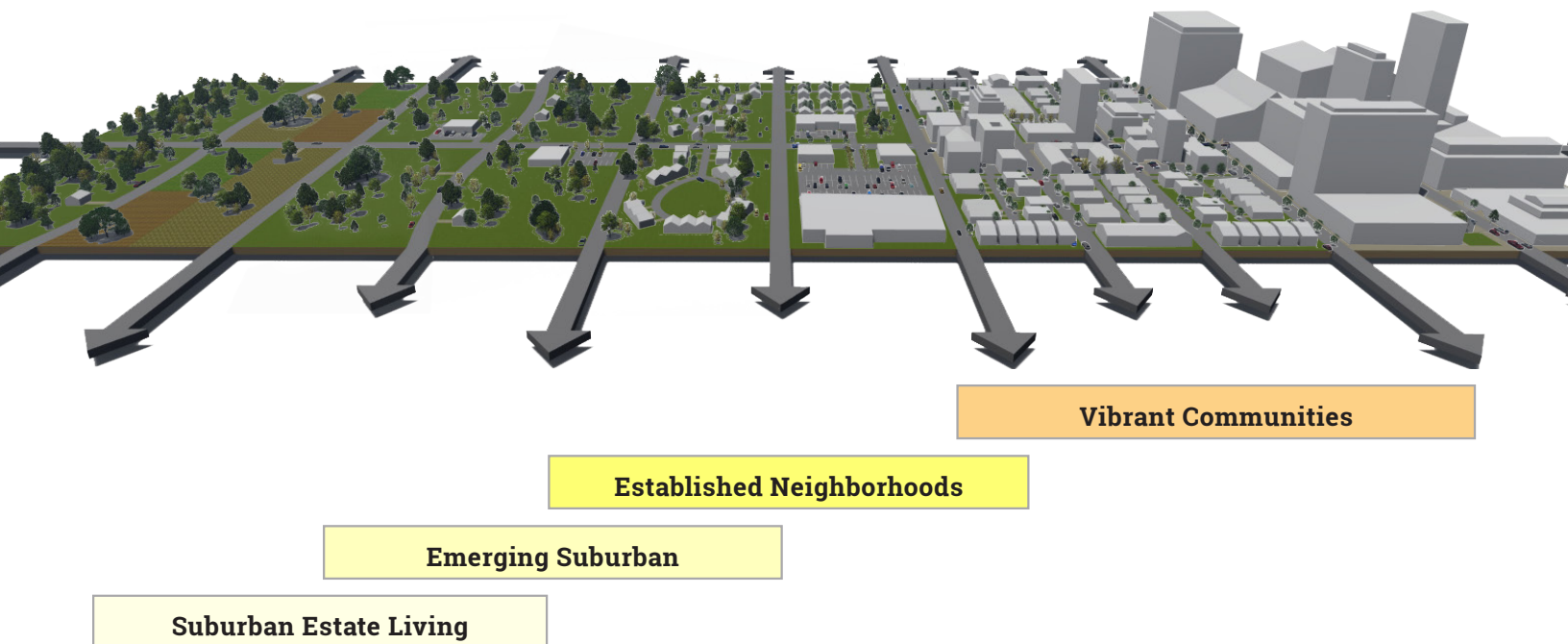
Design Context

- **Building Configuration:** Building set close to the street for pedestrian orientation and engagement for uses and areas with large amounts of people; for uses that are more about moving goods (e.g.: industrial parks) the buildings can be set further away, while still maintaining a connection with the public road.
- **Building Scale and Coverage:** Medium land use intensity, relatively high coverage with height limited to no more than four stories (special circumstances could allow more) and smooth transition into the surrounding development.
- **Mix of Uses:** Small scale mix of uses to be easily accessible in a walkable distance in the more residential and office areas, including in the same building. The heavier industries will require a larger scale; keep like uses together when possible.
- **Parking:** On street parking for slower travel roads in the residential/office areas. In the residential/office areas, off street parking primarily in surface lots located behind buildings or, less favorably, on the side while providing a continuous pedestrian connection to the street and other uses. Parking to the side must be screened by landscaping, walls, or other strategies. In the remaining areas, parking may be located in the front as well, but limit the amount to keep a stronger connection to the public street. Freight/logistics centers and other uses that require tractor trailer traffic should consider on-site staging areas for truck parking and site design that prevents such traffic from spilling onto public roadways when awaiting access into these sites.
- **Public Space Design:** If there is a sufficient intensity of use, several small scale, intense open spaces may be appropriate for public gathering, including plazas or pocket parks; however, there are likely areas where larger greens, passive parks, and active parks are more appropriate for the area; street furniture and artwork are appropriate for enlivening public spaces and streets, but may not be as appreciated in the heavier industrial areas or may require a different scale.
- **Transportation Connectivity:** Create or restore a grid of streets; a wider-scale grid is permissible in the more vehicular oriented areas. Sidewalks should be moderate in the residential and office districts, but may not be necessary in the heavier industrial areas; provide bike facilities both for travel and at destinations; connectivity to transit routes is important for connecting these employment centers to workers.
- **Safety and Security:** Ensure that windows overlook public areas, avoid creating areas not visible from the street or a window, provide even lighting to site and building entrances and to publicly accessible areas; fence off unsurveilled areas or provide private staffing to patrol.

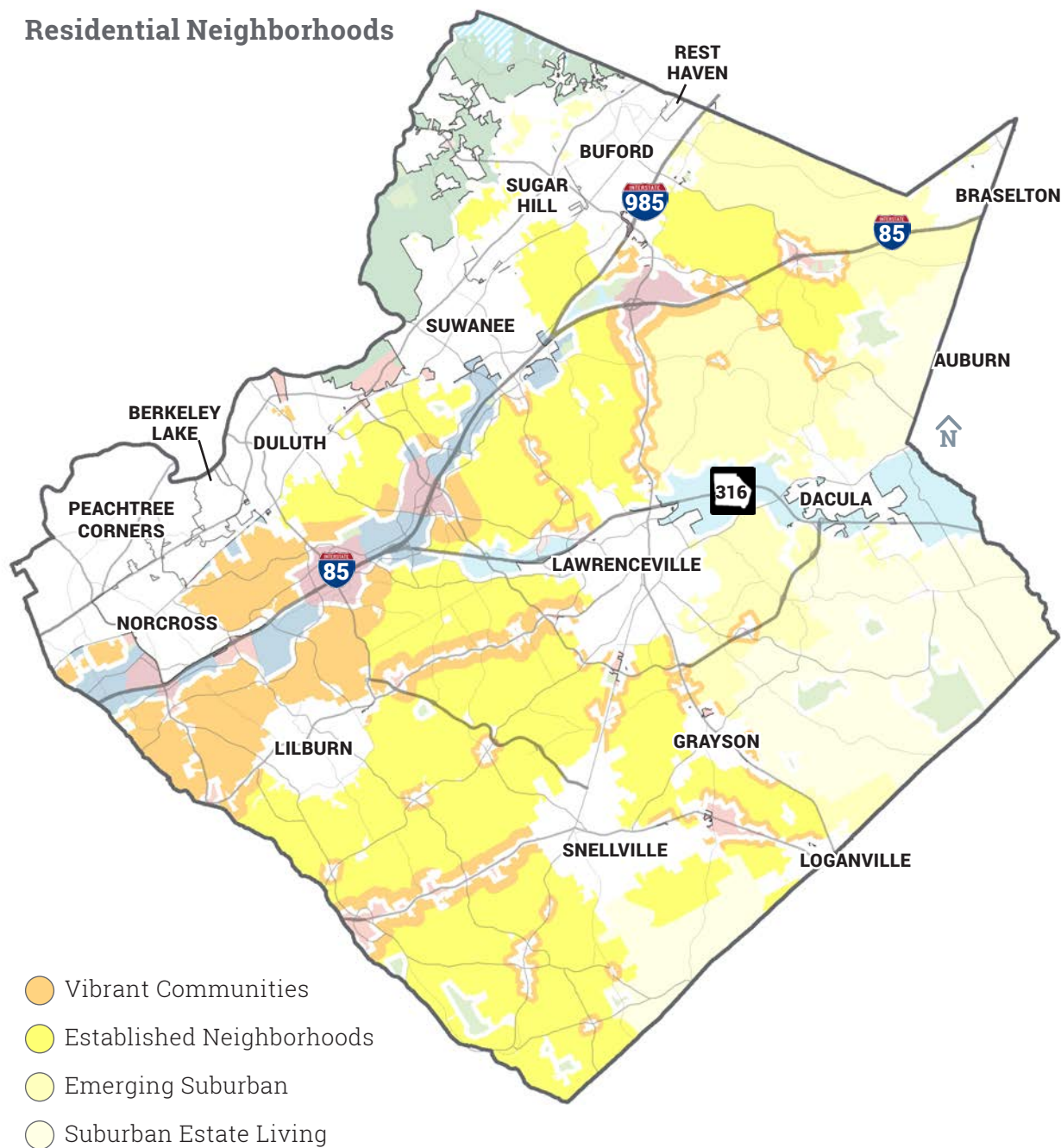
Residential Neighborhoods

The areas indicated as Residential Neighborhoods are those areas that are intended to be primarily residential. Character areas include:

- Vibrant Communities
- Established Neighborhoods
- Emerging Suburban
- Suburban Estate Living



Residential Neighborhoods



Vibrant Communities

Area Narrative

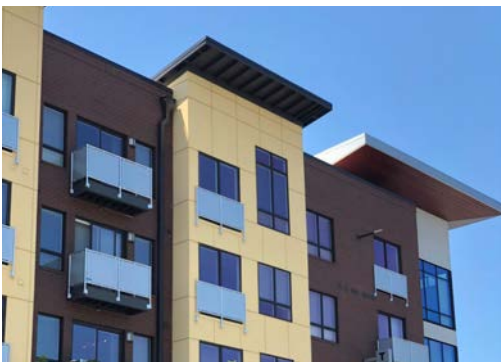
The Vibrant Communities Character Area is intended to serve as a transition between neighborhood nodes and mixed-use activity centers and surrounding, established single-family residential areas, and is generally located away from the primary intersections where the various types of activity centers and nodes are located. Dependent on the setting, zoning pattern, and intensity of development characterizing these various locations throughout the County, new development and redevelopment in Vibrant Communities may contain a mix of housing types, including small lot single-family housing, multifamily housing, townhomes, and senior housing. Corner/neighborhood serving non-residential or institutional developments/uses may be integrated into Vibrant Communities. These communities will function as a buffer between neighborhood nodes/mixed-use areas and the larger, established residential areas. The extent of this transitional area as depicted on the Future Development Map is both flexible and conceptual in nature, and is intended as a general guide in making zoning decisions based on the scale and intensity of surrounding development.

Urban Scale

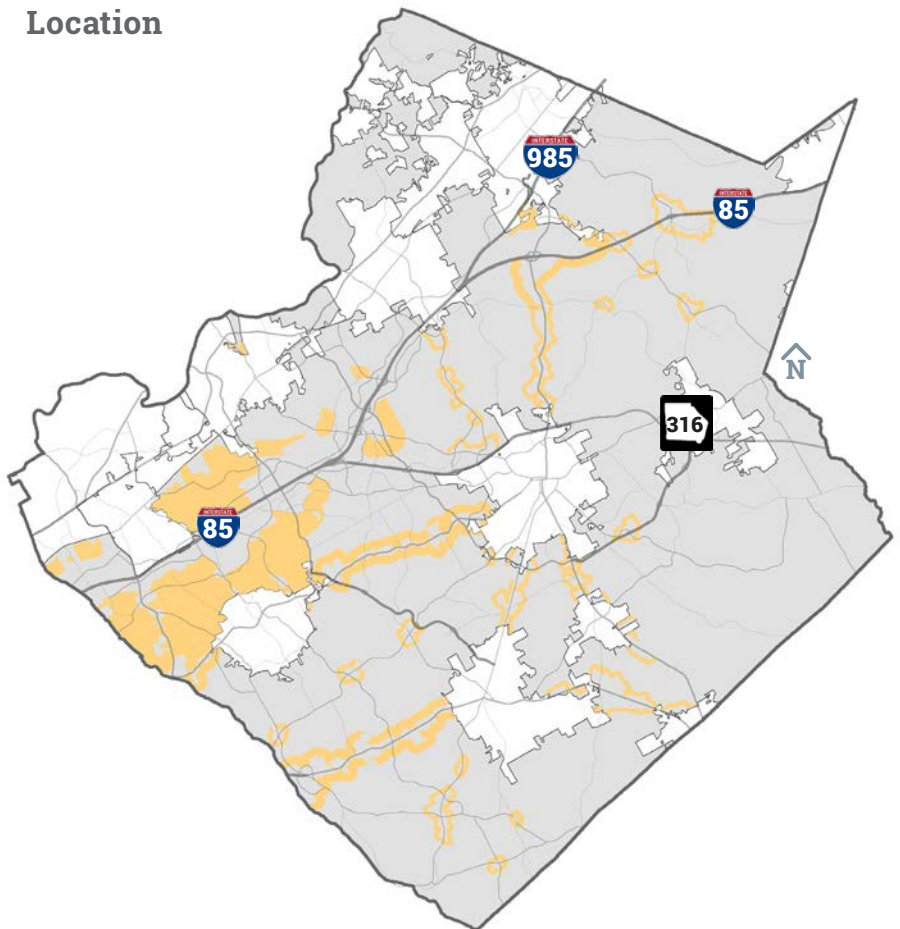


Potential Development Types

- Single-family residential
- Mixed residential developments
- Townhomes & Apartments
- Senior living
- Live-Work single-family homes



Character Area Location



Building Types

Residential Buildings



Commercial Buildings

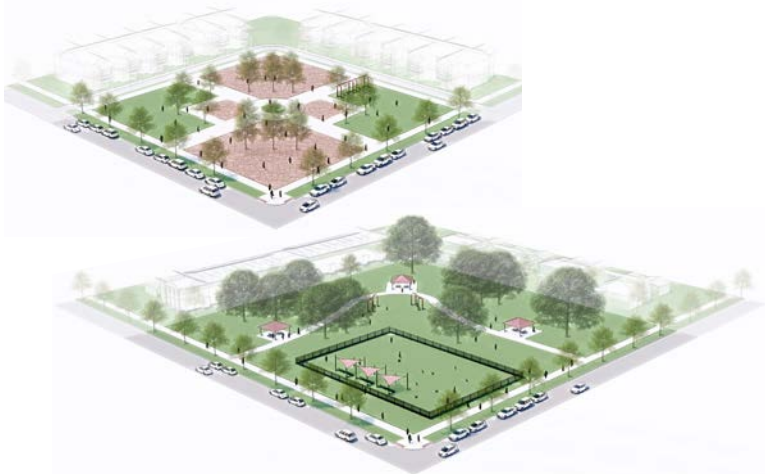


Street Context



- Wider sidewalks to accommodate heavier pedestrian traffic
- Possible on-street parking
- Streets begin to become a “place” with activity on the street
- Increasing accommodations for transit on major roads

Parks and Public Spaces



- 0.5 to 8 acres, varying with type and purpose of park.
- Primarily passive uses, but larger parks may include small multi-use fields, pavilions, playgrounds, dog parks, etc.
- In smaller spaces, fronted by medium-density residential or mixed-use development, and include formal and paved areas.
- For larger spaces, fronted by lower density residential development.
- Parking provided on street.

Design Context

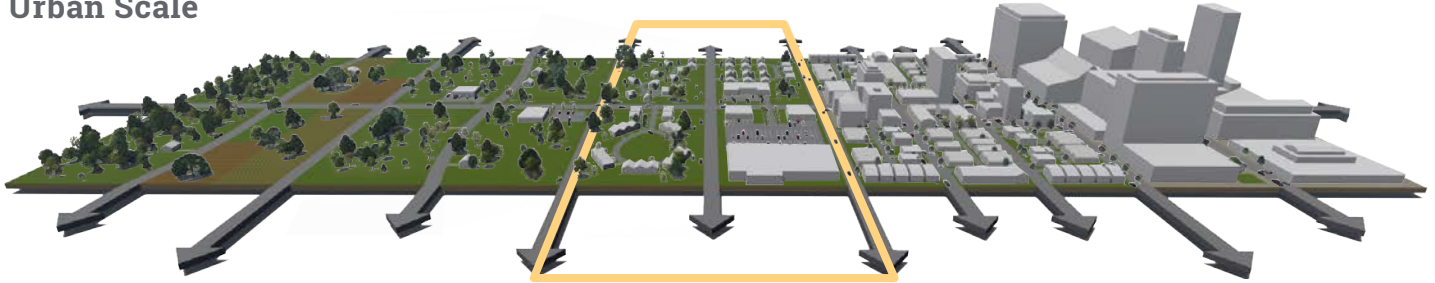
- **Building Configuration:** Buildings set close to the street for pedestrian orientation and engagement for multi-family and townhouses, especially near activity centers; as they move towards the more single-family areas, buildings may be set back further and allow more front yard; neighborhood serving businesses should be pulled closer to the street.
- **Building Scale and Coverage:** Medium to low land use intensity, relatively moderate coverage but height should be limited to no more than three stories (special circumstances could allow more) and transition smoothly into the surrounding development.
- **Mix of Uses:** Small scale mix of housing types and sizes, especially closer to nodal developments.
- **Parking:** On street parking for slower travel roads, off street parking primarily in surface lots located behind buildings, or less favorably, on the side while providing a continuous pedestrian connection to the street and other uses. Parking to the side must be screened by landscaping, walls, or other strategies. Parking in individual garages for single-family, townhomes, and similar developments – preferably set back from the face of the building or not visible from the street.
- **Public Space Design:** Medium scale open spaces may be appropriate for public gathering including greens, active parks, or passive parks; street furniture and artwork are appropriate for enlivening public spaces and streets near activity centers, but will be less important moving away from those centers.
- **Transportation Connectivity:** Create or restore a grid of streets. Sidewalks should be modest, but present on both sides of the street, provide bike facilities. Connectivity to transit routes may be important if enough densities of people are present or planned for the area.
- **Safety and Security:** Ensure that windows overlook public areas, avoid creating areas not visible from the street or a window, provide even lighting to site and building entrances and to publicly accessible areas; fence off unsurveilled areas or provide private staffing to patrol.

Established Neighborhoods

Area Narrative

The Established Neighborhoods Character Area designates well established neighborhoods and single-family residential areas that are unlikely to undergo any significant changes or redevelopment in the next 20 years. Corner/neighborhood-serving, non-residential or institutional developments/uses may be integrated into Established Neighborhoods. The intention of this character area is to underscore areas where changes in land use are not anticipated or encouraged, and any new development - including residential infill properties - should be consistent in scale, architecture, and use with surrounding properties.

Urban Scale

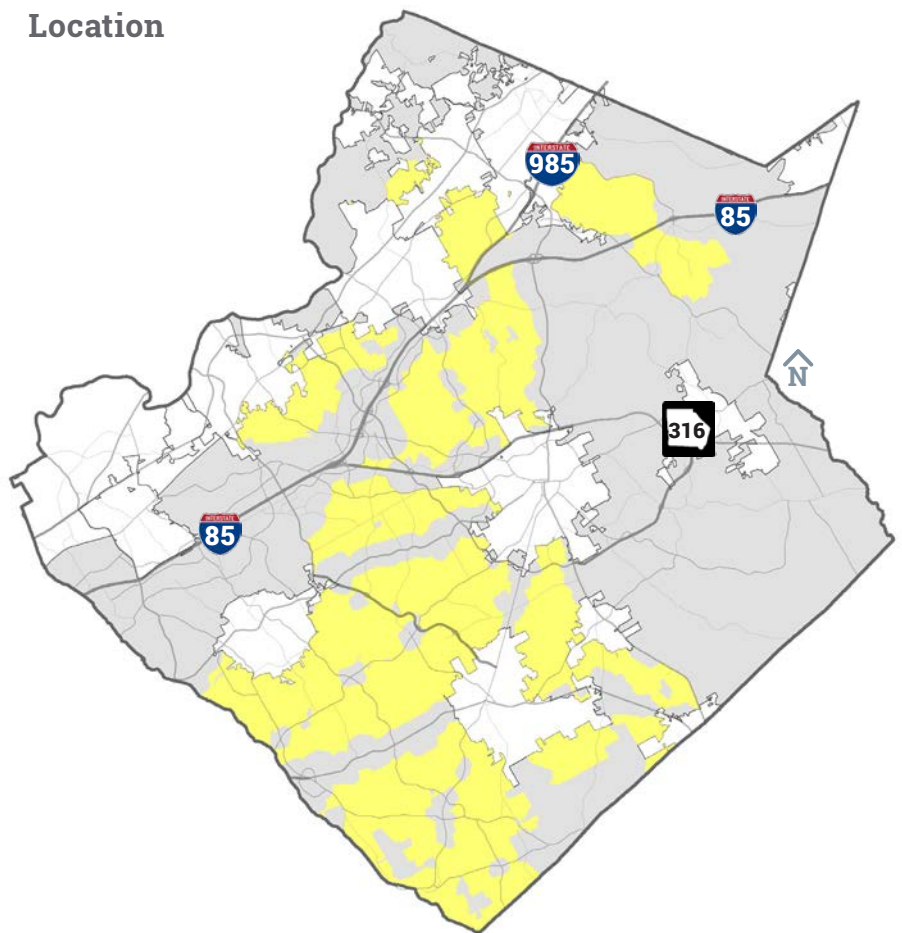


Potential Development Types

- Single-family residential
- Conservation Open space subdivisions
- Mixed residential developments
- Townhomes
- Senior living
- Manufactured housing
- Corner/neighborhood serving retail or institutional uses



Character Area Location



Building Types

Residential Buildings



Commercial Buildings



Street Context



- Primarily vehicular-oriented
- Bicycle and pedestrian facilities to provide network connectivity

Parks and Public Spaces



- While smaller public spaces in developed areas may be appropriate in some cases, most public parks in these areas should be 8 acres or larger
- Larger parks (8 acres+) may provide athletic fields, aquatic centers, community centers, and other programmed spaces.
- Passive areas within parks include walking trails, playgrounds, and unprogrammed spaces for people to relax.
- Larger parks provide parking lots inside the park, and are not fronted by any development.
- Smaller spaces (0.5-8 acres) are fronted by residential development, with more passive spaces, and parking provided on-street.

Design Context

- **Building Configuration:** Residential buildings set back further from street to allow more front yard; neighborhood serving businesses should be pulled closer to the street.
- **Building Scale and Coverage:** Low land use intensity, low to moderate coverage but height should be limited to no more than three stories (special circumstances could allow more) and transition smoothly into the surrounding development; higher densities of housing may be considered for developments close to (and with access to) County parks.
- **Mix of Uses:** Mix of attached and detached single family and senior housing.
- **Parking:** On street parking is less important for this area except visitor parking, off street parking primarily in individual garages – preferably set back from the face of the building or not visible from the street.
- **Public Space Design:** If there is a sufficient intensity of use, several small-scale open spaces may be appropriate for public gathering including pocket parks or splash pads, but more likely are larger parks and athletic fields that serve a larger population; street furniture may not be utilized and public artwork may be limited to entrances or park areas. When small scale, non-residential uses are permitted, substantial buffers should be incorporated between these activities and adjacent residential areas.
- **Transportation Connectivity:** Create or restore a grid of streets. Sidewalks should be modest but present on at least one side of the street, provide bike facilities. Connectivity to transit routes may be important if enough densities of people are present or planned for the area.
- **Safety and Security:** Ensure that windows overlook public areas, avoid creating areas not visible from the street or a window, provide even lighting to site and building entrances and to publicly accessible areas; fence off unsurveilled areas or provide private staffing to patrol.

Emerging Suburban

Area Narrative

The Emerging Suburban Character Area designates areas that are currently mainly residential, but have not yet matured into established communities due to relatively large amounts of remaining, undeveloped land. They are expected to experience new development during the 20-year planning period contemplated by the Unified Plan. These areas generally rely on the nearby activity centers to provide goods and services. However, corner/neighborhood serving non-residential or institutional developments/uses may be integrated into Emerging Suburban areas, where appropriate. Most Emerging Suburban areas are located on local, collector, or minor arterial roads rather than major arterials and corridors. As this character area develops, it is likely that new Neighborhood Nodes would be designated at key intersections.

Urban Scale

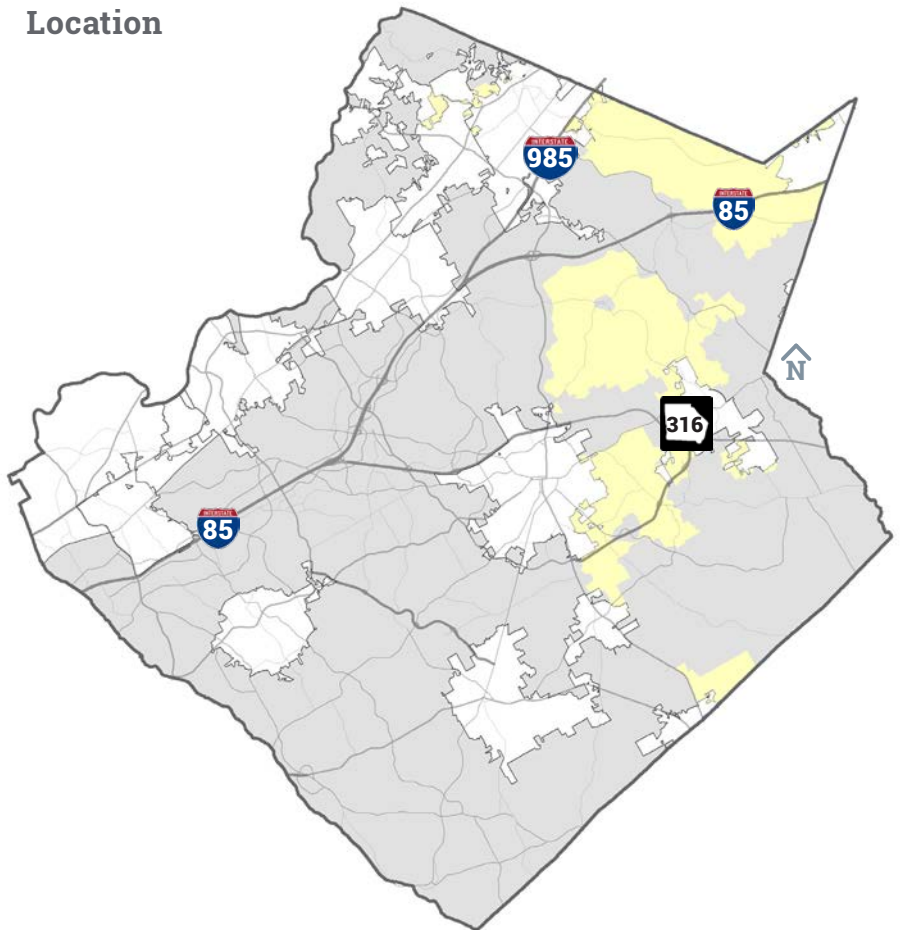


Potential Development Types

- Single-family residential
- Open Space Conservation subdivisions
- Mixed residential developments
- Senior living
- Manufactured housing
- Corner/neighborhood serving retail or institutional uses

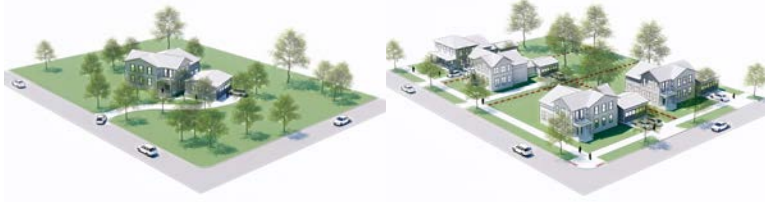


Character Area Location



Building Types

Residential Buildings



Commercial Buildings



Street Context



- Primarily vehicular-oriented
- Bicycle and pedestrian facilities to provide network connectivity

Parks and Public Spaces



- While smaller public spaces within neighborhoods/subdivisions may be appropriate in rare cases, most public parks in these areas should be 8 acres or larger
- Parks are at least 8 acres and may provide athletic fields, aquatic centers, community centers, and other programmed spaces.
- Passive areas within parks include walking trails, playgrounds, and unprogrammed spaces for people to relax.
- Parks provide parking lots inside the park, and are not fronted by any development.

Design Context

- **Building Configuration:** Residential buildings set back further and allow more front yard; neighborhood serving businesses should be pulled closer to the street.
- **Building Scale and Coverage:** Low land use intensity, low lot coverage but height should be limited to no more than three stories (special circumstances could allow more) and transition smoothly into the surrounding development; higher densities of housing may be considered for developments close to County parks.
- **Mix of Uses:** Mix of single family and senior housing.
- **Parking:** On street parking is less important for this area except visitor parking, off street parking primarily in individual garages - preferably set back from the face of the building or not visible from the street.
- **Public Space Design:** Medium to large scale open spaces may be appropriate for public gathering including greens, active parks, or passive parks; street furniture may be utilized and public artwork may be limited to entrances or park areas.
- **Transportation Connectivity:** Cul-de-sacs are permissible, but a large-scale grid is still preferred to allow options. Where possible, pedestrian access should be allowed from cul-de-sacs in existing neighborhoods to adjacent new developments. Sidewalks should be modest but present on at least one side of the street, provide bike facilities; may be difficult to justify transit in this area.
- **Safety and Security:** Avoid creating areas not visible from the street or a window, provide even lighting to site and building entrances and to publicly accessible areas; fence off unsurveilled areas or provide private staffing to patrol.

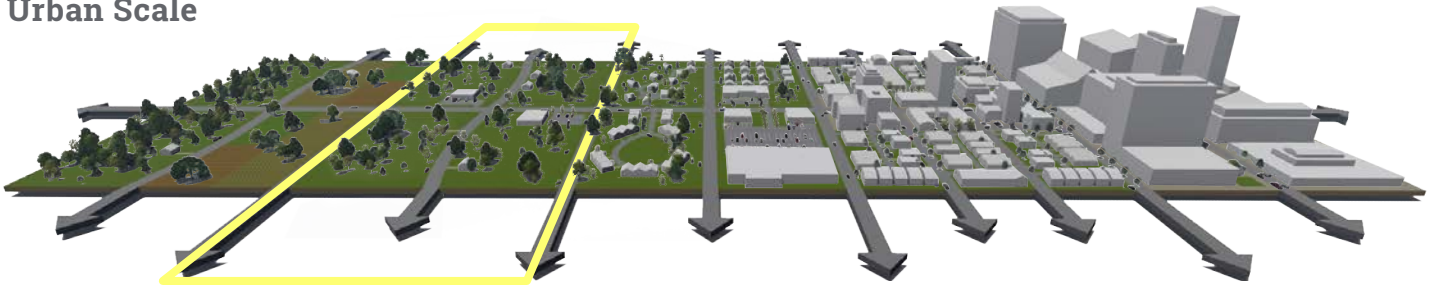


Suburban Estate Living

Area Narrative

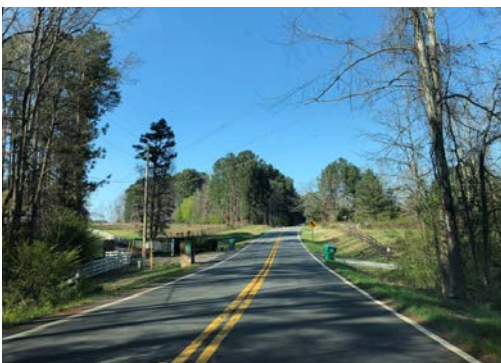
The Suburban Estate Living character area is one of the last remaining character area types that would provide large tracts of land for greenfield development and include some remnants of agricultural uses. This area is intended to convey the County's desire to preserve its historical and agricultural character so that new development is low in intensity, and consists primarily of large residential lots. For many residents of these areas, these are the last communities in Gwinnett County that reflect its character before rapid development began in the 1980s. These areas may also have less intense infrastructure, such as less sewer service.

Urban Scale

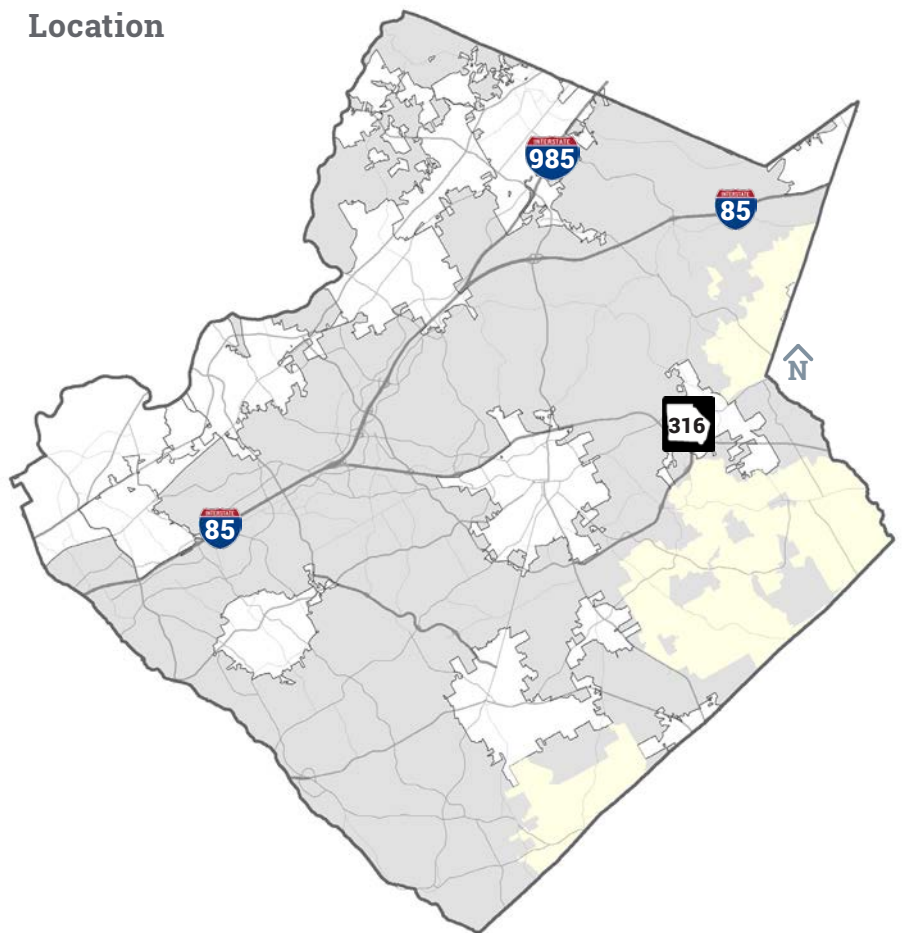


Potential Development Types

- Low density residential
- Open Space Conservation subdivisions



Character Area Location



Building Types

Residential Buildings



No Commercial Buildings in this character area

Street Context



- Primarily vehicular-oriented
- Bicycle and pedestrian facilities to provide network connectivity

Parks and Public Spaces



- While smaller public spaces in developed areas may be appropriate in some cases, most public parks in these areas should be 8 acres or larger
- Larger parks (8 acres+) may provide athletic fields, aquatic centers, community centers, and other programmed spaces.
- Larger parks provide parking lots inside the park, and are not fronted by any development.
- Smaller spaces (0.5-8 acres) are fronted by residential development, with more passive spaces, and parking provided on-street.

Design Context

- **Building Configuration:** Buildings set back far away from street to allow large front yard.
- **Building Scale and Coverage:** Lowest land use intensity, low lot coverage but height should be limited to no more than three stories.
- **Mix of Uses:** Mix of single family and senior housing.
- **Parking:** No on street parking, off street parking primarily in individual garages – preferably set back from the face of the building or not visible from the street.
- **Public Space Design:** Large scale open spaces in center of developments may be appropriate for public gathering, including active parks or passive parks; street furniture is seldom appropriate and public artwork may be limited to entrances or park areas.
- **Transportation Connectivity:** Cul-de-sacs are permitted. Sidewalks should be modest but present on both sides of the street within neighborhoods, and on at least one side of the street outside of neighborhoods to provide connectivity with trails and schools; provide bike facilities mostly as passages through to other areas; due to low densities, transit will likely not be available or at the least, available on a very limited basis.
- **Safety and Security:** Avoid creating areas not visible from the street or a window, provide even lighting to site and building entrances and to publicly accessible areas; fence off unsurveilled areas or provide private staffing to patrol.



Low Intensity Areas

The areas indicated as Low Intensity Areas include the areas surrounding and including the Chattahoochee River corridor protection area, areas adjacent to Lake Lanier, and active recreation and passive greenspaces preserved as County parkland. These are areas of the County where additional sensitivity to development should be considered or land should continue to be reserved to serve community functions. These character areas include:

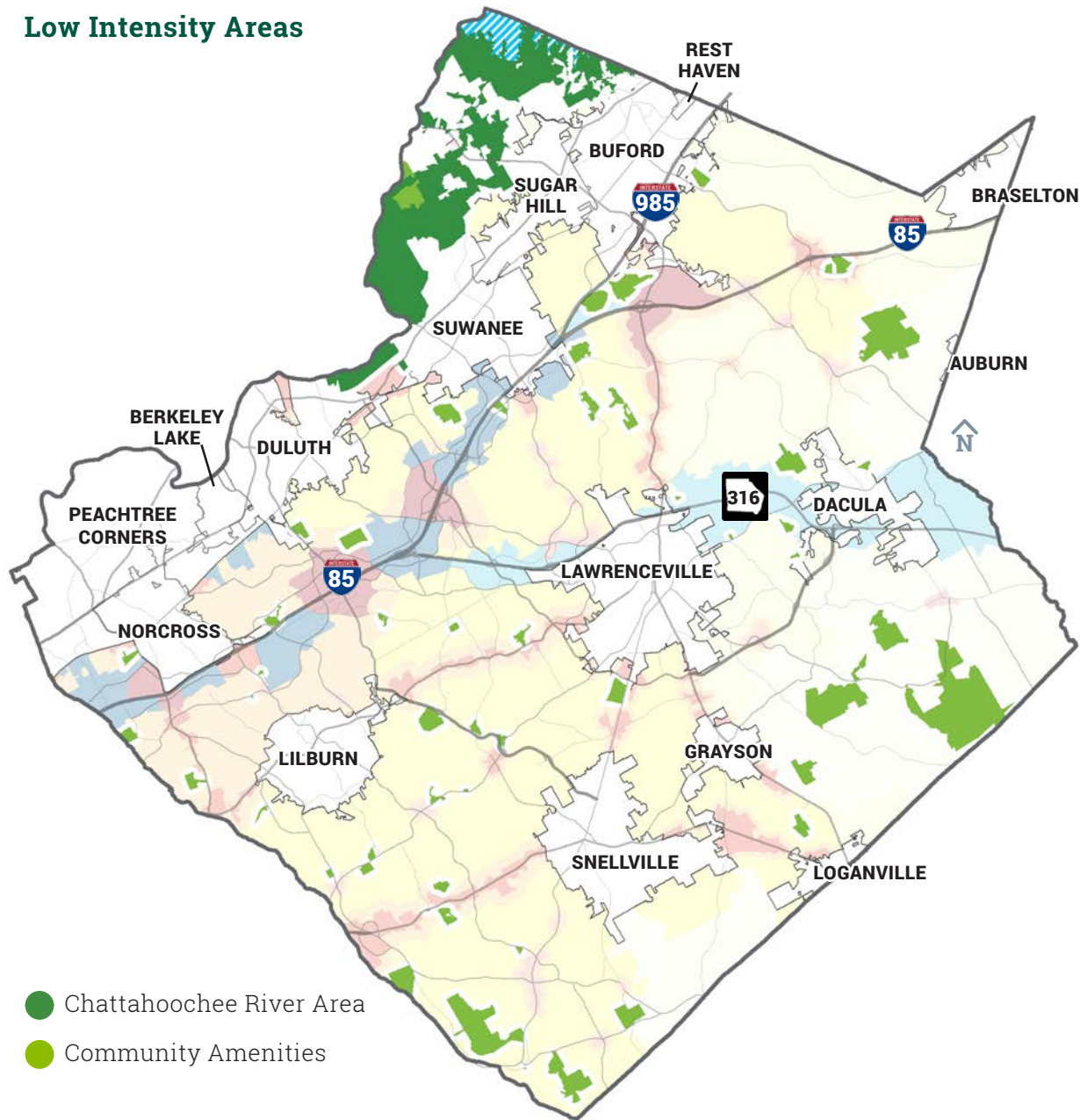
- Chattahoochee River Area
- Community Amenities



Chattahoochee River Area

Community Amenities

Low Intensity Areas



- Chattahoochee River Area
- Community Amenities

Chattahoochee River Area

Area Narrative

The Chattahoochee River Area is the designation used for unincorporated areas along the Chattahoochee River and Lake Lanier. Due to its location along the river and its natural landscape, development in this area should remain as low density residential to protect the water quality and environmental character of the Chattahoochee River (which is protected by the state legislated Metropolitan River Protection Act) and Lake Lanier (which is under the jurisdiction of the US Army Corps of Engineers), which is protected by state legislation. These areas have access to neighboring communities to fulfill the residents' need for more intense commercial and service needs. Non-residential uses that relate to the enjoyment of the river and lake, such as boat storage and bait shops, may be considered.

Urban Scale

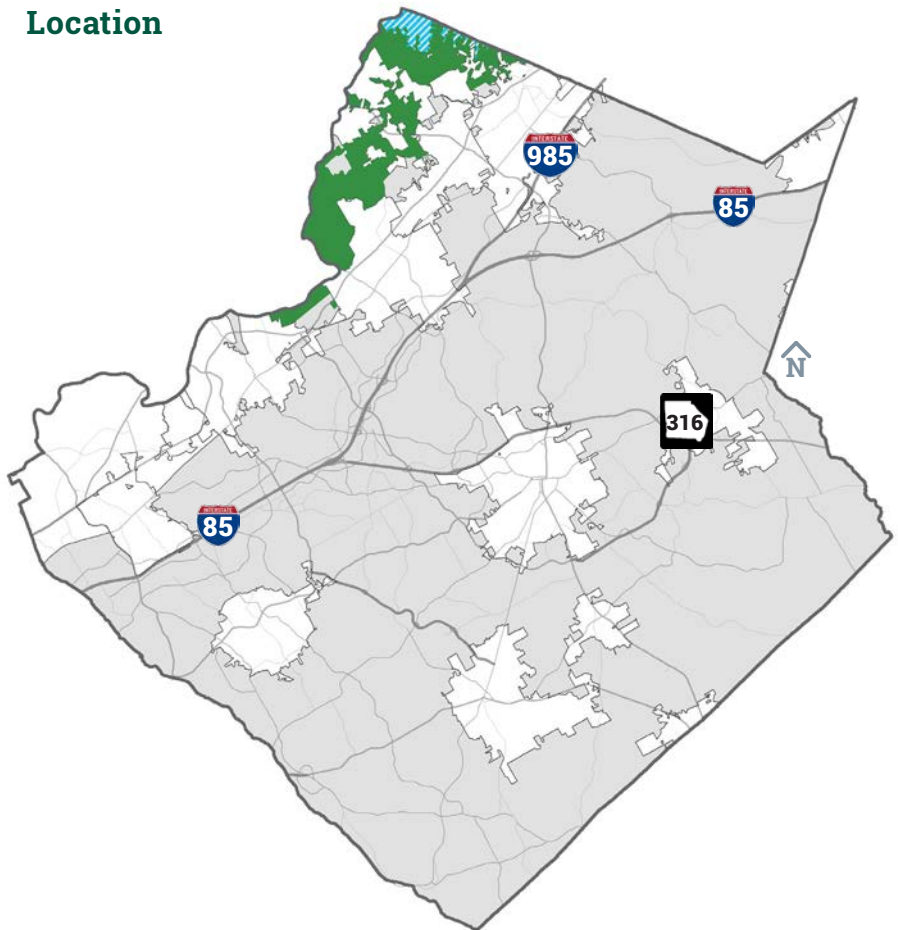


Potential Development Types

- Low density residential
- Open Space Conservation subdivisions
- Senior living



Character Area Location



Building Types

Residential Buildings



No Commercial Buildings in this character area

Street Context



- Primarily vehicular-oriented
- Bicycle and pedestrian facilities to provide network connectivity

Parks and Public Spaces



- While smaller public spaces in developed areas may be appropriate in some cases, most public parks in these areas should be 8 acres or larger
- Larger parks (8 acres+) may provide athletic fields, aquatic centers, community centers, and other programmed spaces.
- Larger parks provide parking lots inside the park, and are not fronted by any development.
- Smaller spaces (0.5-8 acres) are fronted by residential development, with more passive spaces, and parking provided on-street.

Design Context

- Building Configuration: Buildings set back far away from street to allow large front yard.
- Building Scale and Coverage: Low land use intensity, low lot coverage but height should be limited to no more than three stories.
- Mix of Uses: Mix of single family and senior housing.
- Parking: No on street parking, off street parking primarily in individual garages – preferably set back from the face of the building or not visible from the street.
- Public Space Design: Large-scale open spaces may be appropriate for public gathering including active parks or passive parks; street furniture is seldom appropriate and public artwork may be limited to entrances or park areas.
- Transportation Connectivity: Cul-de-sacs are permissible, but a large-scale grid is still preferred to allow options. Sidewalks may be nonexistent, provide bike facilities mostly as passages through to other areas; due to low densities, transit will likely not be available or at the least, available on a very limited basis.
- Safety and Security: Avoid creating areas not visible from the street or a window, provide even lighting to site and building entrances and to publicly accessible areas; fence off unsurveilled areas or provide private staffing to patrol.

Note: In the Chattahoochee River Corridor, all development is subject to the requirements of the Chattahoochee Corridor Plan, which includes buffers and setbacks along the river and certain tributaries, limits in the river floodplain, and limits on land disturbance and impervious surface throughout the Corridor, based on site conditions. Proposed development activity in these areas is subject to review against these standards and handled jointly with the Atlanta Regional Commission.

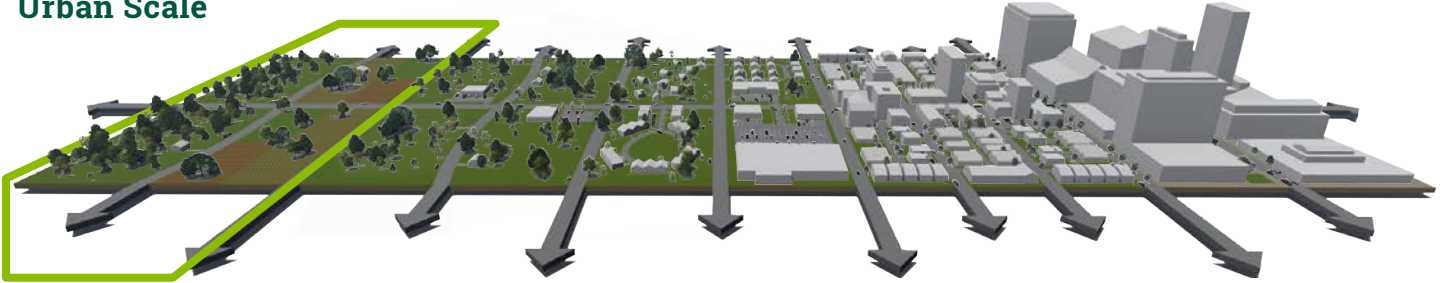


Community Amenities

Area Narrative

This Character Area is reserved for designating publicly owned County facilities, county owned parks, including recreation centers, activity buildings, aquatic centers, ball/soccer fields, playgrounds, pavilions, paths, etc.; other greenspace and conservation areas; trails and greenways; and other types of green space, including lands within the Chattahoochee River that are under federal ownership.

Urban Scale

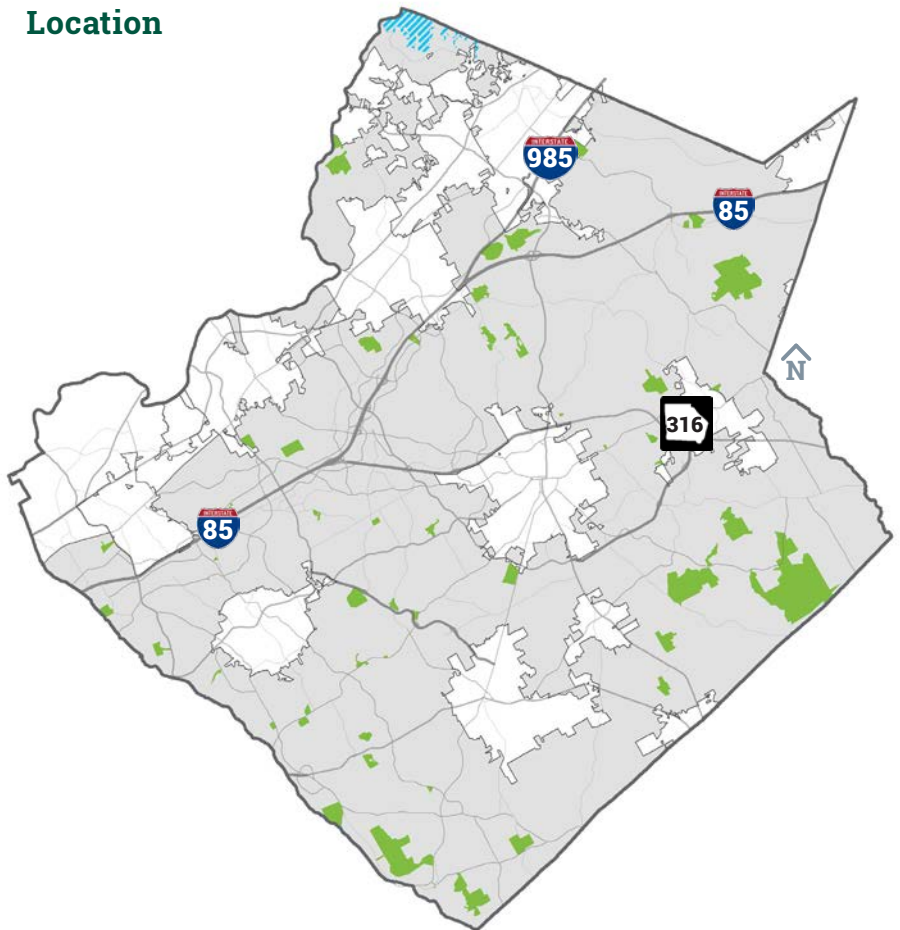


Potential Development Types

- Parks & recreation
- Ball fields
- Greenspace & conservation areas
- Trails & greenways



Character Area Location



Note Only those community amenities (i.e. parks) that are unincorporated parts of Gwinnett County are displayed. Several County facilities are located within Gwinnett County municipalities.

Building Types

No Residential or Commercial Buildings in this character area

Street Context



- Primarily vehicular-oriented
- Bicycle and pedestrian facilities to provide network connectivity

Parks and Public Spaces



- Typically 8 acres or greater.
- Parks may provide athletic fields, aquatic centers, community centers, and other programmed spaces.
- Larger parks provide parking lots inside the park, and are not fronted by any development.
- Smaller spaces (0.5-8 acres) are fronted by residential development, with more passive spaces, and parking provided on-street.



Design Context

- Building Configuration: Buildings set back far away from street to allow large landscaped area.
- Building Scale and Coverage: Low land use intensity, low lot coverage and height should be limited to no more than 3 stories.
- Mix of Uses: No mix of uses.
- Parking: On street parking is appropriate on lower speed roads, off street parking primarily in surface lots, preferably shielded from public streets by landscaping or buildings.
- Public Space Design: Large scale open spaces may be appropriate for public gathering including active parks or passive parks; street furniture and public artwork are appropriate.
- Transportation Connectivity: A large-scale grid is still preferred to allow options. Sidewalks should connect to surrounding areas, provide bike facilities both for travel and at destinations, especially connecting to other areas; transit may be available nearby, depending on density of surrounding areas.
- Safety and Security: Avoid creating areas not visible from the street or a window, provide even lighting to site and building entrances and to publicly accessible areas; fence off unsurveilled areas or provide private staffing to patrol.



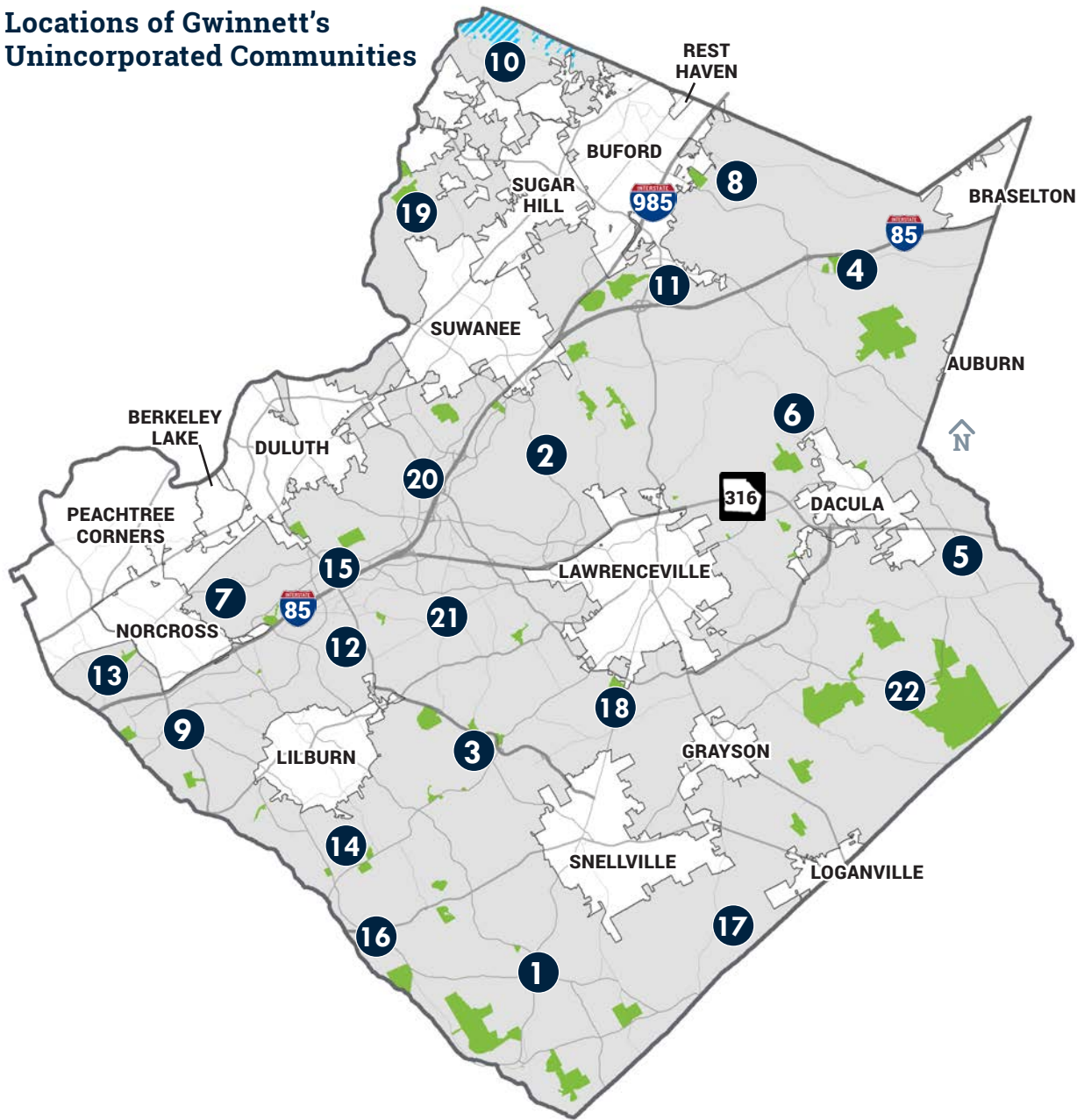
Our Communities.

In addition to the guidance and vision described by the Future Development Map, Typologies, and Character Areas, it is important to also understand the unique characteristics of the different communities in Gwinnett County. Because our people, geography, and built environment is so diverse, this section is intended to examine the ways in which the individual communities in unincorporated Gwinnett are unique and how they will develop and/or redevelop in the future.

These communities include:

- | | | |
|-----------------|--------------------|------------------|
| • Centerville | • Hopkins | • Pleasant Hill |
| • Collins Hill | • Ivy Creek | • Rockbridge |
| • Five Forks | • Jimmy Carter/JCB | • Rosebud |
| • Hamilton Mill | • Lanier | • Scenic Highway |
| • Harbins | • Mall of Georgia | • Settles Bridge |
| • Hog Mountain | • Meadowcreek | • Sugarloaf |
| | • Mechanicsville | • Sweetwater |
| | • Mountain Park | • Tribble Mill |

Locations of Gwinnett's Unincorporated Communities



Communities Key

- | | | |
|------------------|---------------------|--------------------|
| 1. Centerville | 9. Jimmy Carter/JCB | 17. Rosebud |
| 2. Collins Hill | 10. Lanier | 18. Scenic Highway |
| 3. Five Forks | 11. Mall of Georgia | 19. Settles Bridge |
| 4. Hamilton Mill | 12. Meadowcreek | 20. Sugarloaf |
| 5. Harbins | 13. Mechanicsville | 21. Sweetwater |
| 6. Hog Mountain | 14. Mountain Park | 22. Tribble Mill |
| 7. Hopkins | 15. Pleasant Hill | |
| 8. Ivy Creek | 16. Rockbridge | |

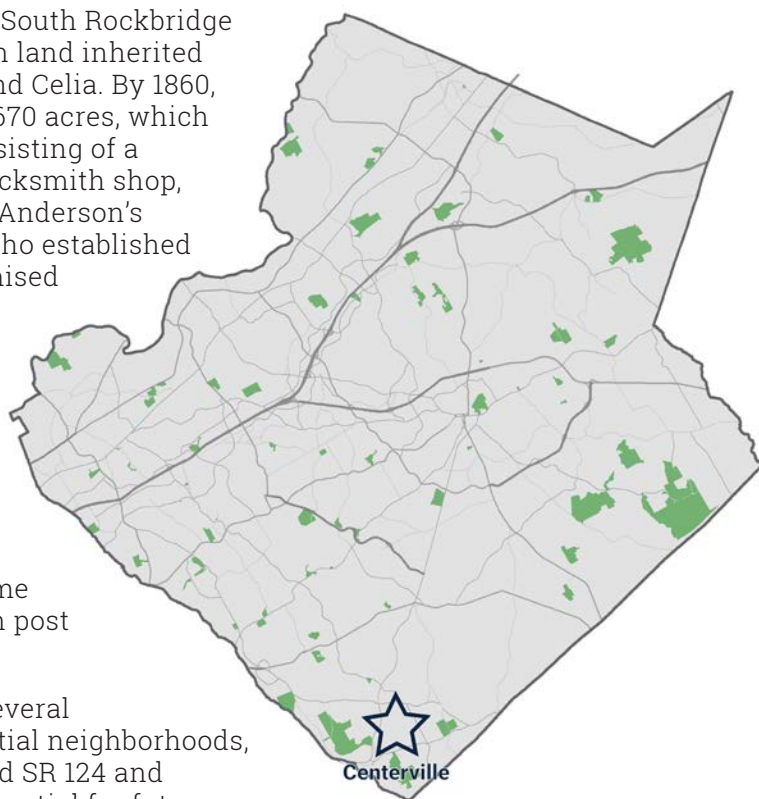


Centerville

The David Anderson House, located on South Rockbridge Road in Centerville, was built in 1835 on land inherited by Anderson from his parents, Elijah and Celia. By 1860, Anderson had a thriving plantation of 670 acres, which the family called "Pleasant Valley," consisting of a church, general store, cabinet shop, blacksmith shop, cotton gin, grist mill, and planing mill. Anderson's brother-in-law was Thomas Maguire, who established a 1,000-acre plantation known as "Promised Land," the name still used to refer to the area of Gwinnett County where Maguire's home is located.

Modern Centerville was called "Sneezer" during the Antebellum period. Sneezer was surrounded by farmlands and prospered with several stores and other businesses. The area became known as "Centreville" sometime between 1885 and 1889, and had its own post office between 1879 and 1903.

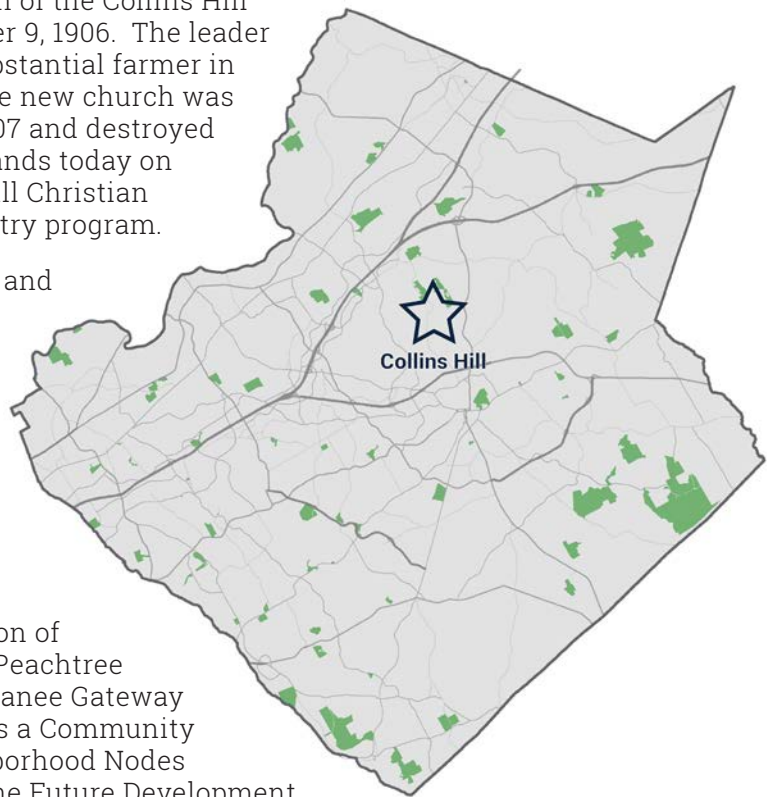
The Centerville community includes several established, suburban oriented residential neighborhoods, in addition to a commercial area around SR 124 and Centerville-Rosebud Road. With the potential for future development around this commercial corridor, the area immediately surrounding SR 124 is envisioned to function as a "Neighborhood Node" that serves the existing residential development. The node is surrounded by the Vibrant Communities character area designation to provide a transitional buffer comprised of a variety of housing types between the small, mixed-use areas and the existing residential developments.



Collins Hill

Collins Hill began with the construction of the Collins Hill Baptist Church, organized on September 9, 1906. The leader of the church was Mr. T.E. Collins, a substantial farmer in the community, and in whose honor the new church was named. The building was erected in 1907 and destroyed by a fire in 1937. The rebuilt church stands today on Collins Hill Road, adjacent to Collins Hill Christian School, which serves as its main ministry program.

The community lies between Suwanee and Lawrenceville. Its main thoroughfares are Collins Hill Road, which connects the community's neighborhoods, parks, and churches and SR 317/Lawrenceville-Suwanee Road, the main commercial corridor. The majority of Collins Hill is designated as Established Neighborhoods, given its character as a largely established residential community. However, the shopping area located at the intersection of Lawrenceville-Suwanee Road and Old Peachtree Road, immediately adjacent to the Suwanee Gateway in the City of Suwanee, is designated as a Community Mixed-Use Node. There are four Neighborhood Nodes bounded by Vibrant Communities on the Future Development Map within the Collins Hill community, primarily along Lawrenceville Suwanee Road. This indicates a vision to see Collins Hill develop additional mixed-use areas that serve the surrounding, established neighborhoods and fulfill the overall desire of residents to see more live-work-play areas in the unincorporated County.



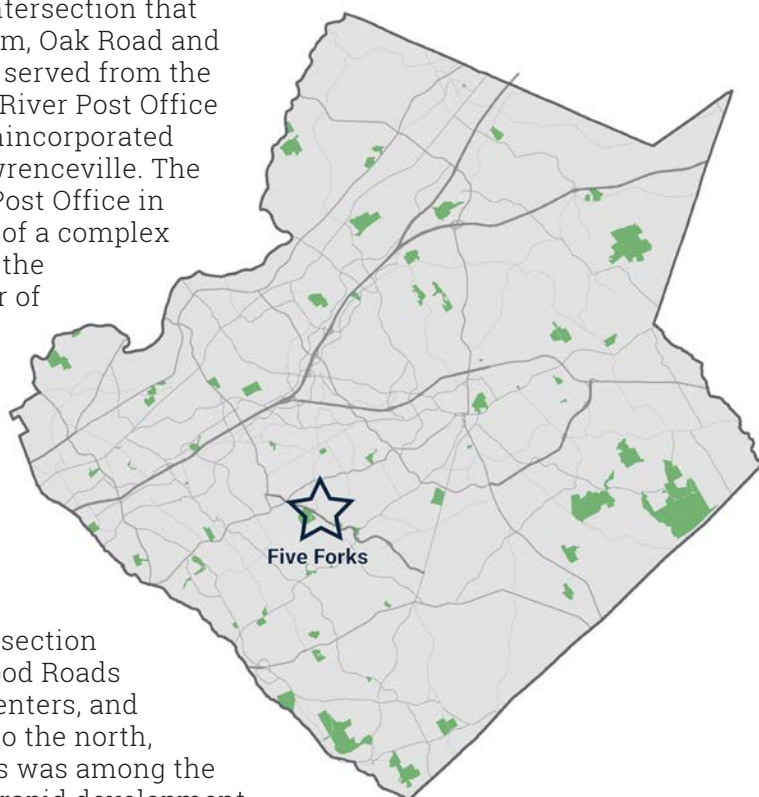




Five Forks

Five Forks was named for a five-way intersection that included River Road, Five Forks, Trickum, Oak Road and Dogwood Road. It is a former mail-stop served from the mid-1800s to early 1900s by the Yellow River Post Office and still appears on maps as a small unincorporated community between Snellville and Lawrenceville. The building that housed the Yellow River Post Office in the years before the Civil War was part of a complex of structures on what is now known as the Hudson-Nash Farm, a National Register of Historic Places property. Five Forks was connected to another nearby mail-stop called Trickum (now known as Mountain Park) by Five Forks-Trickum Road.

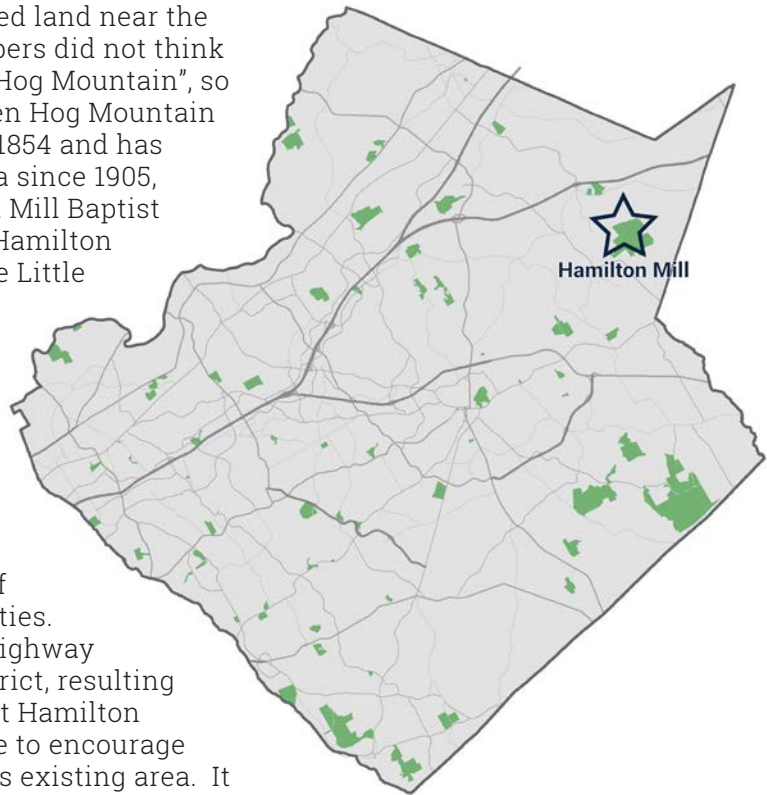
With its predominant designation as Established Neighborhood, the County seeks to maintain the Five Forks community as an area of stable, single-family neighborhoods. The intersection of Five Forks-Trickum, Oak, and Dogwood Roads includes some restaurants, shopping centers, and the recently built Ronald Reagan Park to the north, across Ronald Reagan Parkway. As this was among the first communities of the County to see rapid development, the existing commercial area is aging. The designation of Commercial Mixed-Use at this location illustrates a vision to see it redeveloped with a more pedestrian oriented design and scale to serve the surrounding residents. It should incorporate some residential and small tenant office uses to create a more vibrant, walkable community center which allows people the option to live, work, and shop there. The Vibrant Communities designation along the Community Mixed-Use area will allow a variety of housing options to act as a character transition to the single-family neighborhoods.



Hamilton Mill

In the early 2000s, a developer came to Gwinnett County to build and sell housing on undeveloped land near the Hog Mountain community. The developers did not think potential buyers would like the name “Hog Mountain”, so they called the area Hamilton Mill. Even Hog Mountain Baptist Church, which was founded in 1854 and has existed at its present location in Dacula since 1905, recently changed its name to Hamilton Mill Baptist Church. A new road was put in, called Hamilton Mill Parkway, which runs parallel to the Little Mulberry River.

The Hamilton Mill community is comprised primarily of planned, single-family residential communities that surround the Hamilton Mill Golf Club. The Hamilton Mill community's proximity to Little Mulberry Park and Duncan Creek Park provides the area with an abundance of greenspace and recreational opportunities. Recent development along Braselton Highway has created a budding commercial district, resulting in the designation of the interchange at Hamilton Mill Parkway as Community Mixed-Use to encourage the concentration of commercial in this existing area. It is surrounded by a buffer of Vibrant Communities to allow a variety of housing types to draw new residents who may seek an alternative to single-family neighborhoods. The remainder of the Hamilton Mill community is envisioned to remain an area of low-intensity residential development, as categorized by the Established Neighborhoods, Emerging Suburban, and Suburban Estate Living character areas.







HARBINS PARK



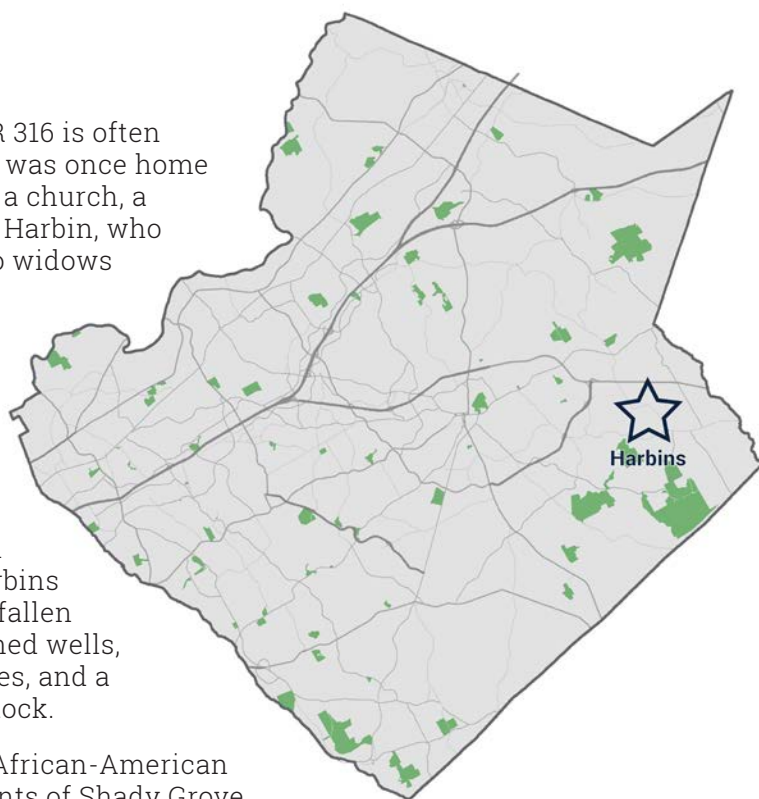
- Trailhead
- Picnic Area
- Playground
- Parking Area

Harbins

The area east of Dacula and south of SR 316 is often referred to as the “Harbins” area, which was once home to a vibrant, rural community of farms, a church, a school, and a mill. It is named for John Harbin, who filled the role of community provider to widows and children who were left to take care of farm chores that were previously attended to by the men in their families. In 1840, Harbin became captain of what eventually was called “Harbin’s Militia District” and later, the Harbins community, which had its own post office from 1883 to 1901. Remnants of the historical Harbins community survive within Harbins Park, including crumbling stone walls, fallen chimneys, toppled stone piers, abandoned wells, tracks of old roads, ruins of 11 home sites, and a portion of the ruins of the mill at Flat Rock.

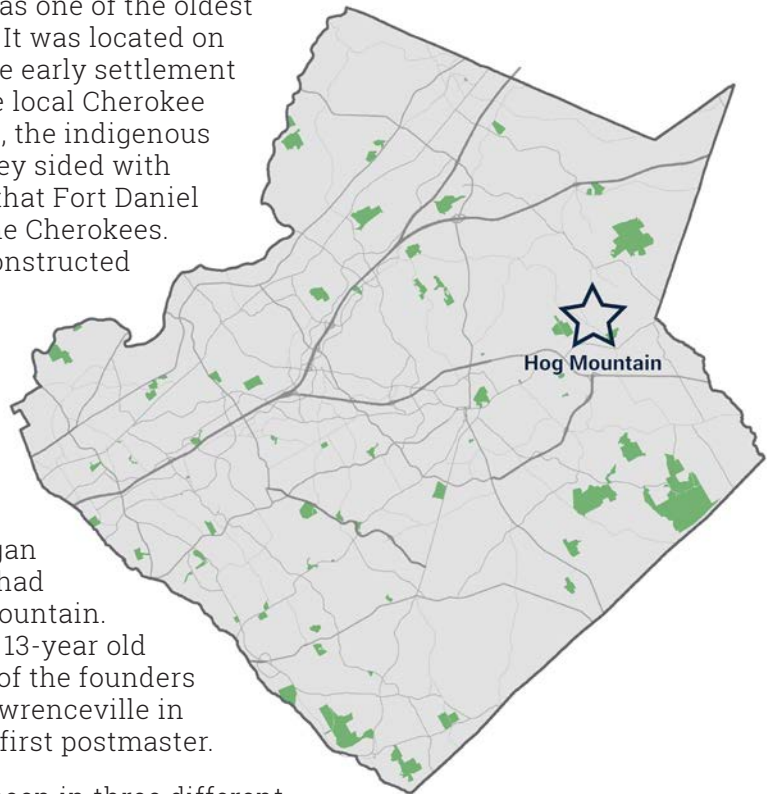
The area is closely identified with the African-American community of Shady Grove. The residents of Shady Grove were descendants of a group of black farmers who settled in the area after the Civil War. Many of them acquired large tracts of land and became successful farmers.

The Harbins community is one that is in the process of undergoing current development and change. Through the Unified Plan exercises, participants expressed a desire for lower densities and preservation of the community’s character. However, with high market demand for greenfield development in this area, the community is likely to continue to develop. Therefore, the challenge will be to develop in a way that is sensitive and responsible to the character of the area. Analysis of the area shows that roughly half of the area has been subdivided into residential neighborhoods, so preservation of the formerly rural character of the area will be challenging. Pragmatically designated as a “Suburban Estate Living” area, the vision is therefore reasonable that development of the area will continue to occur as a primarily low intensity residential community supported by a small “Neighborhood Node” in the area around Harbins and New Hope Roads for neighborhood serving commercial.



Hog Mountain

Hog Mountain was never an official town, but the community began in the early 1800s and got its name from the crossroads used by farmers driving their hogs through the area to market. Established sometime before 1812, Hog Mountain was one of the oldest white settlements in Gwinnett County. It was located on historic Old Peachtree Road. During the early settlement period, there were “intrusions” from the local Cherokee Indian tribe, and during the War of 1812, the indigenous population posed a greater threat as they sided with British forces. It was in Hog Mountain that Fort Daniel was built to protect the frontier from the Cherokees. That same year, Peachtree Road was constructed to connect Fort Daniel to Standing Peachtree, and the community became a center of trade and commerce. It was even home to the county’s first inn – The Hog Mountain House – opened by Shadrack Bogan, who moved to Hog Mountain in 1815 and operated a trading post for Indians and white settlers. Several years before Bogan arrived, William Maltbie and a partner had been operating a trading post at Hog Mountain. Maltbie married Philadelphia Winn, the 13-year old daughter of Elisha Winn, who was one of the founders of Gwinnett County. They moved to Lawrenceville in 1821, where Maltbie became the town’s first postmaster.



Since its founding, Hog Mountain has been in three different counties: Franklin, Jackson, and Gwinnett. For many years, it was located along a stagecoach route that connected Monticello, Stone Mountain, and Gainesville. In 1821, a mail route was authorized from Monticello, Monroe, Lawrenceville, and Gainesville by way of Hog Mountain.

Mainly low-density, single-family residential development, the Hog Mountain community has retained its predominantly suburban character. As such, its predominant character area designation is Emerging Suburban, as there remains some undeveloped land that would allow for additional residential development. Nearby commercial corridors (SR 124 and SR 324) provide the area with access to retail. The intersections of Auburn Road (SR 324) with SR 124 (Braselton Highway) and Dacula Road are small, community serving commercial areas that have been designated as Neighborhood Nodes on the Future Development Map in order to encourage future commercial development to remain in these areas. The Vibrant Community designation around these two Neighborhood Nodes will encourage and allow for alternative housing types to large lot, single-family residential developments.

Additionally, the planned Phase 3 of the Sugarloaf Parkway will extend through this area. While an alignment for the road has been selected, access is likely to be limited and perhaps tolled. For these reasons, the general expectation is that commercially-oriented uses for the area are better served in the areas currently designated as Neighborhood Nodes and not along the planned highway corridor.



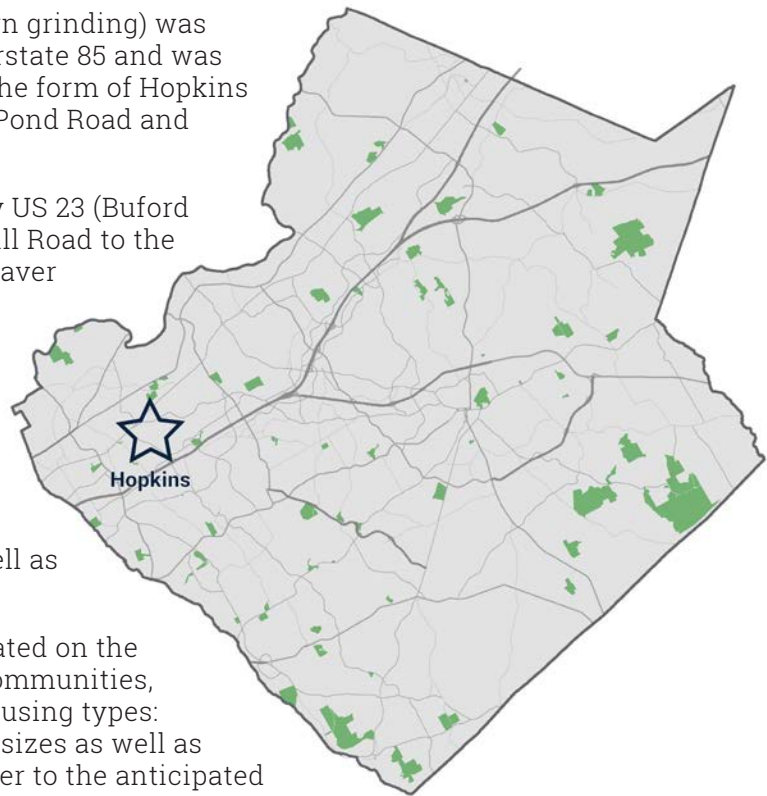


Hopkins

A mill called Hopkins Mill (used for corn grinding) was located off Beaver Ruin Road near Interstate 85 and was destroyed by a fire. It left its name in the form of Hopkins Mill Subdivision at the intersection of Pond Road and Hopkins Mill Road.

The Hopkins community is bounded by US 23 (Buford Highway) to the northwest, Pleasant Hill Road to the northeast, I-85 to the southeast, and Beaver Ruin Road to the southwest. Due to its proximity to these corridors, it is anticipated to undergo revitalization and redevelopment over the next 20 years, as it was one of the early areas of Gwinnett County to be developed. It is comprised of residential uses, including the neighborhood associated with Berkeley Hills Country Club, as well as office/industrial and commercial uses.

The existing residential area is designated on the Future Development Map as Vibrant Communities, as it currently provides a mixture of housing types: single family homes on a variety of lot sizes as well as apartments. This area will act as a buffer to the anticipated redevelopment of commercial uses along Pleasant Hill Road into a Regional Activity Center. Areas along Buford Highway that are currently Employment Centers are expected to remain employment-oriented, while a small section of Buford Highway just north of the City of Norcross is designated as a Community Mixed-Use area, allowing for potential redevelopment as a more intense community center to provide activity for the surrounding residents.

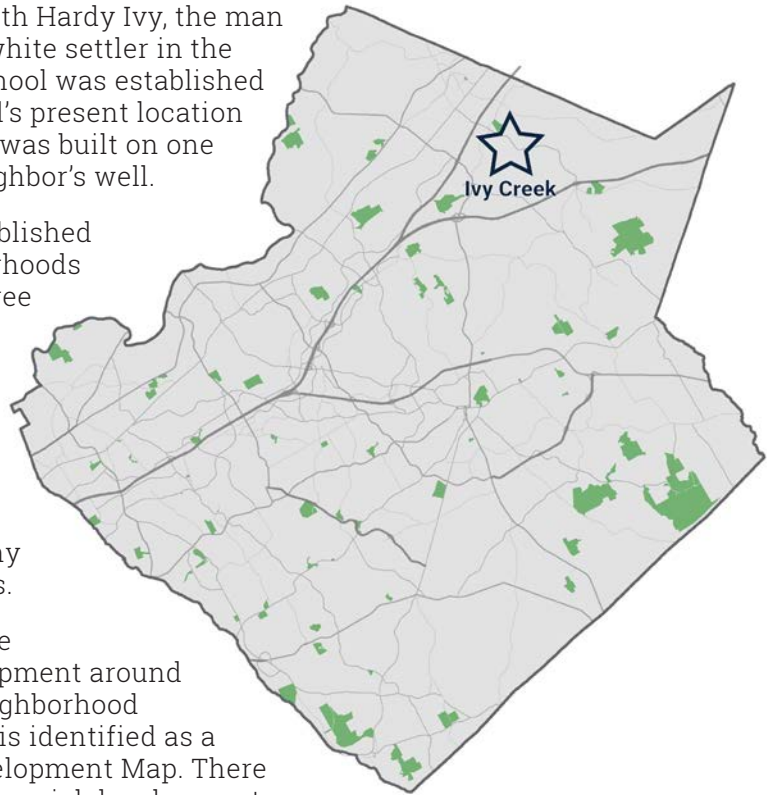


Ivy Creek

The name “Ivy” may have originated with Hardy Ivy, the man many historians believe was the first white settler in the Atlanta area. The original Ivy Creek School was established in 1911, just a few miles from the school’s present location on Ivy Creek Road. The original school was built on one acre of land and used water from a neighbor’s well.

The Ivy Creek area includes many established suburban oriented residential neighborhoods characterized by relatively large lots, tree coverage, and minimal commercial development. The future of this area will be challenged by the planned construction of a new interchange at I-85 and SR 324/Gravel Springs Road, and how that construction may subsequently attract the more intense types of land uses that often accompany this type of transportation investments.

To help guide the future of this area, the likelihood of future commercial development around the interchange should function as neighborhood serving. As such, the interchange area is identified as a Neighborhood Node on the Future Development Map. There is significant regionally oriented commercial development immediately to the west in the Mall of Georgia area and another major commercial node to the east in Hamilton Mill. Focusing the Ivy Creek area to be fundamentally neighborhood oriented will help preserve the integrity and purpose of these surrounding neighborhoods. Furthermore, the interchange is planned to better provide connectivity to the many residents of the area who today only have indirect access to I-85 through the Mall of Georgia and Hamilton Mill areas. Preserving the capacity of the interchange for existing residents and businesses will be important as well.





ESPRESSO.

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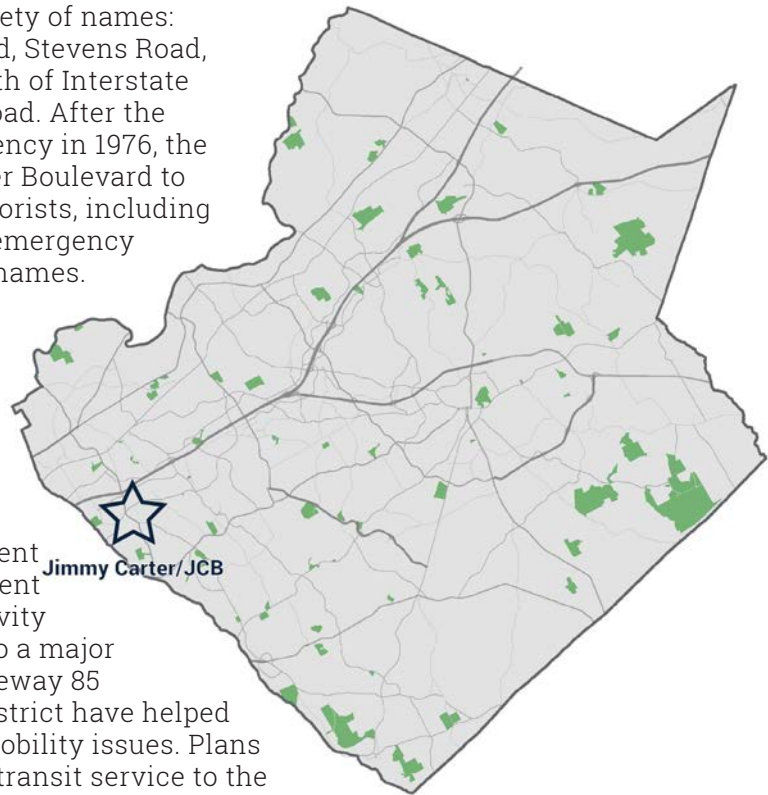
CUBAN ESPRESSO WITH BROWN SUGAR	\$1.95
CUBAN ESPRESSO WITH BROWN SUGAR SPLASH OF STEAMED MILK	\$2.25
CUBAN ESPRESSO SHOT WITH STEAMED MILK AND BROWN SUGAR (LATTE)	\$2.75
CUBAN ESPRESSO SHOT WITH BOILED WATER	\$1.95



Jimmy Carter Boulevard/JCB

Before it was known by its current name, sections of Jimmy Carter Boulevard were known by a variety of names: Norcross-Tucker Road, Northridge Road, Stevens Road, Blackwood Road, and the segment south of Interstate 85 was known as part of Rockbridge Road. After the election of Jimmy Carter to the presidency in 1976, the County renamed the road Jimmy Carter Boulevard to eliminate confusion on the part of motorists, including ambulance drivers and firefighters in emergency situations given the profusion of road names.

The Jimmy Carter Boulevard community has become a focal point of development and exemplifies the multi-cultural diversity of Gwinnett County. The abundance of ethnic restaurants and retailers attract visitors from across the region and has contributed to the area's development as a notable commercial and employment center. Given the concentration of activity in this area, and its location adjacent to a major thoroughfare (I-85), projects by the Gateway 85 Gwinnett Community Improvement District have helped address traffic congestion and other mobility issues. Plans to potentially provide higher-capacity transit service to the Jimmy Carter Boulevard area suggest that this area will continue to serve as a major activity hub for the County. It has been designated as a Regional Activity Center on the Future Development Map, as the area is ripe for redevelopment into an intense, mixed-use destination emphasizing its diverse cultures while maintaining high quality aesthetics.



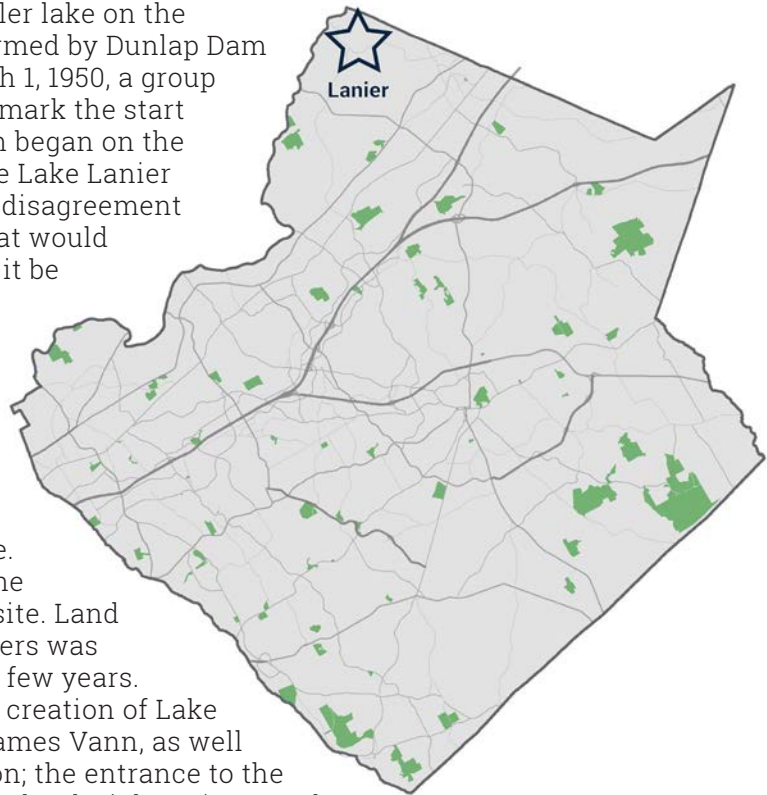
Lanier

Before Lake Lanier was created, a smaller lake on the Chattahoochee River existed. It was formed by Dunlap Dam which was completed in 1908. On March 1, 1950, a group met in Buford, Georgia to symbolically mark the start of the project shortly after construction began on the Buford Dam in 1941, which would create Lake Lanier after its completion in 1956. There was disagreement over almost every aspect of the lake that would be created by the dam: its uses (should it be designated to provide power, water or recreation), its location (originally proposed to inundate Roswell), and its name (Lanier would be chosen after the start of construction).

The government had to buy 56,000 acres of private land through eminent domain to create the lake for public use. To begin with, land was purchased at the south end of the lake, around the dam site. Land that would be flooded by the rising waters was purchased piece by piece over the next few years. Some structures were destroyed by the creation of Lake Lanier, including the toll-gate run by James Vann, as well as most of his Chattahoochee Plantation; the entrance to the Georgia Road (later known as the Old Federal Highway); several ferries – including Shadburn's Ferry – that crossed the Chattahoochee River; and many covered bridges, including Brown's Bridge and Keith's Bridge. Graves were relocated, concrete and brick structures were left in many cases, and wooden structures were removed.

On February 1, 1956 the powerhouse gates were closed, and Lake Lanier began the slow process of filling. In 1957 the first power was generated and in May 1959, the lake reached its full level for the first time.

Today, the lake serves as the centerpiece of the Lanier area and is enjoyed by residents as well as visitors from the metro Atlanta area and beyond for leisure and recreational purposes. The vision for the Lanier community is to maintain it as a residential area – specifically designated as part of the Chattahoochee River Area Character Area on the Future Development Map. Any new development should consist of low density residential and strive to maintain greenspace to preserve the natural environment surrounding the lake to minimize any negative impacts.







WELCOME TO COOLRAY FIELD

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COOLRAY

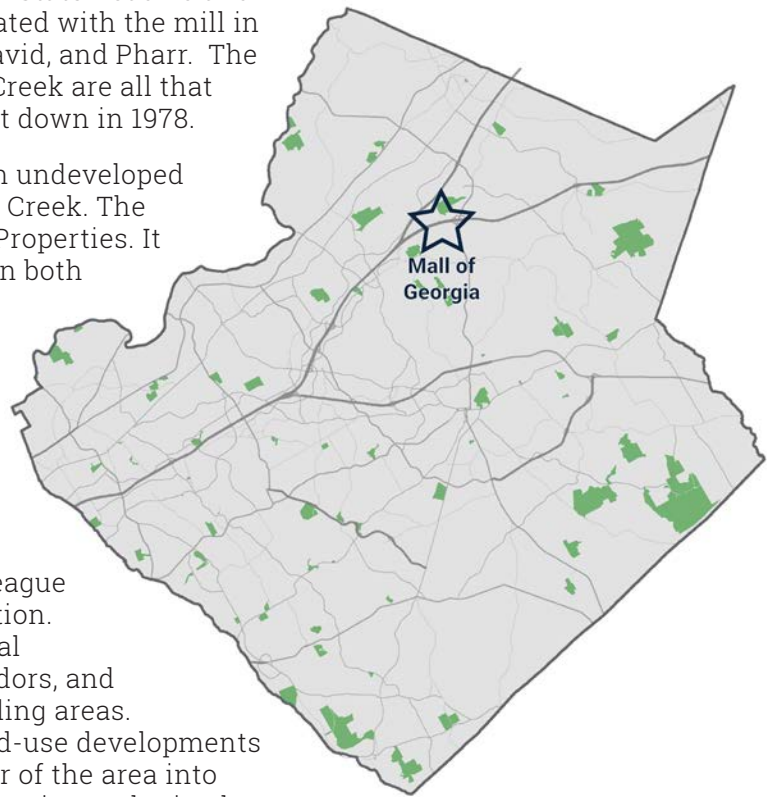
FAST RESPONSE
TRUSTWORTHY
GREAT VALUE

Mall of Georgia

Today, the Ivy Creek Greenway Trail runs past the historic Woodward Mill. Shadrack Bogan built this mill in 1824 on a site that later would be adjacent to the intersection of State Road 20 and I-85 near Buford. Other families associated with the mill in its 150-year history were Woodward, David, and Pharr. The rusting wheel and dam across the Ivy Creek are all that remains of the mill after a fire burned it down in 1978.

The Mall of Georgia was built largely on undeveloped land and sits alongside a section of Ivy Creek. The mall opened August 13, 1999 by Simon Properties. It is currently the largest shopping mall in both metro Atlanta and Georgia, consisting of more than two hundred stores on three levels.

The Mall of Georgia community sits at the junction of Interstates 85 and 985 in north Gwinnett and has become a regional center for retail. In addition to the mall, Coolray Field – home of the Gwinnett Stripers minor league baseball team – is an additional attraction. This area boasts substantial commercial development along the interstate corridors, and single-family development in surrounding areas. However, recent interest in large, mixed-use developments have the potential to alter the character of the area into one that supports more multi-family housing and mixed-use development. With the prospect of new development, it is suggested that the Mall of Georgia area should function as one of the County's focal points for commercial and economic activity, indicated as a Regional Activity Center in the future development map.

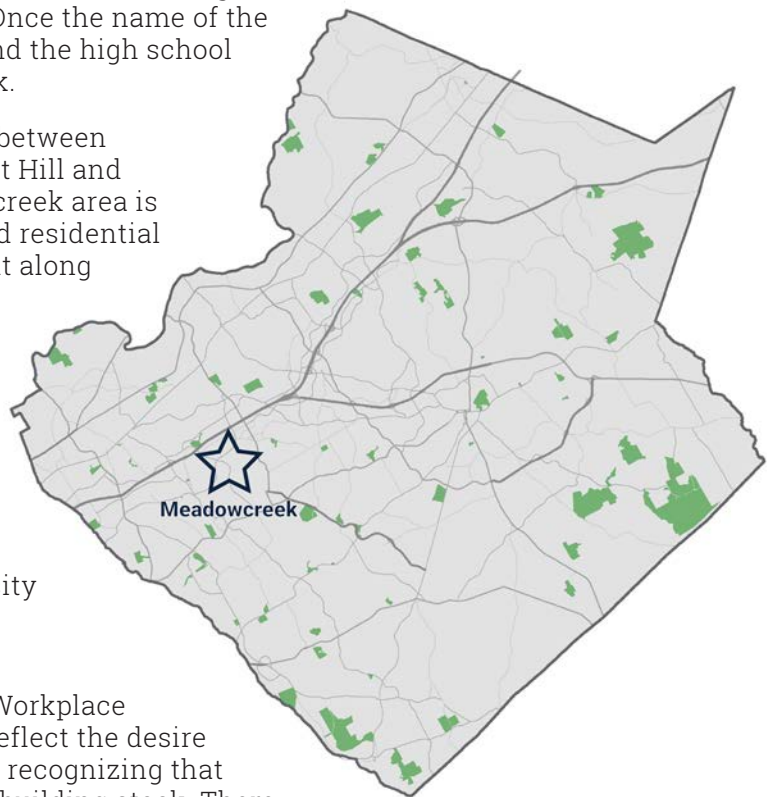


Meadowcreek

This was the undeveloped location for Meadowcreek High School, which opened in August 1986. Once the name of the high school was chosen, the area around the high school began to be referred to as Meadowcreek.

Situated south of the I-85 corridor and between significant commercial nodes (Pleasant Hill and Jimmy Carter Boulevard), the Meadowcreek area is mainly comprised of suburban-oriented residential development. Commercial development along Indian Trail-Lilburn Road, particularly businesses catering to the Hispanic community, show that Meadowcreek has become an increasingly multi-cultural community. Indicated on the Future Development Map as part of Vibrant Communities, the Meadowcreek area is anticipated to remain largely residential and serve as a transition area between the low-density residential development and nearby commercial districts.

The area along I-85 is designated as a Workplace Center and Community Mixed-Use to reflect the desire to maintain its current character while recognizing that the development is comprised of older building stock. There are redevelopment opportunities near Indian Trail-Lilburn road and I-85 as indicated in an LCI study by Gateway 85 Gwinnett CID that would likewise complement ideas by the City of Norcross at the Park and Ride lot at I-85.



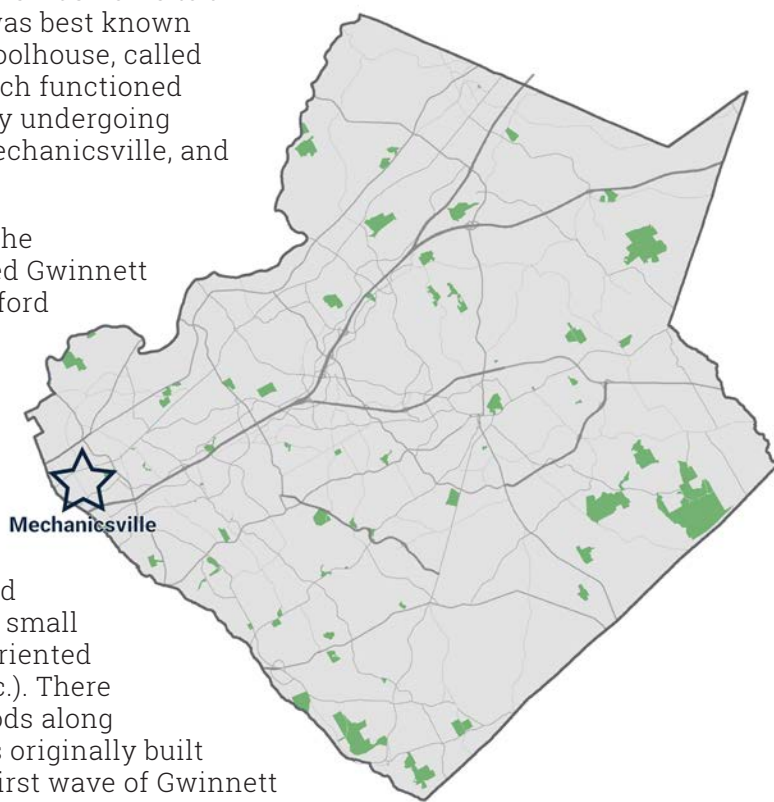




Mechanicsville

At the time of inception, Mechanicsville was home to a small farming community. The area was best known for its one-room, white clapboard schoolhouse, called the Mechanicsville School House, which functioned between 1911 and 1923, and is currently undergoing restoration efforts by the Norcross, Mechanicsville, and Pinckneyville Historical Societies.

The Mechanicsville community is in the southwestern corner of unincorporated Gwinnett County and its position along both Buford Highway and I-85 makes it part of the “gateway” to Gwinnett County. Much of the space in Mechanicsville is dedicated to industrial, manufacturing, and warehousing space, especially along Best Friend Road and Button Gwinnett Drive, supported by the rail line and spurs that criss-cross the community. Buford Highway currently hosts a plethora of small businesses, many of which are auto-oriented (car repair, gas stations, auto glass, etc.). There are also a few residential neighborhoods along Buford Highway, which feature homes originally built in the 1950s and 1960s, as part of the first wave of Gwinnett County’s development.

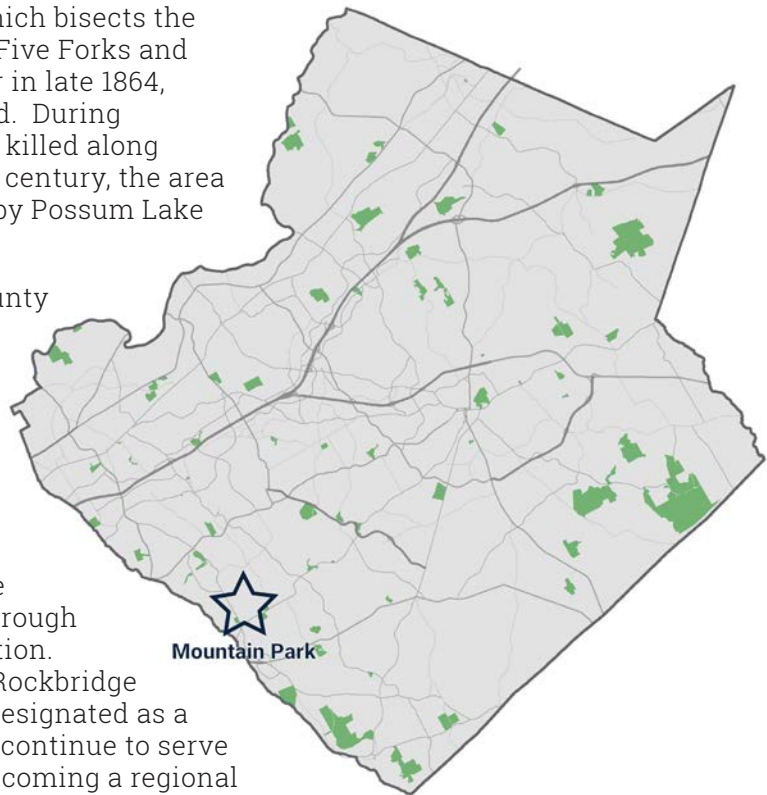


In the future, manufacturing and other industrial activities may transition into other employment-oriented activities. Recent investment in the older housing stock suggest that the community’s location is attracting new interest. With the advantages of location and current affordability, these neighborhoods are envisioned as areas featuring a variety of housing types and sizes, able to continue to support the local working class as well as to include new residents in more dense configurations that minimize impact to the existing community. Commercial establishments along Buford Highway could also transition to include more neighborhood- and community-serving activities, such as grocers and restaurants, as the area around them hosts a larger and more diverse populace, reducing the need for residents to travel to goods and services.

Mountain Park

The area was once best known as “Trickum,” reflected in the name Five Forks-Trickum Road, which bisects the community. Trickum was centered on Five Forks and Rockbridge Roads. During the Civil War in late 1864, Trickum was the scene of a cavalry raid. During that skirmish, five Union soldiers were killed along Rockbridge Road. In the mid-twentieth century, the area was known as Possum Corner for nearby Possum Lake (now Lake Lucerne).

Adjacent to Lilburn and the DeKalb County border, Mountain Park was one of the first communities in Gwinnett County to see rapid development in the 1970s and 1980s as suburban development moved north from Atlanta. It is home to Gwinnett County Public School’s Parkview cluster, and the County’s J.B. Williams Park and Mountain Park Park. The County seeks to preserve the residential nature of the community through the Established Neighborhood designation. The small commercial area located at Rockbridge Road and Five Forks Trickum Road is designated as a Neighborhood Node and is intended to continue to serve the residents of the area rather than becoming a regional destination. However, the community’s vision is for the aging commercial buildings to eventually be redeveloped into a more cohesive, pedestrian oriented shopping area, integrating small office tenants and some low intensity residential uses. The surrounding Vibrant Community designation will encourage a variety of housing types as a buffer between the node and the single-family residential development, and provide a market as well as potential employees for the redeveloped mixed-use node.







Pleasant Hill

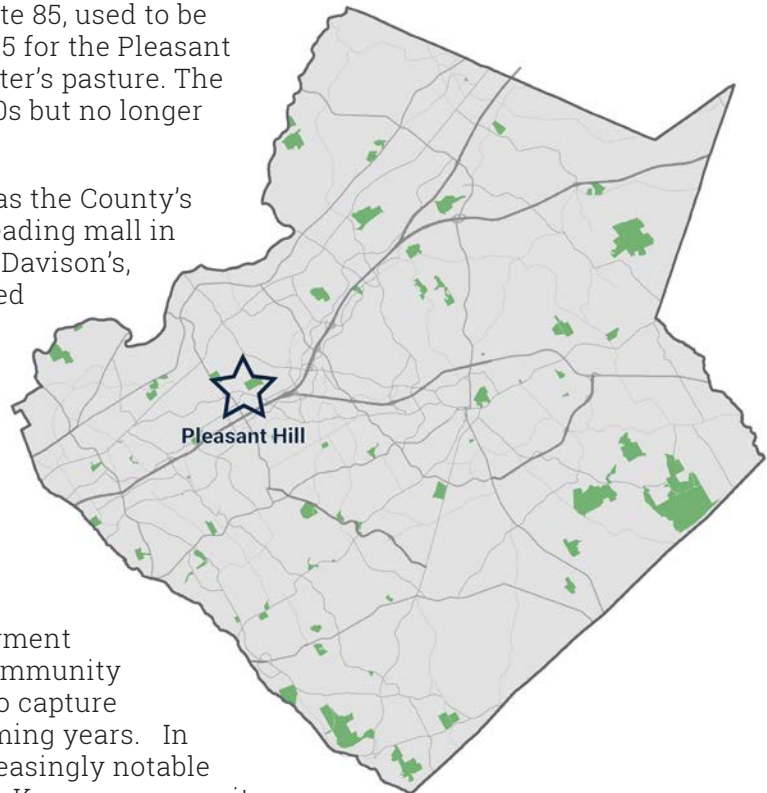
The Pleasant Hill area, northeast of Interstate 85, used to be the area where baptisms would occur in 1925 for the Pleasant Hill Baptist Church. It was then Charlie Lester's pasture. The Pleasant Hill Church still existed in the 1920s but no longer stands.

The Gwinnett Place Mall, opened in 1984, was the County's first mall. For the first 16 years, it was the leading mall in the region. Its original anchors were Rich's, Davison's, and Sears. The mall was seriously challenged by the opening of the Mall of Georgia in 1999, the opening of Discover Mills (now Sugarloaf Mills) in 2001, and the area's vastly changing demographics.

As one of the major nodes in our community at the confluence of several major transportation routes (I-85, SR 316, Pleasant Hill Road), serving as the transfer hub for the existing Gwinnett Community Transit system, and already a major employment and commercial center, the Pleasant Hill community is anticipated to be one of the major areas to capture redevelopment and revitalization in the coming years. In recent years, the area has also become increasingly notable for businesses owned by and catering to the Korean community, including several restaurants. This has kicked off a wave of small scaled revitalization projects of individual businesses and buildings. This type of reinvestment and reimagining will be important for this area because its first wave of growth was so disproportionately retail-oriented, leaving the area particularly vulnerable to the ongoing changes and dynamics in that industry.

A vision of a more urban future was further articulated by the community. For instance, the revitalization of the area was cited as one of the highest priority "needs" in the County and was highlighted as the area most desired for "change" to a particularly urban environment in the Plan the Future! exercises conducted throughout the Unified Plan process.

Recent initiatives to help propel this vision include the installation of the Venture Drive Overlay District, which establishes several standards to encourage redevelopment, and the recommendation for the eventual implementation of high capacity transit to the area in the unfunded portion of the Connect Gwinnett: Transit Plan. These efforts, along with ongoing collaborations with the Gwinnett Place CID to install sidewalks, implement road diets (vehicle lane reductions on Gwinnett Place Drive and Mall Boulevard to be replaced by a multimodal linear park environment), and longer term initiatives like The Loop Trail (which will connect the area to surrounding communities via an eventual 16 mile loop) will help to reinforce the area as a regional attraction for jobs, commerce, and entertainment.

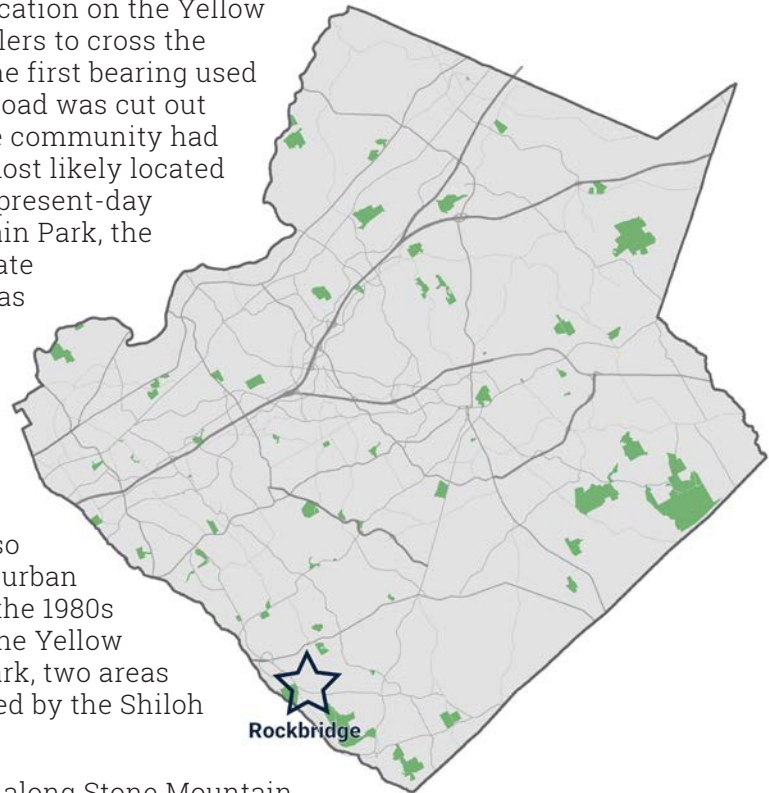


Rockbridge

The name “Rockbridge” came from a location on the Yellow River where a rock shoal allowed travelers to cross the river easily. The Rockbridge site was the first bearing used by surveyors in the area. Rockbridge Road was cut out sometime in the 1820s. The Rockbridge community had its own post office from 1839 to 1865, most likely located in the vicinity of the Yellow River and present-day Highway 124. Like its neighbor, Mountain Park, the area saw action from the Civil War in late 1864. Rockbridge Elementary School was originally built in 1966 to serve the rapidly growing population in the area.

Outside of the commercial development along US Hwy. 78 (Stone Mountain Highway), the Rockbridge community is largely residential. It also experienced the first wave of rapid suburban development in the County, mainly in the 1980s and 1990s. Amid its development lies the Yellow River Game Ranch and Yellow River Park, two areas intentionally preserved. It is also served by the Shiloh school cluster.

The existing commercial development along Stone Mountain Highway is designated to redevelop as Community Mixed-Use to encourage walkable, pedestrian oriented commercial developments integrating small office tenants and residential uses to serve the surrounding residents. This area could also serve as a center for the Rockbridge community. The Vibrant Communities designation between the Community Mixed-Use and Established Neighborhood areas will allow a variety of housing types to attract new residents who seek an alternative to large lot, single-family residential developments. The variety of housing offered in the Vibrant Communities character area could also appeal to current Rockbridge residents who are transitioning to a stage of life where they no longer desire a large lot and home to maintain.



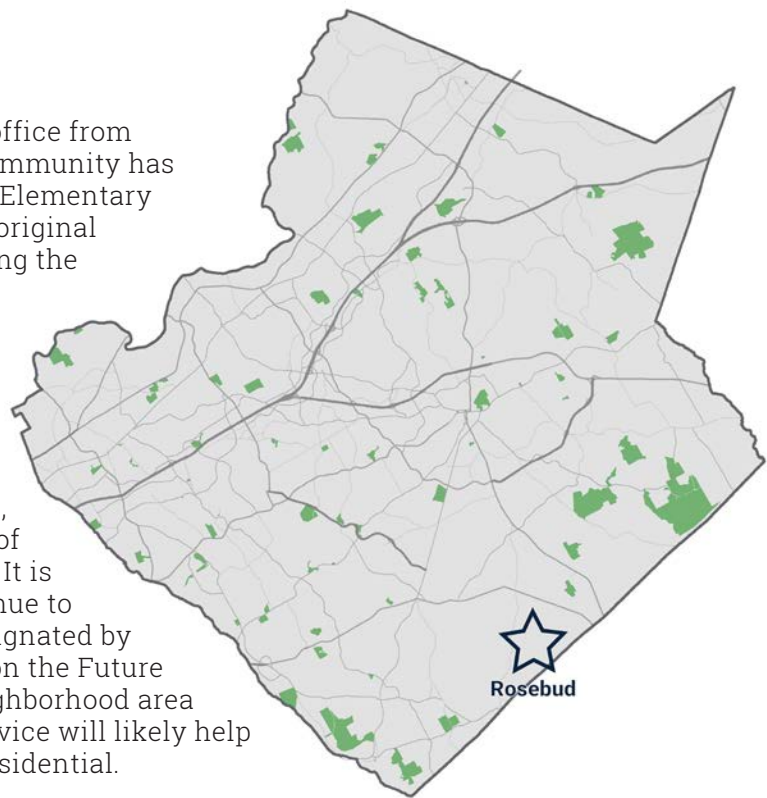




Rosebud

The Rosebud community had its own post office from 1897 to 1905. Over the years, the Rosebud community has experienced growth and renewal. Rosebud Elementary School was built across the street from the original Rosebud School, organized in 1903. Following the growth of the community, Superintendent J. Alvin Wilbanks saw the need for appropriation for a new school to accommodate the South Gwinnett Cluster's growth.

Characterized by large tracts of land, greenspace, and low-intensity development, the Rosebud community is considered one of the least developed portions of the County. It is recommended that much of this area continue to retain the lowest scale of development, designated by the Suburban Estate Living character area on the Future Development Map, with an Established Neighborhood area adjacent to Snellville. The lack of sewer service will likely help to maintain this area as very low density residential.



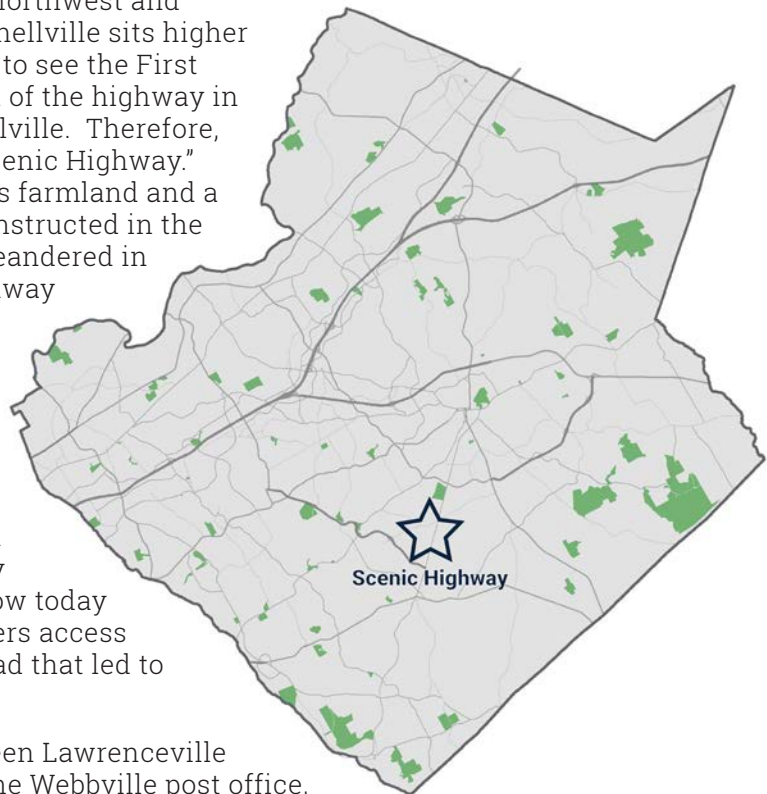
Scenic Highway

The Scenic Highway (Hwy. 124) corridor runs straight for approximately six miles southwest to northwest and connects Snellville to Lawrenceville. Snellville sits higher than Lawrenceville, making it possible to see the First Baptist Church steeple at the other end of the highway in Lawrenceville, while looking from Snellville. Therefore, this section of Hwy. 124 was named “Scenic Highway.” There was not much in the area besides farmland and a few houses before the highway was constructed in the 1950s. Before it was rebuilt, the road meandered in and out of what is now the Scenic Highway community.

About halfway down the highway is the intersection of Webb Gin House Road and Highway 124, where a cotton gin was once located. This area was known as Webbville, as Rev. Andrew Jackson Webb ran a cotton gin there from the late 1800s until the early 1900s. The predecessor of what we know today as Webb Gin House Road allowed farmers access to his gin and was, quite simply, the road that led to Mr. Webb’s gin house.

In the early 1900s, farmers living between Lawrenceville and Snellville picked up their mail at the Webbville post office, located in a general merchandise store operated by Alex Webb. A carrier on horseback delivered mail to Webbville twice a week and picked up letters. The post office closed with the advent of rural free delivery, and the cotton gin closed in 1918, followed by the closure of the corn-grinding mill in 1924. The mill house burned in 1927.

Located along SR 124, the Scenic Highway community includes a number of established suburban oriented residential neighborhoods as well as a commercial district comprised of shopping centers and other strip retail development, including the Shoppes at Webb Gin, located in the area historically referred to as Webbville. To retain the area’s existing scale of low-intensity development and accommodate a more pedestrian-friendly environment, it is recommended that the SR 124 corridor accommodate more mixed-use commercial development, identified as Community Mixed-Use on the Future Development Map. The area also has the potential to serve as a part of a significant regional trail network, specifically with the construction of the Ivy Creek to Snellville Trail.





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DOMINICAN
HAIR SALON

UNIQUE
NAILS

SUBWAY





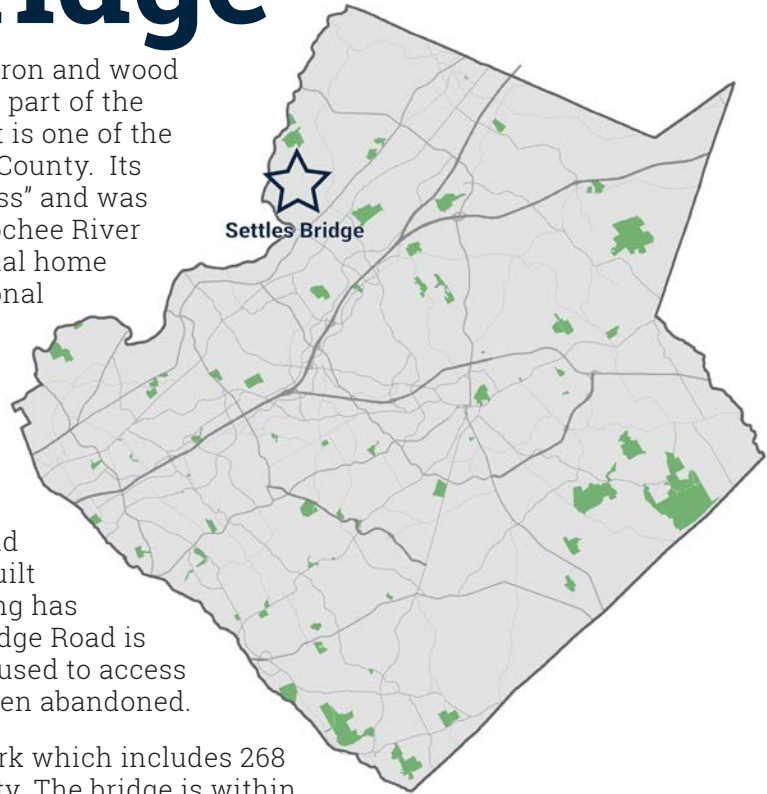
Settles Bridge

Settles Bridge, located in Suwanee, was an iron and wood truss bridge completed in 1896 and is now a part of the Chattahoochee National Recreation Area. It is one of the oldest river bridges remaining in Gwinnett County. Its construction is known as “pratt through truss” and was built to replace a ferry across the Chattahoochee River operated by the Settles family, whose original home (constructed nearby, in 1834) is on the National Register of Historic Places. Remnants of the historic Level Creek Mill, constructed during the 1840s, can still be found near the Settles Bridge.

The bridge was abandoned in the 1950s after the wooden flooring rotted away and newer bridges were constructed at SR 20 and McGinnis Ferry Road. The bridge was not built to handle the weight of modern cars. Nothing has been done with the bridge since. Settles Bridge Road is a historic public road that at one point was used to access Settles Bridge. Portions of this road have been abandoned.

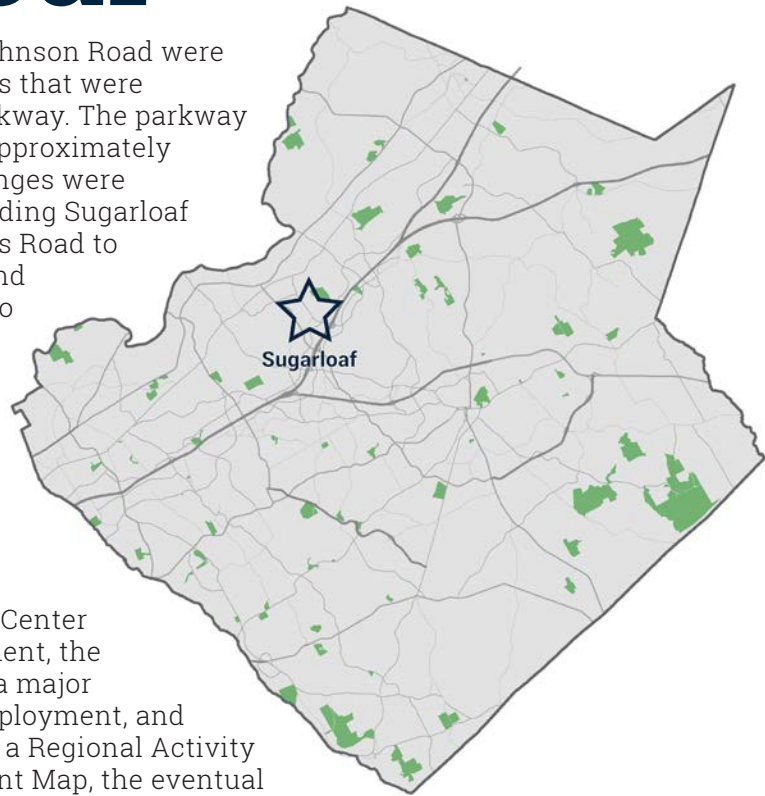
Located near the bridge is Settles Bridge Park which includes 268 acres of recreation space in Gwinnett County. The bridge is within the Settles Bridge Park authorized boundary, but neither the land nor the bridge are wholly owned by the National Park Service. Gwinnett County abandoned the road leading to the east side of the structure and donated that land to the National Park Service along with the eastern half of the bridge. Ownership of the western half of the bridge remains with Forsyth County. There is consideration of future pedestrian use of the bridge.

The Settles Bridge community lies adjacent to the Chattahoochee River and is predominantly a single-family residential area that is unlikely to undergo a significant change in character over the next twenty years. It is home to the Bear’s Best Atlanta and River Club golf course communities. As such, Settles Bridge provides an area of high quality, executive housing developments for the County. This area is designated as the Chattahoochee River Character Area on the Future Development Map, indicating the County’s desire to maintain it as a low-density residential area to minimize impacts to the river.



Sugarloaf

Davis Road, Ruston Road, and Johnson Road were among some of the original roads that were connected to form Sugarloaf Parkway. The parkway was constructed in 1995 and is approximately 18 miles long. Two new interchanges were subsequently constructed, extending Sugarloaf Parkway north from Old Norcross Road to University Parkway (Hwy 316), and again from University Parkway to Interstate 85. Gwinnett County Department of Transportation has acquired some right-of-way for the future expansion of the parkway to SR 20 (Buford Drive) and eventually on to Peachtree Industrial Boulevard.



Anchored by the Infinite Energy Center and the planned Revel Development, the Sugarloaf area is intended to be a major regional draw for commerce, employment, and entertainment. Characterized as a Regional Activity Center on the Future Development Map, the eventual vision for the area is a shift to a more urban, walkable environment. Revel will be a leading factor in this transition and the efforts of the recently created Sugarloaf CID will offer many partnering opportunities in the future. On that note, the CID recently completed an LCI study for the area which broadly aligns with the Regional Activity Area vision for the future. A potential challenge to achieving this future are the large superblock sizes and suburban oriented campuses in the area. Nonetheless, the transformation of parts of the Infinite Energy Center into the mixed-use, human scaled Revel will offer guidance on how this can be successful.

The core area is also surrounded by many residential neighborhoods, including the Sugarloaf Country Club which is home to many of our most affluent residents and importantly, business leaders that can help drive the broader economic development opportunities throughout Gwinnett. The convenience of this area to the Regional Activity Center part of Sugarloaf will be instrumental to the business opportunities in this area.



Infinite Energy ARENA

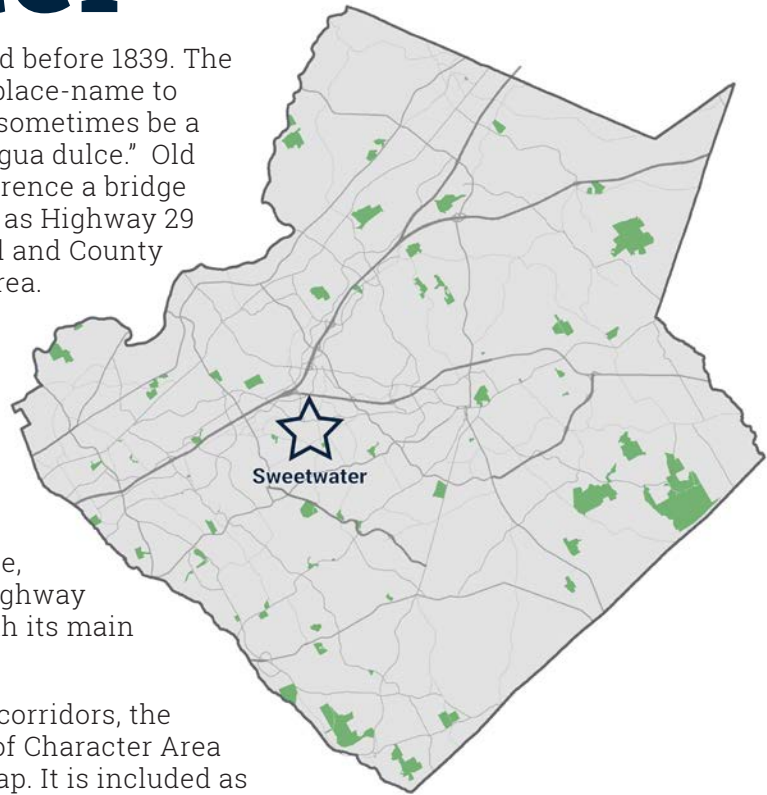


Sweetwater

The Sweetwater community was established before 1839. The name "Sweetwater" is frequently used as a place-name to identify a source of potable water and may sometimes be a direct translation from the Spanish term, "agua dulce." Old Gwinnett County Inferior Court records reference a bridge over Sweetwater Creek in 1822 (now known as Highway 29 near Ronald Reagan Parkway). A major road and County park both bear the historical name of this area.

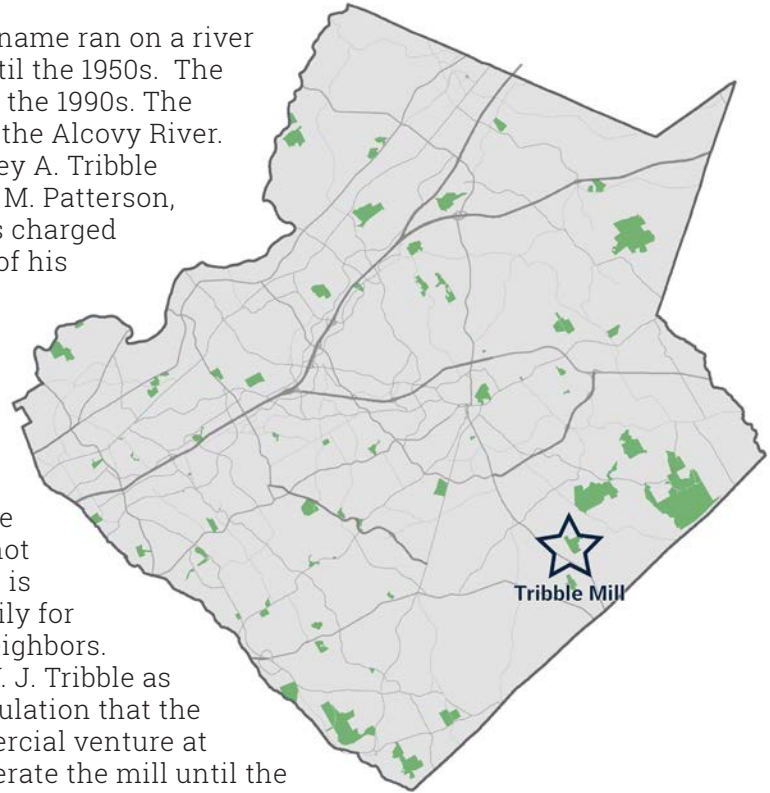
The community is home to Northwood Country Club and includes a mix of single-family and multi-family housing. The main commercial area sits along Pleasant Hill Road, with employment oriented uses near I-85 along Breckinridge Boulevard. The interchange at SR 316 and Sugarloaf Parkway includes industrial, office, and commercial uses, and Lawrenceville Highway has scattered commercial development, with its main commercial hub centered at Oakland Road.

With its wide range of land uses and major corridors, the Sweetwater community includes a variety of Character Area designations on the Future Development Map. It is included as part of the Gwinnett Place Regional Activity Center, which envisions a mostly high intensity mixed-use area. The residential areas are designated as Established Neighborhoods and likely will not undergo any major change in character over the next 20 years. Industrial areas along I-85 and SR 316 are likely to continue as Employment Centers, while the area around Gwinnett Technical College is designated as Innovation District to maintain SR 316 as the County's research and development corridor to encourage a synergy between the college and surrounding industries. With its Commercial Mixed-Use designation, the County hopes to see the Lawrenceville Highway corridor redevelop over time to include pedestrian oriented mixed-use developments to serve the surrounding neighborhoods. Finally, the Vibrant Community areas will encourage a mix of housing types intended to serve as a transitional buffer between the Regional Activity Center and commercial activity along Lawrenceville Highway and the existing neighborhoods.



Tribble Mill

The mill that gave Tribble Mill its name ran on a river on the property from the 1830s until the 1950s. The land was privately owned up until the 1990s. The Tribble Mill Creek is a tributary of the Alcovy River. It is known that in May 1873, Ansley A. Tribble obtained the mill site from James M. Patterson, the Sheriff of the County, who was charged with disposing of the mill as part of his official duties. In an old deed, the mill is referred to as a “flouring and corn mill” and was noted to have been called “Pruett’s and Coffee’s Mill”. Mastin Pruett and John B. Coffee, earlier owners of the mill, shared ownership with Tribble. It appears that Tribble Mill in the late-19th century was not a commercial milling operation. It is assumed that the mill was primarily for family use, and available to the neighbors. However, the 1900 census listed W. J. Tribble as a manufacturer, which led to speculation that the mill had become more of a commercial venture at that time. Tribble continued to operate the mill until the 1930s when it was sold. Since then, the mill tract has passed through a series of unrelated owners.



A Master Plan for Tribble Mill Park was completed in November 1979 by Gwinnett County Commissioners with assistance from the U.S. Department of Agriculture Soil Conservation Service. At that point, remnants of the former iron water wheel and stone foundations were present. It was also documented that there were remnants of numerous house sites as well as several mills at this Tribble Mill site over time. The name “Tribble” is inscribed in some of the concrete work believed to date from the 1920s. Implementation of the County’s Master Plan transformed the site into a recreation area now known as Tribble Mill Park. A Master Plan update for the park was prepared in May 2009. There are two lakes on the property, Ozora and Chandler Lake, and a large meadow called Ozora Meadows that can accommodate up to 3,500 people. The eastern portion of Ozora Lake has a 3.4-mile paved surface, multi-use trail that runs along its circumference. The non-paved surface trail runs through the park and around portions of the lake and totals approximately 12 miles. These soft surface trails are used for equestrian and mountain biking.

An area characterized by abundant open space and low-intensity residential development, the Tribble Mill area represents one of the remaining portions of the County that has retained its original character. Community and stakeholder input strongly suggested this character remain preserved, with an emphasis on large-lot, single-family residential development. This vision for an area where greenspace and low-intensity development is preserved can be achieved, specifically through designating the area as Suburban-Estate Living, indicated on the Future Development Map. This vision is further illustrated through plans to construct the Harbins Greenway, a 17.4-mile trail that would connect Harbins Park, Tribble Mill Park, and Loganville.



Short Term Initiatives

The final component of the implementation part of the Unified Plan are the short term initiatives that the County will be pursuing in the coming years. These initiatives are provided relative to the Themes and Policy (from the Our Vision chapter) that they support. Additionally, this information is provided as the County's Short Term Work program, as required by the Georgia Department of Community Affairs, along with a Report of Accomplishments in Appendix E.

THEME 1: MAINTAIN ECONOMIC DEVELOPMENT AND FISCAL HEALTH

Policy 1.1 - Promote Mixed-Use, Nodal Development Along Major Corridors

Make proactive investments in designated mixed-use centers (e.g., upgrade roads and sewers, parking structures, civic buildings, landscaping, etc.)

Revisit UDO Permitted Use Table and Supplemental Table to streamline zoning and development approval process

Investigate forecasting ability to determine land use and fiscal implications of land use changes

Policy 1.2 - Promote Office Use as Part of Larger, Mixed-Use Developments

Consider amending mixed-use zoning district regulations to encourage incorporation of more office use

Policy 1.3 - Coordinate with DWR on Placement of Water and Sewer in Conjunction with 2050 Sewer Master Plan

Evaluate future wastewater treatment capacity needs and location(s) for new and/or expanded water reclamation facilities

Review and modify as necessary septic to sewer policies and ordinances

Policy 1.4 - Promote University Parkway (SR 316) as Gwinnett's Innovation District

Continue to implement the strategy to upgrade University Parkway to a limited access highway

Consider strategic implementation of improvements to support R&D growth

Refer to 2011 Sector Plan for additional information regarding desired amenities to promote R&D corridor growth

Foster "enterprise" relationship with Georgia Gwinnett College, Gwinnett Technical College, and Gwinnett Medical Center to encourage the transition of promising research ideas into successful businesses

Follow the implementation strategy to develop an R&D Overlay District with specific development regulations. Study the Innovation District Character Area.

Develop and implement promotional materials to attract businesses

Policy 1.5 - Employ Debt Financing, User Fees, Public-Private Partnerships, and Other Methods to Finance Major Infrastructure

Determine costs for capital improvement projects

Continue to issue bonds to cover infrastructure costs

Policy 1.6 - Encourage Redevelopment/Renovation of Existing, Aging Retail Centers, and Promote New Retail as Part of Mixed-Use Developments

Conduct market forecast to determine the existing and anticipated market demand for commercial/retail uses along targeted corridors

Determine priority retail centers for redevelopment. Study vacancy rates and recommend sites.

Update Existing Land Use Map

THEME 2: FOSTER REDEVELOPMENT

Policy 2.1 - Institute a Variety of Redevelopment Incentives and Bonuses

Consider new mixed-use zoning districts in appropriate character areas and promote redevelopment incentives that exchange increased Floor Area Ratio for community space

Support small business activities through development of Small Business Resource Center and staff support

Policy 2.2 - Promote Densification in Specific Areas Designated for Mixed-Use Through Rezoning and Increased Infrastructure Capacity

Revise zoning district text and/or create new districts to permit higher densities and design standards in specific areas in accordance with policy maps

Make complementary proactive investments in redevelopment areas designated for higher densities

Policy 2.3 - Use Tax Allocation Districts (TADs)

Review streamlining the TAD policy/process

Secure bonds for projects.

Policy 2.4 - Promote Shared Infrastructure Facilities

Change applicable policies and ordinances to allow multi-parcel owners to create and use shared stormwater and parking facilities

Develop a program to promote shared infrastructure options to developers

Evaluate future wastewater treatment capacity needs and location(s) for new and/or expanded water reclamation facilities

Policy 2.5 - Allow Corner Neighborhood-Serving Stores in Defined Residential Nodes

Amend the County Zoning Regulations to allow for convenience shopping in medium and high density residential areas if certain criteria for parcel size, aesthetics, etc. are met

THEME 3: MAINTAIN MOBILITY AND ACCESSIBILITY

Policy 3.1 - Enhance Signal Coordination and Intelligent Transportation Systems (ITS)

Continue to identify areas in need of signal coordination and/or ITS improvements

Maintain County funding source for improvements

Installation of ITS improvements

Policy 3.2 - Promote Inter-Parcel Access on Arterials in New Development and Redevelopment, to Cut Down on Curb Cuts

Update the access management portion of the County's Existing Activity Center/Corridor Overlay Districts overlay zone

Support the interface with GDOT's Navigator System and the County's Smart Commute Program

Policy 3.3 - Enhance Incident Management (Traffic Control Center)

Identify and prioritize additional resources for incident management.

Policy 3.4 - Establish a Road Connectivity Requirement for New Development

Define block lengths for urban and suburban areas

Adopt a Connectivity Index for all new residential subdivisions

Develop connectivity standards for new development and incorporate them into the Unified Development Ordinance

Research doing corridor studies

Policy 3.5 - Create Transit Oriented Development (TOD) at Proposed Transit Stations/Hubs

Identify possible transit alignments

Identify areas that would be suitable for TOD and station development

Create incentives to promote development in TOD areas

Policy 3.6 - Support the Recommendations and Policies in the Connect Gwinnett: Transit Plan

Identify additional areas to be served by transit

Evaluate funding sources and strategically pursue state and federal aid for additional transit needs

Develop and implement transit promotion campaign

Policy 3.7 - Adopt and Promote Land Use Policies that Support the Recommendations and Policies in the Comprehensive Transportation Plan (CTP)

Prioritize capacity improvement projects

Establish policy that, where feasible, new roadway construction will consider bike lanes and multi-use paths to provide alternative transportation

Develop and implement funding plans for projects

Improve road connections to Fulton/Forsyth per CTP

THEME 4: PROVIDE MORE HOUSING CHOICES

Policy 4.1 - Preserve and Expand Housing for All Income Levels and Phases of Life

Provide rehabilitation assistance from HUD grant funds and private sources to homeowners and to existing multi-family projects that preserve affordable workforce housing

Provide financial assistance from HUD grant funds and private sources to private and/or non-profit developers to acquire and rehabilitate substandard single-family housing for sale as affordable workforce housing to qualifying families

Provide financial assistance from HUD grant funds to private/non-profit developers to construct new single-family or new multi-family projects to provide affordable workforce housing

Continue code enforcement through Quality of Life Unit to ensure that properties are maintained

Consider creating a Housing Task Force to evaluate issues related to mixed income multi-family housing, senior housing, workforce housing, creation of an incentive-based moderately priced dwelling unit (MPDU) ordinance, and housing for persons with special needs

Policy 4.2 - Expand Maintenance and Rehabilitation Assistance to Homeowners

Provide rehabilitation assistance from HUD grant funds for homeowner occupied dwellings

Expand program beyond HUD grant funds to include County funds for commercial properties

Policy 4.3 - Support Expanded Housing Opportunities for Seniors

Pursue locating and studying TOD sites to develop with transit components

Establish an education program and appoint an education program manager to coordinate the structure of courses, counseling options, and marketing of the program

Establish a system to disburse CDBG funds through a process to non profit organizations that assist with low-income citizens, seniors, at-risk individuals, disabled citizens, and others with issues related to housing

THEME 5: KEEP GWINNETT A “PREFERRED PLACE”

Policy 5.1 - Improve the Walkability of Gwinnett's Activity Centers and Neighborhoods

Implement projects and design guidelines from updated Gwinnett Open Space and Greenways Master Plan and county wide Trails Master Plan

Design/redesign busy intersections and mid-point crossings to improve pedestrian/bicycle safety

Coordinate and implement appropriate transportation improvements to maintain safe and efficient access to post-secondary institutions

Policy 5.2 - Support and Promote the Expanded Four-Year Colleges

Develop a detailed land use plan for areas around colleges in collaboration with the institutions and surrounding jurisdiction(s)

Encourage open communication between colleges/universities and organizations promoting the SR 316 corridor

Policy 5.3 - Invest in Youth Enrichment Programs

Identify programs to expand

Identify new programs to offer

Allocate additional funding resources

Policy 5.4 - Draft Design Guidelines for Areas That Are Ready for Redevelopment or New Development

Utilize overlay districts and other tools to assist in guidance and decision making

Policy 5.5 - Provide Venues to Celebrate the Cultural Diversity of the County

Develop initiatives to engage with and leverage the diversity of our community

Develop criteria for promoting existing cultural facilities

Develop program to increase number of cultural outreach activities

Policy 5.6 - Expand Presence of "Arts Community"

Support non profit Artsworks! Organization

Policy 5.7 - Provide Incentives for Enhanced Open Space/Trails

Determine the regulations or incentives/bonus requirements in relevant zoning districts

Revise Development Regulations appropriately

Policy 5.8 - Create Trail Connections Between Existing Parks, Schools, Libraries, and Other Community Facilities as Appropriate

Engage CIDs to encourage inclusion of privately owned and maintained open spaces in areas where park space has traditionally been limited

Utilize and promote new zoning districts that have incentivized inclusion of open space and trail facilities

Develop mechanisms for including usable common open space, parks, and other community features in new developments

Policy 5.9 - Ensure Protection of Gwinnett's Environment, Recognizing that a Healthy Environment is the Basis of a Desirable Community

Evaluate County ordinances for protection of environment