



City of Lilburn 2030 Comprehensive Plan

Community Agenda

Revised
January 23, 2009

City of Lilburn 2030 Comprehensive Plan

Introduction

In July 2003, the City of Lilburn adopted the City of Lilburn Comprehensive Plan: 2002-2012 in accordance with the Georgia Planning Act of 1989. The 2002-2012 Comprehensive Plan contained six (6) elements; Population, Economic Development, Natural and Historic Resources, Community Facilities, Housing and Land Use, as well as a Goals and Implementation Strategy section and a Five-Year Work Program.

Lilburn made significant strides in implementing the Five-Year Work Program and adopted a number of ordinances and planning studies as part of the implementation effort. These implementation efforts have guided a number of development and redevelopment measures, including pedestrian improvements, downtown initiatives, and commercial corridor redevelopment.

Following the successful implementation of the 2002-2012 Comprehensive Plan, the City of Lilburn decided to amend and update the plan to build on the momentum created by previous planning efforts and to meet the required update schedule mandated by the Georgia Department of Community Affairs.

This update was developed to maintain the City's existing quality of life, to fine tune recommendations for future growth, and to identify new ways to encourage sustainable development. The plan defines distinct character areas requiring special attention and outlines the goals and strategies formulated by the residents of Lilburn and governing representatives. The planning process and resulting document were derived from guidelines set forth in the Georgia Department of Community Affairs Standards and Procedures for Local Comprehensive Planning (2005).

Plan Process Background

The City of Lilburn 2030 Comprehensive Plan consists of three (3) separate components; a Community Assessment, a Community Participation Program and the Community Agenda. The Community Agenda includes the Community Vision, the Future Land Use Plan and the Implementation Schedule. The Georgia Department of Community Affairs has provided the framework for this planning process, Section 110-12-1-03 of the State code (DCA Local

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Planning Requirements), in order to involve all segments of the community in developing a vision for the community, generate local pride and enthusiasm, engage the interest of citizens in implementing the plan and provide a guide to everyday decision-making for use by local community leaders. The purpose of this joint effort was to encourage greater coordination between the plans of individual jurisdictions, encourage greater compatibility between comprehensive plans and avoid potential conflicts.

The Community Assessment component of the City of Lilburn 2030 Comprehensive Plan was completed as part of an extensive joint community assessment effort involving Gwinnett County and a number of participating municipalities, including Lilburn. The documents comprising this effort, the Joint County-Cities Community Assessment Summary Report and the Technical Addendum, provide;

- Identification of Potential Issues and Opportunities,
- Analysis of Existing Development Patterns,
- Analysis of Consistency with Quality Community Objective and State Environmental Requirements,
- Supporting Analysis of Data and Information.

The Community Participation Program has been developed independently for the City of Lilburn in order to customize the public input approach best suited for the City. This Program fulfills the following requirements;

- Identification of Stakeholders
- Identification of Participation Techniques
- Schedule for Completion of the Community Agenda

Stakeholders were identified through an assessment of organizations and individuals involved in local civic affairs, church activities, the development community, property owners, and interested persons. Stakeholders were used for input into the planning process and comprised the Steering and Technical Committees, providing oversight and assistance to the Planning Process. Participation Techniques were identified as those most likely to engage the public and provide a voice for community concerns and included the following;

- Technical Advisory Committee Meetings
- Steering Committee Meetings
- Website Postings
- A Vision Goals and Objectives Meeting
- A Kiosk/Lobby Display
- Public Hearings

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These techniques and meetings were used throughout the planning process to ensure public participation was effective and fully reflected within the Community Agenda.

This document, the Community Agenda, includes a number of elements designed to assist the City of Lilburn with future decision making and guiding Lilburn towards a livable, sustainable and healthy community maintaining and improving the quality of life enjoyed by local residents. This document protects the health, welfare and safety of local residents by setting a direction for protecting local assets, accommodating change and growth and minimizing the potential conflicts while maximizing the benefits of land development and redevelopment. Specifically, this component presents the Community Vision and derives a Future Development Map as well as the Future Land Use Plan while defining areas of special character within the community and outlining Community Issues and Opportunities. Finally, this component presents the Implementation Program containing the list of steps and efforts the community plans to achieve and organizes those steps within a Short Term Work Program, a list of Long-Term and Ongoing Activities, and a set of Policies as well as Supplemental Plans.

Community Vision

The Community Vision consists of the community's Future Development Map, Issues & Opportunities and Future Land Use Plan. Workshops were held and public input was gathered through presentation of past and potential development options. The Future Development Map and Land Use Plan were derived through identification of Character Areas identified in the Gwinnett County Unified Plan as well as through examination of existing regulations, previous reports and plans, existing land use and zoning.

Future Development Map

The Future Development Map (*Future Development Map Figure*) illustrates the direction and composition of the physical representation of the Vision Statement for the City of Lilburn. The Future Development Map has been developed through extensive public input, identification of areas having unique characteristics and all applicable planning efforts, ordinances and studies.

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The City has undertaken a number of planning efforts, ordinance amendments and studies to ensure development and redevelopment allows Lilburn to continue to be a sustainable and livable city in the near- and long-term future.

Guided by input from the public input, city staff and local officials, the Future Development Map defines development and redevelopment priorities that mirror the community's preferences for how and where future growth and preservation are accommodated.

Lilburn's plans for future development reflect community-based planning efforts and analysis as well as county-level planning priorities. The Gwinnett County Unified Plan addressed the Community Assessment portion of the Georgia Department of Community Affairs Local Planning Requirements. Consequently, the plan identified Areas of Special Attention and Character Areas for the entire region. The County-identified Character Areas have been adapted at the city level to help frame community development priorities moving forward.

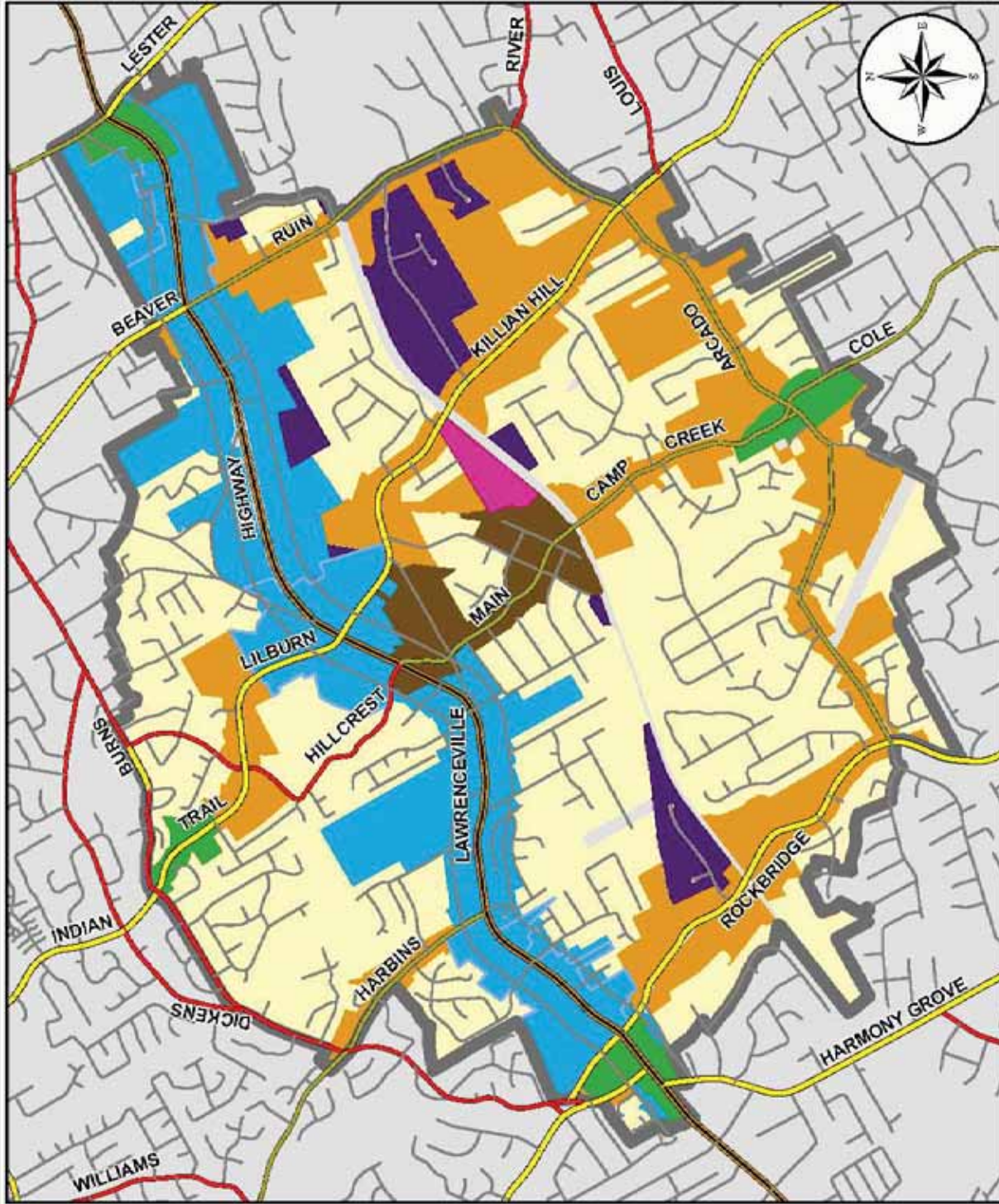
Character areas are defined geographic areas within the community that have distinct, recognizable qualities that differentiate one area from another. These differences may be the result of development patterns, transportation networks, streetscaping, land use, architectural vernacular, age and condition of buildings, landscaping, open space, topography or natural features.

Basing Lilburn's Future Development Map on character areas allowed us to easily distinguish specific characteristics for each of the City's identified areas and to identify the future planning, design and development and redevelopment priorities related to each area. The areas addressed in the plan include:

- Lawrenceville Highway (US 29) Overlay Areas
- Mixed Use Redevelopment (MUR) Overlay Areas
- Town Center Overlay Area
- Transit-Oriented Development Area
- Established Residential Areas
- Outlying Commercial & Industrial Areas
- Gateway Areas

Future Development Map - Character Areas

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- Legend**
- Lilburn City Limits
 - Local Roads
 - Interstate
 - Minor Arterial
 - Major Arterial
 - Major Collector
 - Primary Arterial
 - Transit-Oriented Development
 - Town Center Overlay
 - Gateway Areas
 - Lawrenceville-Hwy 29 Overlay
 - MUR Overlay
 - Established Residential
 - Outlying Commercial & Industrial



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Defining Narratives

Lawrenceville Highway (US 29) Corridor Overlay Areas

Currently, Lawrenceville Highway (US 29) is the city's primary commercial and retail area and a major part of the city's transportation network. The corridor is currently characterized by a wide range of free-standing commercial buildings and strip plazas, large expanses of unscreened surface parking, large free-standing signs, multiple curb cuts that are poorly spaced in some areas, limited on-site landscaping, incomplete sidewalk networks and a general lack of consistency in design and appearance.

The US 29 Corridor Overlay District is an overlay zone which applies to the entire length of US 29 through Lilburn's City limits. The overlay district encompasses US 29 and any lot within 450 feet from the highway's center line.

In the future, this area will continue to be a primary location for small- and large-scale retail and commercial development. Although significantly, auto-oriented, this area will establish a safe and appealing pedestrian environment over time. Streetscaping, roadway and site designs will be coordinated to create a physical environment that enhances pedestrian and motorist safety, improves aesthetic appeal and encourages

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investment and interest in the area that will be sustained for the long-term.

Improving conditions along the corridor will improve operational function and efficiency, provide expanded opportunities for new business locations and establish a recognizable sense of place that is attractive and welcoming for residents and visitors alike. The Gwinnett County Interim Transportation Plan (2007) provided an overview of planned road improvements for the Lilburn Area and beyond. The standards and guidelines included in this Overlay District could be applied to new commercial corridors that emerge in the City in the future.

Encouraged Future Land Uses

- Small-scale retail
- Large-scale retail
- Plazas
- Commercial establishments (e.g. banks)
- Offices
- Restaurants
- Hotels/Motels
- Multi-family residential

Critical Design Considerations

Access Management Practices

Minimizing potential conflict points along the corridor will enhance motorist and pedestrian safety, improve the efficiency of movement to and through the corridor, enhance future economic development and redevelopment opportunities, and, in general, make this corridor a more pleasant place to spend time. Improved access management can be achieved many way, including: shared or cross-access parking lots, well-spaced curb cuts, right-in, right-out turn lanes, shared parking, streetscaping, on-site landscaping, raised medians or roundabouts.

Implementation

Because this character area reflects the City's existing zoning overlay district, the objectives and implementation options for this character area have already been defined to a large extent. The overlay district provides standards for set

Illustrative Development Types and Design Elements



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backs, parking requirements, site design, signage, building design and appearance. The City must ensure these standards are achieved through future development and redevelopment projects.

Looking ahead the following additional actions may be warranted to ensure this area develops in a way that supports the community's vision:

- Monitor and amend, if necessary, the existing overlay district language to ensure high quality design is achieved.
- Identify future roadway design and access management improvements needed to enhance the corridor.
- Consistently and strictly enforce the standards established in the overlay district regulations.

Quality Community Objectives

The Lawrenceville Highway Corridor Overlay district provides clear and concise guidelines for development within this area, which support the following Quality Community Objectives.

- We are committed to maintaining and expanding our urban forest. Under City regulations, newly developed or redeveloped sites must incorporate plantings and shade-bearing trees. Our community actively enforces its tree preservation and tree re-planting ordinances.
- Our ordinances regulate the aesthetics of development, especially in highly visible areas.
- Signage regulations set a uniform standard for size, type and design of commercial signage.
- Connectivity requirements ensure new development connects to existing development through a street network, not a single entry/exit.
- In an effort to establish a continuous sidewalk network, new development must include sidewalks and new sidewalks are must connect to existing sidewalks where practicable.
- Commercial and retail developments are encouraged to share parking areas wherever possible.
- All new development incorporates best practices for storm-water management, which will help us achieve our ACO goals.

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Mixed Use Redevelopment (MUR) Overlay Areas

The Mixed Use Redevelopment Overlay Area is intended to promote the redevelopment of under-utilized properties in Lilburn by integrating various uses.

These areas attract high-quality, multi-use developments that offer a blend of commercial and/or office with residential land uses. Developments within these areas will be configured in a way that promotes pedestrian accessibility among uses, reduces automobile trips, provides a livable environment for area residents, and enhances the overall visual appeal of the surrounding the community.

Successful MURs require connective streetscapes that promote walkability, active street life and a welcoming environment. Although a connected sidewalk system is one way to achieve the connectivity sought after in MURs, off-road paths and trails may also be appropriate, depending on the surrounding physical and natural surroundings.

The combination of office, commercial and residential development gives future residents an opportunity to live and work in close proximity, which would enhance sustainability, reduce sprawl and minimize the negative impacts of development.

The MUR areas have been designated in places where there is access to public sanitary sewer and larger tracts of developable or re-developable land is located. Given the potential density and intensity of use, MUR sites should be located on or near major thoroughfares, where the necessary infrastructure is available to support the development.

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Encouraged Future Land Uses

- Two-family housing
- Condos
- Townhouses
- Apartment Buildings (multi-story)
- Service Retail
- Restaurants/Hospitality
- Office

Critical Design Considerations

Landscaping

Encourage human activity through the provision of landscaping, street/shade trees, street furniture a

Connectivity

Sidewalks, paved multi-use paths and trails establish connectivity among uses and create a walkable environment to promote health and environmental stewardship.

Defined spaces

Clearly establish separate, safe, attractive areas for vehicular and pedestrian/bicyclist access.

Greenspaces

MUR areas should be designed to incorporate natural and landscaped greenspaces. In addition to its visual appeal, these areas offer environmental benefits, natural habitat and recreational opportunities for people living and working in the area.

Implementation

This character area is defined by an existing zoning overlay district and is intended to allow for creative development alternatives along Lilburn's arterials.

The City should continue to encourage the use of the flexible development permitted in these areas.

If the current lack of mixed use development in these areas continues, the City may need to consider revisions to the overlay zoning district to foster interest and action. Form-based requirements or establishing a defined list of uses permitted

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by right could simplify the code, making development for appealing.

Future amendments may be necessary to accommodate identified concerns or opportunities, including identification of areas along minor arterials, Camp Creek Road and Arcado Road in particular, south of the Railroad tracks. Local residents do not feel these areas are appropriate, except for the gateway area at the intersection of these roads. An amendment to the ordinance to accommodate these needs should be considered by the Planning Commission.

Quality Community Objectives

Continued implementation and monitoring of the Mixed Use Redevelopment Overlay district for this character area addresses the following Quality Community Objectives;

- Multiple uses are permitted in one district.
- Neo-traditional development is permitted and encouraged in our community; the development process is made more efficient by simplifying the development regulations.
- Mixed use development encourages walkable communities where residences are located in close proximity to employment, services and retail.
- Street trees are maintained and added over time through street tree ordinance and site development requirements.
- Development is encouraged to be located in our community's vacant sites and buildings.
- Brownfield and grayfield redevelopment continue to be major community development priorities.
- Small-lot development, designed and placed in the appropriate context, is appropriate for certain uses.
- A consistent design theme and sense of place is recognizable in all parts of the city. Common threads tie distinctive parts of the community together, particularly public realm and streetscape amenities.
- We have design guidelines that will ensure a high-quality, sustainable built environment.
- New development is connected to existing development through well organized street and sidewalk networks.
- Pedestrian linkages and walkable places are established in this area through our sidewalk requirements for new development.
- Shared parking among adjacent developments is encouraged to maximize greenspace, minimize impervious surfaces and enhance aesthetic appeal.

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- We are using stormwater best management practices for all new development.
- We have reviewed our development regulations and our zoning code recently and believe that our ordinances will help us achieve our ACO goals.
- Our standards for new development are clearly and concisely communicated through our planning documents and ordinances.
- Affordable housing is located in the community, providing opportunities for residents to walk to work.
- Our community offers a mix of housing opportunities, ensuring attractive, high-quality options for all incomes.
- New residential development extends and enhances the existing pattern of development.
- We have options available for loft living, downtown living, or “neo-traditional” development.
- Mixed use development provides opportunities for multi-family housing.

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Town Center Overlay Area

The Town Center Overlay Area reflects a recently created overlay zoning district in the city. The overlay was established to encourage commercial and residential mixed-use development that will reflect the City’s architectural and cultural heritage.

The area’s history, physical development and architectural integrity should be the inspiration for future development. The Town Center Overlay will help Lilburn maintain and enhance a “main street” environment for all to enjoy.

Traditional town centers serve as the cultural, civic, social and economic center of the community. The community’s identity is reinforced through physical design, traditional street patterns materials, uninterrupted network of sidewalks, smaller lots and little or no setbacks from the right-of-way.

Appropriate development within these areas includes new residential neighborhoods, residential in-fill, new and in-fill commercial development, and reuse of existing commercial buildings. New development should follow the established land and building patterns that give these areas their distinctive identity and appeal.

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Residential development, retail, local services and public greenspaces are located in close proximity, organized in a way that allows easy access to and through spaces.

Traditional town centers are designed to foster community activity and interaction. They provide meeting places and attractions for residents and visitors alike. Future development should promote consistent character and building materials to ensure the integrity of place is maintained and enhanced over time.

Future Land Uses

- Neighborhood Retail and Services
- Restaurants
- Boutiques
- Inns and Bed and Breakfasts
- Single-family residential (small-lot)
- Double-family residential
- Multi-family residential (2-story maximum)

Critical Design Considerations

Building Massing and Materials

Buildings should be multi-story, and contain a mix of use, with first floor retail/commercial and upper -floor residential or office space. Construction should be limited to traditional looking materials that complement the existing vernacular, including, but not limited to, brick, wood and stone.

Streetscaping

Sidewalks, street trees, pedestrian scaled lighting, benches, trash receptacles, wayfinding signage and other outdoor facilities (e.g. cafes, parks, etc.) help create the “outdoor” living room that set town centers apart.

Implementation

As this character area is currently being implemented through an existing zoning overlay district, the only additional actions required would be monitoring and evaluation for need of updates and amendments. A nominal amount of development and redevelopment has occurred in the town center and, as this overlay district is not optional, development site plans

Illustrative Development Types and Design Elements



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must adhere to the regulations. Additional monitoring of use and evaluation of the questions and comments presented during meetings with potential developers should highlight any obstacles or problems which occur during developer compliance with the overlay. Future amendments may be necessary to accommodate any identified concerns or opportunities.

Quality Community Objectives

Continued implementation and monitoring of the Town Center Overlay district for this character area addresses the following Quality Community Objectives;

- If we have a zoning code, it does not separate commercial, residential and retail uses in every district.
- Our community has ordinances in place that allow neo-traditional development “by right” so that developers do not have to go through a long variance process.
- We have a street tree ordinance that requires new development to plant shade-bearing trees appropriate to our climate.
- In some areas several errands can be made on foot, if so desired.
- We have delineated the areas of our community that are important to our history and heritage, and have taken steps to protect those areas.
- We have a good network of sidewalks to allow people to



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walk to a variety of destinations.

- We have a sidewalk ordinance in our community that requires all new development to provide user-friendly sidewalks.
- We require that newly built sidewalks connect to existing sidewalks wherever possible.
- Our community is characteristic of the region in terms of architectural styles and heritage.
- Our community promotes tourism opportunities based on the unique characteristics of our region.
- Our community contributes to the region, and draws from the region, as a source of local culture, commerce, entertainment and education.
- We have designated historic districts in our community.
- We want new development to complement our historic development, and we have ordinances in place to ensure this.
- We have reviewed our development regulations and our zoning code recently and believe that our ordinances will help us achieve our ACO goals.
- We have clearly understandable guidelines for new development.
- We encourage new residential development to follow the pattern of our original town, continuing the existing street design and maintaining small setbacks.
- We have options available for loft living, downtown living, or “neo-traditional” development.
- We encourage new residential development to follow the pattern of our original town, continuing the existing street design and maintaining small setbacks.
- We have options available for loft living, downtown living, or “neo-traditional” development.

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Transit Oriented Development Area

The Transit-Oriented Development character area was created to prepare for the potential rail stop on the Georgia “Brain Train”. According to the Georgia Brain Train website, the Brain Train would stop at 12 locations – Athens, Bogart, Winder, Cedars Road, Lawrenceville, Reagan Parkway, Lilburn, Northlake, Tucker, Emory University, Atlantic Station and Atlanta Multi Modal Passenger Terminal.

This low-impact transportation alternative would link Georgia’s great universities including the University of Georgia, Georgia-Gwinnett College, Gwinnett Tech, Mercer University, Emory University, Agnes Scott College, Atlanta University Center, Georgia Tech and Georgia State University. The line will link these colleges and research centers with the Centers for Disease Control, the new Paul D. Coverdell Center for Biomedical and Health Sciences, as well as the emerging BioScience Corridor along Georgia 316. The new passenger rail service would connect suburban residential areas to large employers and office campuses in Midtown and Downtown.

According to the information provided on the Georgia Brain Train Website (2007), as many as 10,000 individuals or more could conceivably use the system every day. The Georgia Brain Train is intended to meet the commuter needs of busi-

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Transit Oriented Development City of Lilburn Comprehensive Plan



Legend

- Rail Line
- TOD Project Area
- Gravity Sewer
- Hydrology
- FloodZoneAE
- Topography

Concept Plan

- Commercial
- Mixed Use
- Open Space
- Parking
- Platform
- Townhomes



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ness professionals, university and college students, academic experts and others living and working in Atlanta's more populous areas. Daily commuters will likely use the Train for traveling to and from work to home. Commuter rail studies indicate the system could remove as many as 5,300 cars from already congested roadways during peak travel times. Additionally, the Georgia Brain Train would generally run alongside existing track and rights-of-way. That means less impact to neighboring areas compared to new road building. Removing thousands of automobiles from clogged expressways would help conserve energy and improve air quality throughout the metro area.

The Transit-Oriented Development area is comprised of 22 acres, which would be large enough to host a transit stop and support high density commercial and residential development in the immediately surrounding area. Given the area's proximity to Downtown Lilburn and its access to Killian Hill Road, this is a prime location for transit service in the city.

Future Land Uses

- Multi-family residential
- Office
- Retail
- Restaurants
- Hotel/Motel

Critical Design Considerations

Scale and Density

Buildings should be multi-story to maximize available land and concentrate density near alternative transportation. In mixed use buildings, the first floor should contain commercial or office uses and upper floors residential or office space.

Streetscaping

Sidewalks, street trees, pedestrian scaled lighting, benches, trash receptacles, wayfinding signage and other outdoor facilities (e.g. cafes, parks, etc.) will help establish connections throughout the area and to adjacent places in the city, including Downtown. Although the theme of development may be distinctive in this area, with transit as the central focus, the overlay scheme should complement other areas in the city.

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Greenspace and Landscaping

The higher density development slated for this area should not be achieved at the expense of greenspace. New development should incorporate well defined open spaces and landscaped areas to provide places where people can meet, walk and spend time.

To provide adequate screening and transitions between parking areas and buildings, ample on-street and on-site landscaping will be critical to ensuring attractive spaces.

Development Concept

The conceptual design shown in the *Transit-Oriented Development Figure* on page 18 depicts a compactly developed area will offer higher density housing opportunities, encourage pedestrian activity and offer a range of retail and services that would appeal to both residents and transit users. Mixed use buildings along the streets would attract diverse residents and business, making it a vibrant place within the city with its own distinct character and sense of place.

Implementation

The area designated for future TOD is currently vacant, well served by the transportation network and adjacent to nearby population centers in the City (Downtown), which increases the feasibility of implementing development in this area. Transforming this area into a TOD will require a combination of planning, infrastructure, development and financing.

Planning: As plans for the trail line move forward, the City will prepare a master plan for the area that defines roadway and pedestrian connections, specific land uses, building massing and setbacks, design guidelines and/or standards and other information needed to move development from concept to reality. The master plan would demonstrate phasing options and outline rule of thumb costs that the city and private investors/developers can use to secure public and private funds for project components.

Infrastructure: Any new proposed streets, sidewalks, and utility connections should be clearly mapped for the area so that projects can be added to the city and state's plans for future public infrastructure projects.

Illustrative Development Types and Design Elements



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Development: Development should be phased so that the transit stop and area gateways - the center and edges the area - are built first. Likely to include both public and private projects, well designed facilities in these two key locations will prompt additional interest and investment in the area. Also, development in each phase should balance commercial and residential development so that critical mass is provided to support the businesses locating to the newly created area.

Financing: The public improvements required to facilitate development in this area could utilize tax programs or federal and state transportation grant funds. Grant funding could be used as leverage for private and public investment, making individual development projects more feasible.

Quality Community Objectives

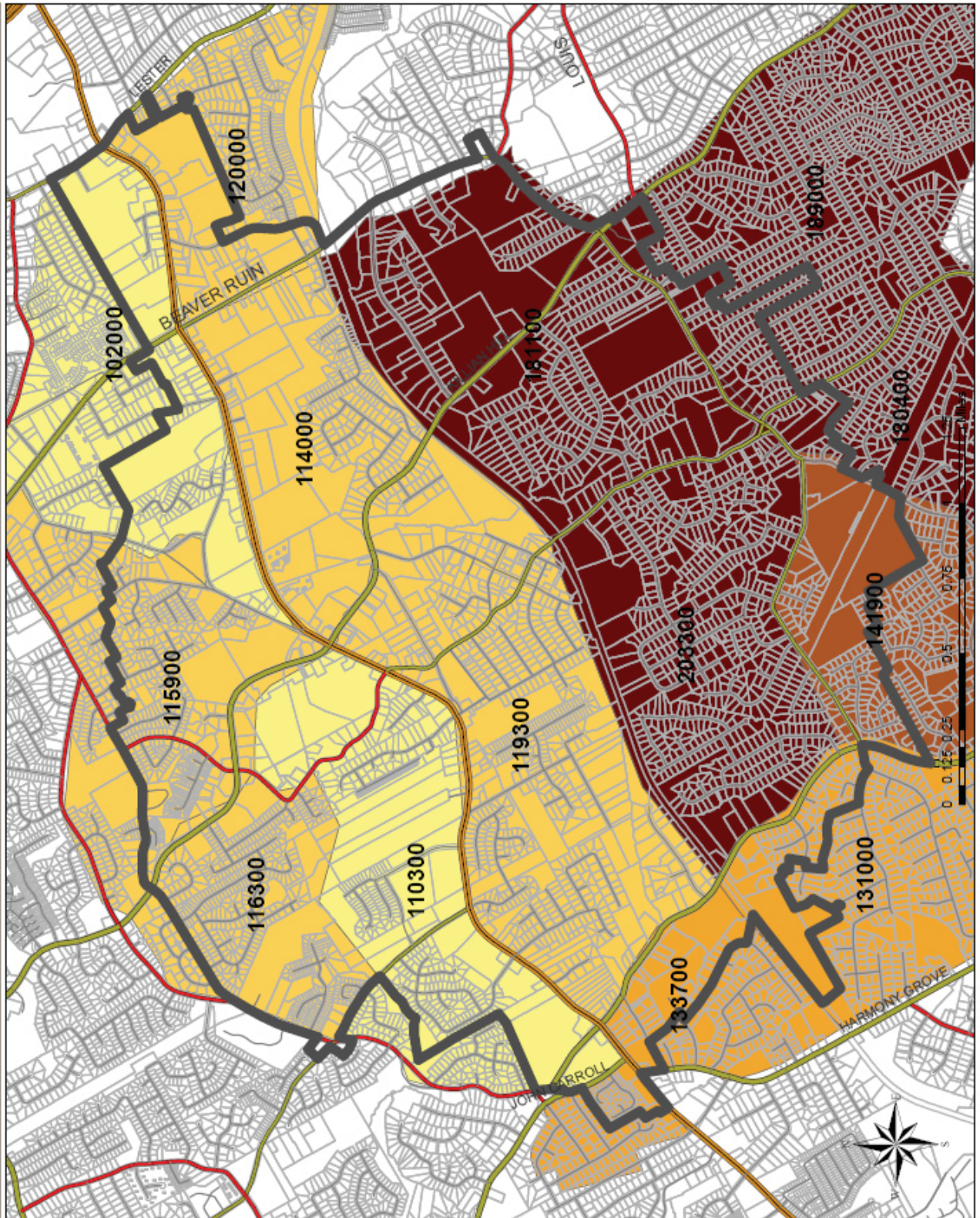
Implementation efforts directed towards this character area would address the following Quality Community Objectives:

- The zoning code allows a mix of commercial, residential and retail uses in some districts. The mix of uses creates walkable places where people can access goods and services on foot or bicycle.
- Neo-traditional development “by right” is supported by our community’s ordinances and development process.
- We have a street tree ordinance that requires new development to plant shade-bearing trees appropriate to our climate.
- Nodal development is encouraged and small lot development is permitted in places where community context and infrastructure support denser development patterns.
- We have public transportation in our community.
- Our community contributes to the region, and draws from the region, as a source of local culture, commerce, entertainment and education.
- People who work in our community can also afford to live in the community. Our community has enough housing for each income level. We have options available for loft living, downtown living, or “neo-traditional” development.
- We allow multifamily housing to be developed in our community.
- We encourage new residential development to complement existing patterns of development, street design and setbacks.

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Median Home Value 2000 City of Lilburn Comprehensive Plan



Legend

- Roads**
- Local Roads
 - Interstate
 - Minor Arterial
 - Major Arterial
 - Major Collector
 - Primary Arterial
- Lilburn City Limits**
- Median Home Value 2000**
- \$102,000 - \$110,300
 - \$110,301 - \$120,000
 - \$120,001 - \$133,700
 - \$133,701 - \$141,900
 - \$141,901 - \$203,300



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Established Residential Areas

In keeping with the Gwinnett County Unified Development Plan, the Established Residential Area encompasses portions of the city where residential development has already occurred. Characterized by limited vacant land for new development and few identified areas or properties primed for redevelopment, the area includes a range of housing types, styles, age and price levels.

Generally speaking, these areas consist of single-family housing units on larger lots, which might be categorized as more suburban in design and scale. The neighborhoods feature street networks that are curvilinear, as opposed to more compact, linear street grid found in older, more traditional sections of the city. Future development or redevelopment in these areas would continue the existing pattern and vernacular.

Future Land Uses

- Single-family houses
- Double-family houses
- Commercial development (limited to nodal areas on urban arterials)

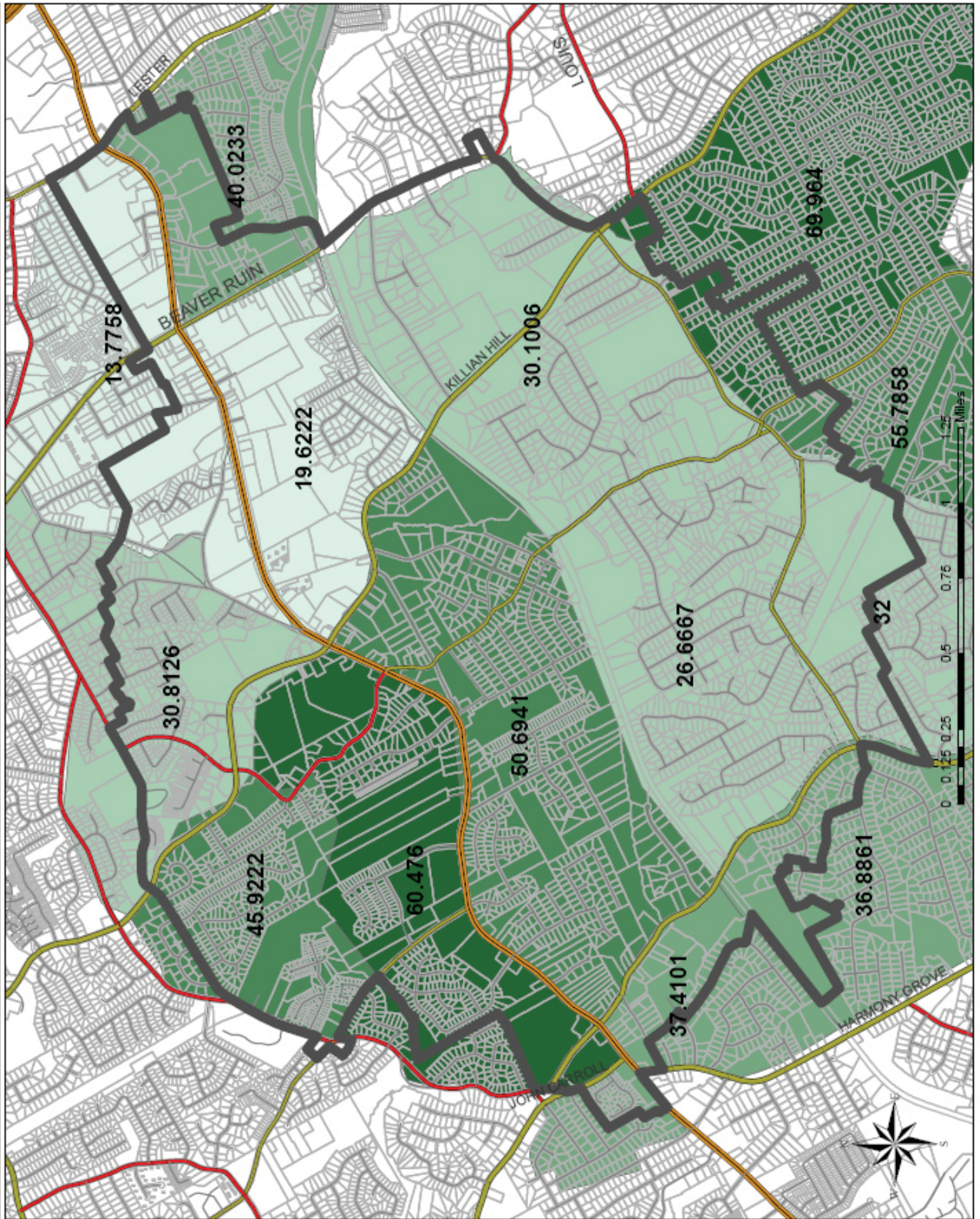
Critical Considerations

Housing Values

The Median Home Value 2000 Map (*Median Home Value 2000 figure, page 22*) illustrates the range of values across the city. The home prices in the northern portion of the City are

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Percent Change Median Home Value 1990 to 2000 City of Lilburn Comprehensive Plan



Legend

- Roads**
- Local Roads
 - Interstate
 - Minor Arterial
 - Major Arterial
 - Major Collector
 - Primary Arterial
 - Lilburn City Limits
- % Change 1990 - 2000**
- 13% - 19%
 - 20% - 32%
 - 33% - 40%
 - 41% - 55%
 - 56% - 69%



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considerably lower than the home prices to the south. Smaller lot size and proximity to Lawrenceville Highway appear to be contributing factors to the lower home values in the north.

The Percent Change Median Home Value 1990 to 2000 Map (*Percent Change Median Home Value 1990 to 2000 figure, page 24*) shows home value appreciation to be evenly distributed throughout the city except within the lowest home value range, which experienced the lowest home value appreciation. However, both low and medium value ranges actually enjoyed some of the highest levels of appreciation, showing a stable housing market throughout Lilburn. Although confined to a small pockets, areas with the lowest home values and limited appreciation may warrant future attention. As new data from the 2010 Census become available, these areas should be reviewed to monitor housing value trends.

Access to Parks

Within the existing residential area, there are segments that have been identified as under served by parks because they are not within walking distance of the Lilburn City park and residents would have to cross Lawrenceville Hwy. (US 29) in order to reach the park by foot or bicycle.

Parks are vital community assets, providing social, natural, and health benefits to surrounding residences. In urban areas, it is a reasonable to expect that parks and open space are located nearby all residential areas. Ideally, every resident should be able to access a park or greenway by foot or by bicycle.

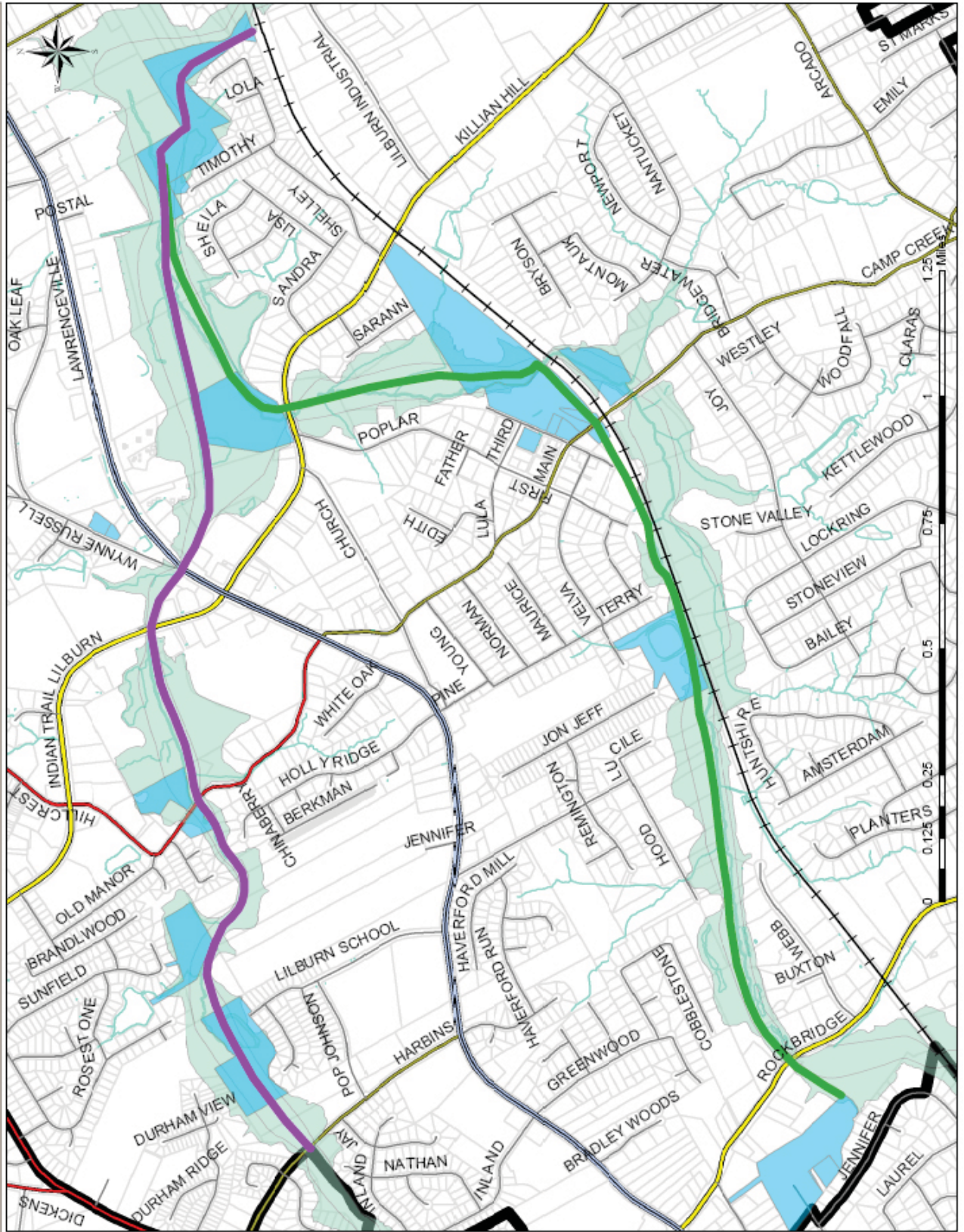
The City recognized this issue and has been engaged in a number of efforts to supply more parks and greenways to local residents. A number of property acquisitions and greenway planning and construction efforts have been undertaken in recent years.

The City has plans to construct a greenway along Jackson Creek to provide park access to residents located north of Lawrenceville (US 29) Hwy. and to connect a number of neighborhoods through open space and trails (*Greenway Projects figure, page 26*). The City has also nearly finished construction on a greenway along Camp Creek to connect the Jackson Creek greenway to the downtown City park facilities and to connect with the Lion's Club park facilities along

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Greenway Projects City of Lilburn Comprehensive Plan



Legend	
Streets	
	Local Roads
	Interstate
	Minor Arterial
	Major Arterial
	Major Collector
	Primary Arterial
	Lilburn City Limits
	FloodZoneAE
	Rail Line
	City Owned Parcels
	Hydrology
Greenways	
	Camp Creek
	Jackson Creek

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Rockbridge Rd. These greenways will expand access to parks and recreation for Lilburn residents. The added amenities will make the city more attractive and livable.

These types of improvements fulfill a critical need for area residents. They also demonstrate the city's commitment to quality community development and make the entire area more attractive to future residents, business owners and developers

Implementation

Since these areas are largely built-out, implementation will focus on maintaining, and enhancing where possible, the current conditions.

Enforcement - The City will need to enforce existing code regulations and apply recent zoning amendments to stabilize housing values and improve appreciation rates. The City may need to add code enforcement staff to ensure adequate and efficient monitoring of property conditions.

Development Density - The predominantly single-family neighborhoods will be encouraged in these areas, even as re-development may occur. Because the city offers a wide range of higher density options elsewhere in the city and because the existing pattern of development presents constraints, multi-family residential development should not be encouraged in this area. Mixed use development slated for areas adjacent to the existing residential development area will likely improve home values in some areas as these projects should act as catalysts for further development and greater market attention to some areas.

Parks and Open Space - The City will continue to pursue projects to expand and connect parks, open space and trails throughout Lilburn, with special emphasis on the areas currently identified as under served. The City will strive toward the goal of providing parks and recreation spaces within walking distance of all residential development.

Illustrative Development Types and Design Elements



City of Lilburn 2030 Comprehensive Plan

Quality Community Objectives

Implementation efforts directed towards this character area would address the following Quality Community Objectives

- Some of our children can and do walk to school safely.
- Our community maintains its sidewalks and vegetation well so that walking is an option some would choose.
- Schools are located in or near neighborhoods in our community.
- We have delineated the areas of our community that are important to our history and heritage, and have taken steps to protect those areas.
- Our community is characteristic of the region in terms of architectural styles and heritage.
- People who work in our community can also afford to live in the community.
- Our community has enough housing for each income level.

City of Lilburn 2030 Comprehensive Plan



Outlying Commercial & Industrial Areas

Outlying Commercial & Industrial areas are located outside of the Lawrenceville Highway (US 29) corridor. The areas with this designation are largely established industrial, manufacturing, or warehousing districts along the CSX rail line.

These present physical appearance of these areas can be classified as unattractive to fair. Some of these properties contain uses that special use permits, although most are existing nonconforming uses, and would only require a rezoning or special use permit upon redevelopment. Code violations are currently monitored by resident complaint and enforced by the City of Lilburn.

Future Land Uses

- Commercial
- Office
- Warehouse
- Light Industrial/Manufacturing
- Large-scale retail (e.g. Wholesale clubs, outlets)

Critical Design Considerations

Access Management

The portions of the city designated in this category can be accessed by arterial roadways slated for future expansion. The potential increase in volume capacity will likely increase development pressure and land assembly to foster larger development and building footprints. If development increases,

City of Lilburn 2030 Comprehensive Plan

truck traffic and associated impacts will need to be addressed in advance. Special care should be taken to ensure that traffic impacts are adequately assessed and accommodated by any proposed development in these areas.

Site Design

Site plan review should ensure ample landscaping, streetscaping, and screening are adequately addressed. Lilburn should maximize all opportunities to extend sidewalk networks with each new development. Although sidewalks may not be critical to the success or function of an industrial development, installing sidewalks now will enhance the City's option for redevelopment in the long-term

Implementation

Increased development pressure will result in rezoning applications for commercial zoning or consolidation of properties for establishment of larger industrial/warehousing operations. The rezoning process, associated site plan approvals and special use permits will require properties to comply with current development regulations and could require special conditions to be met. This will allow these districts to slowly transform into more attractive properties with fewer code violations and greater opportunity for new business in Lilburn.

Creation of additional regulations in the form of an overlay district would not be effective as most of these uses are existing nonconforming uses. Therefore, continued enforcement of existing code regulations and appropriate development requirements for redeveloped and rezoned properties provide the best method of improving the appearance and function of this character area.

Quality Community Objectives

Implementation efforts directed towards this character area would address the following Quality Community Objectives;

- Our community has jobs for skilled labor.
- Our community has jobs for unskilled labor.
- Our community has professional and managerial jobs.
- Our community has an inventory of vacant sites and buildings that are available for redevelopment and/or in-fill development.

City of Lilburn 2030 Comprehensive Plan



Gateway Areas

In keeping with the objectives outlined in the Gwinnett County Unified Development Plan, Lilburn highlighted key entry points into the city limits with a Gateway Areas designation. Comprised of five entry points, each area will welcome visitors and residents into the City of Lilburn.

The Gateway areas will clearly distinguish the city limits with signature signage and landscaping. The City of Lilburn Pedestrian Master Plan Report designates these same character areas, except for the Intersection of Arcado Rd. and Killian Hill Rd., as “Gateways” to the City and lists general appropriate landscaping and signage treatment for each.

Future Land Uses

- Civic buildings or monuments
- Park/Greenspace

Critical Design Considerations

Materials Selection

High quality, natural materials will provide an aesthetically pleasing welcome. These materials will also endure for the long-term, which is in keeping with the City’s commitment to sustainable practices.

Landscaping

The plantings will be selected to ensure a vibrant display through all seasons. Ideally, blooms will be visible year round,

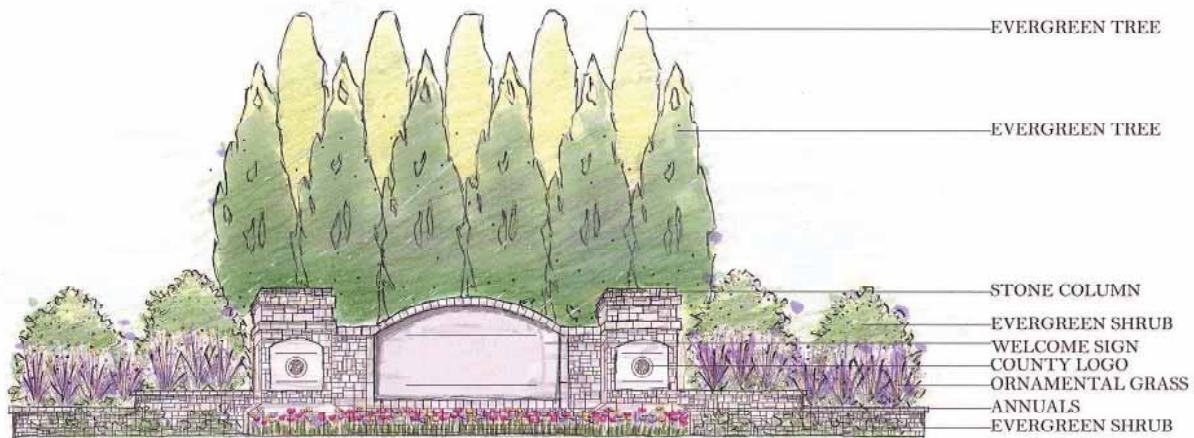
City of Lilburn 2030 Comprehensive Plan

or for as many seasons as possible. Selections will be indigenous to the area to minimize maintenance and required irrigation. Where possible, “green” technologies will be adapted in both species selection and system design.

Implementation

Tailored signs are currently located at each of the major thoroughfares leading into Lilburn. However, as indicated in the Pedestrian Master Plan Report (Pedestrian Master Plan Report, The Jaeger Company, 2003), plantings at these city entrances would make the signs stand out, provide a clear visual delineation of the city limit, and create a welcoming atmosphere for visitors. Opportunities for these city gateway enhancements exist at the east and west ends of Lawrenceville Highway, at the intersection of Camp Creek Road and Arcado Road, and on Indian Trail near the Burns Road intersection.

The illustration below shows how a city gateway might look. The shade and enclosure provided by trees planted in the median signal a transitional space. Smaller flowering trees and perennials highlight the city sign. The sample illustration shows the extent to which landscaping beautification can enhance the gateway areas. An enhancement, or streetscape, plan would have to be developed for each of these areas. Streetscaping plans could include landscape design as well as new signage and lighting schemes for area.



City of Lilburn 2030 Comprehensive Plan

Quality Community Objectives

Implementation efforts directed towards this character area would address the following Quality Community Objectives:

- The distinct characteristics of our community are visible throughout the city. Although each area is unique, there are unifying design themes that let people know they are in Lilburn.
- Lilburn's ordinances regulate the aesthetics of development in our highly visible areas.
- Our network of sidewalks to allow people to walk to a variety of destinations.
- We have a diverse jobs base that can absorb economic and employment cycles.

City of Lilburn 2030 Comprehensive Plan

Community Issues and Opportunities

A preliminary list of Community Issues and Opportunities was formulated through the Gwinnett County Unified Plan Community Assessment process and included a wide range of observations by local residents. This preliminary list has been revisited through the Community Participation Process of the Comprehensive Plan and the list has been revised to reflect additional ideas, observations and comment. This list was revised during a public participation event where the existing list was delivered and discussed during a powerpoint presentation with full input from attendees. In addition, existing land use maps and number dots were used to assist attendees in discussing and identifying location-specific issues and to generate additional discussion. The following is a summary of those issues and opportunities seen as most important to the City of Lilburn. In addition, this list is followed by more detailed discussion of each element as further information was requested by event attendees. The Future Development Map and the Issues & Opportunities List are the basis for formulation of the policy section to be found later in this document.

Population and Demography

- The City is in the process of redevelopment. We do not see a significant increase in our residential population unless we annex.
- The City has become a very diverse community since the last reported Census. One of the challenges in Lilburn will be to embrace diversity and give diversity a voice in the planning process.
- We feel income and educational levels are dropping and that there is a major difference in these attributes on opposite sides of the Railroad line. Areas of Lilburn North of the tracks are perceived and may suffer from lower income and educational levels than areas South of the tracks.

Land Use and Development Patterns

- The City of Lilburn has a downtown that is creating its own identity through its newly formed Downtown Development Authority.

City of Lilburn 2030 Comprehensive Plan

- The Mayor and City Council have adopted several revitalization / redevelopment ordinances consistent with the existing Town Center Plan in order to provide flexibility to developers who are willing to redevelop in Lilburn.
- Lilburn is seeing a few in-fill residential developments and mixed-use proposals, in the downtown area in particular.

Economic Development

- There has been a lot of “talk” about the “Brain Train” having a stop in Lilburn. The proposed stop is in the center of a vibrant City Park and in the middle of a developing downtown. We believe this will add to the City’s long range plan to develop the City’s downtown.
- Other transit extensions seem more likely to occur, “Brain Train” not the only option.
- “Brain Train” cannot be used as an excuse to wait, other transit options need to be pursued in the mean-time.
- In-fill development, such as the projects occurring downtown, is more important to economic development, especially in the downtown area.
- Lawrenceville/Hwy. 29 Overlay district is equally important to economic development.

Transportation

- The City is concerned about vehicular traffic and desires to promote other modes of transportation. A large percentage of our current residents commute daily to employers within the I-285 perimeter.
- Traffic is a very big issue and other modes of transportation are needed now.
- MARTA is “sadly deficient” as a mass transit service, the system does not reach enough places and stops are too far from important destinations.
- Commuting to destinations outside the I-285 perimeter has become equally important as more and more jobs are located in the suburbs. Cross-town trips are just as necessary and are equally difficult to achieve.

Housing and Social Services

- Implementing programs such as rental housing inspection programs will assist in keeping up the appearance of neighborhoods and provide for a higher quality of life than rather just do nothing.
- The City of Lilburn has an ever changing face. The City should look at creating social atmospheres for the various aged, racial, and ethnic groups.
- City appears to have more than 20% non-owner occupied housing units.
- There is a growing trend towards rentals as the housing market has slowed and since people

City of Lilburn 2030 Comprehensive Plan

cannot sell their homes, they are renting them out.

- Areas North of the Railroad tracks feel neglected, neighborhood improvements needed just as much as downtown improvements.
- Small lots are detrimental. Large lots or quality medium density projects should only be allowed. Medium density projects should have high quality design and should have neighborhood parks/greens as part of project.

Natural and Cultural Resources

- The City Council owns a lot of the greenspace or open recreation area near most subdivisions. The City has approximately thirteen properties that total more than 20 acres of green space.
- The City has mandatory residential and commercial solid waste collection.
- The City of Lilburn is one of the only Cities in Gwinnett County to sign an intergovernmental agreement for the stormwater utility.
- Neighborhood parks are more important than City parks, especially for those who do not live in close proximity to a City Park. New subdivisions should be required to building neighborhood parks maintained by homeowners association.
- Design guidelines for new residential/mixed-use development should emphasis community squares/greens where housing can surround central green to keep it safe.
- As density is increased, recreation and park availability must be increased.

Facilities and Services

- There is a need to repair aging infrastructure such as roads, storm drains, and storm pipes and provide sewer service to properties currently on septic tanks. This should be a priority for Lilburn and Gwinnett County.
- Public sewer is a selling point for houses and could help the Lilburn housing market.
- Lack of sewer limits home improvements/expansions.
- Septic Tank inspection system is needed.
- Sewer extension would allow for higher densities in some areas.

Intergovernmental Coordination

- Lilburn has always had a good business relationship with Gwinnett County. Lilburn was the first City in Gwinnett to sign an intergovernmental agreement with the County regarding the stormwater utility.

City of Lilburn 2030 Comprehensive Plan

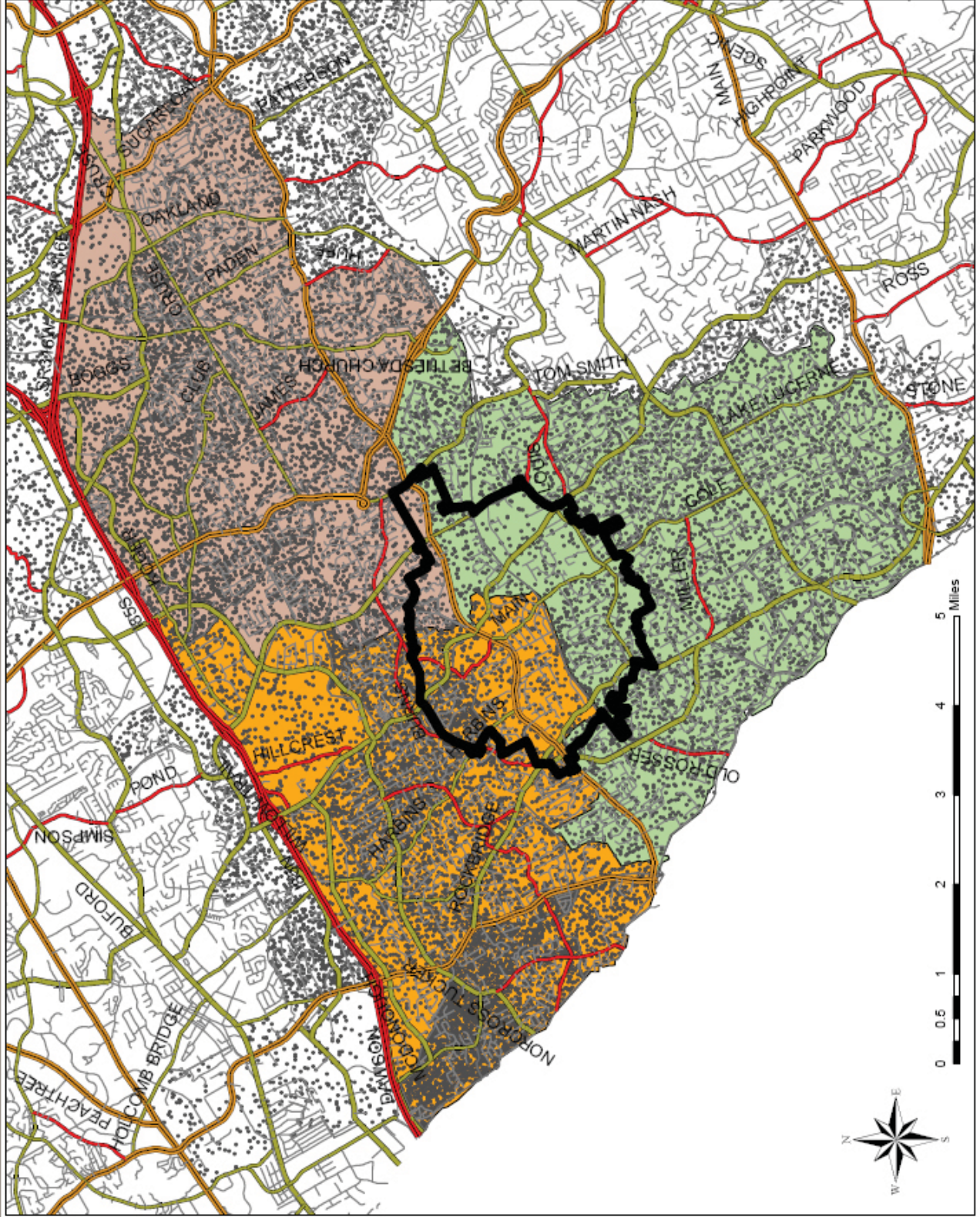
- To date under the current service delivery strategy act, the City of Lilburn has not had a zoning dispute with the County

Geographically Specific Issues & Opportunities

- Corner of Lawrenceville/Hwy. 29 and Pleasant Hill has two abandoned gas stations and a closed restaurant. This gateway to Lilburn needs to be improved.
- Shopping Center at the corner of Hillcrest and Lawrenceville/Hwy. 29 is half vacant, yet more retail locations are being built.
- Board of Education needs to be pressured to move Old Town into the Parkview school district.
- Old gas station at corner of Indian Trail and Lawrenceville/Hwy. 29 needs to be demolished or occupied and renovated.
- Jackson's Mill neighborhood needs neighborhood park and streetscape attention.
- Killian Hill needs to be widened to four (4) lanes from Lawrenceville/Hwy. 29 to Hwy. 78.

Population Dot Density

City of Lilburn Comprehensive Plan



Legend

Roads

- Local Roads
- Interstate
- Minor Arterial
- Major Arterial
- Major Collector
- Primary Arterial
- Liburn City Limits

2000 Population

- 1 Dot = 8

School Districts

- Berkmar
- Meadowcreek
- Parkview



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City of Lilburn 2030 Comprehensive Plan

Population

A primary Issue for Lilburn has been the impact of growth and development on the School Districts. Lilburn is a member of three (3) school districts; Berkmar, Meadowcreek and Parkview. Meadowcreek and Parkview cover the majority of the City's population, with Berkmar serving less than ten percent (10%). Lilburn residents have voiced concern over a perceived contrast between the numbers, income and poverty status of Lilburn residents versus school attendees. Lilburn is not perceived as over-crowded or having high levels of poverty, the schools, however, are seen as both. Residents feel this has affected the quality of the schools and express concern for their children's education.

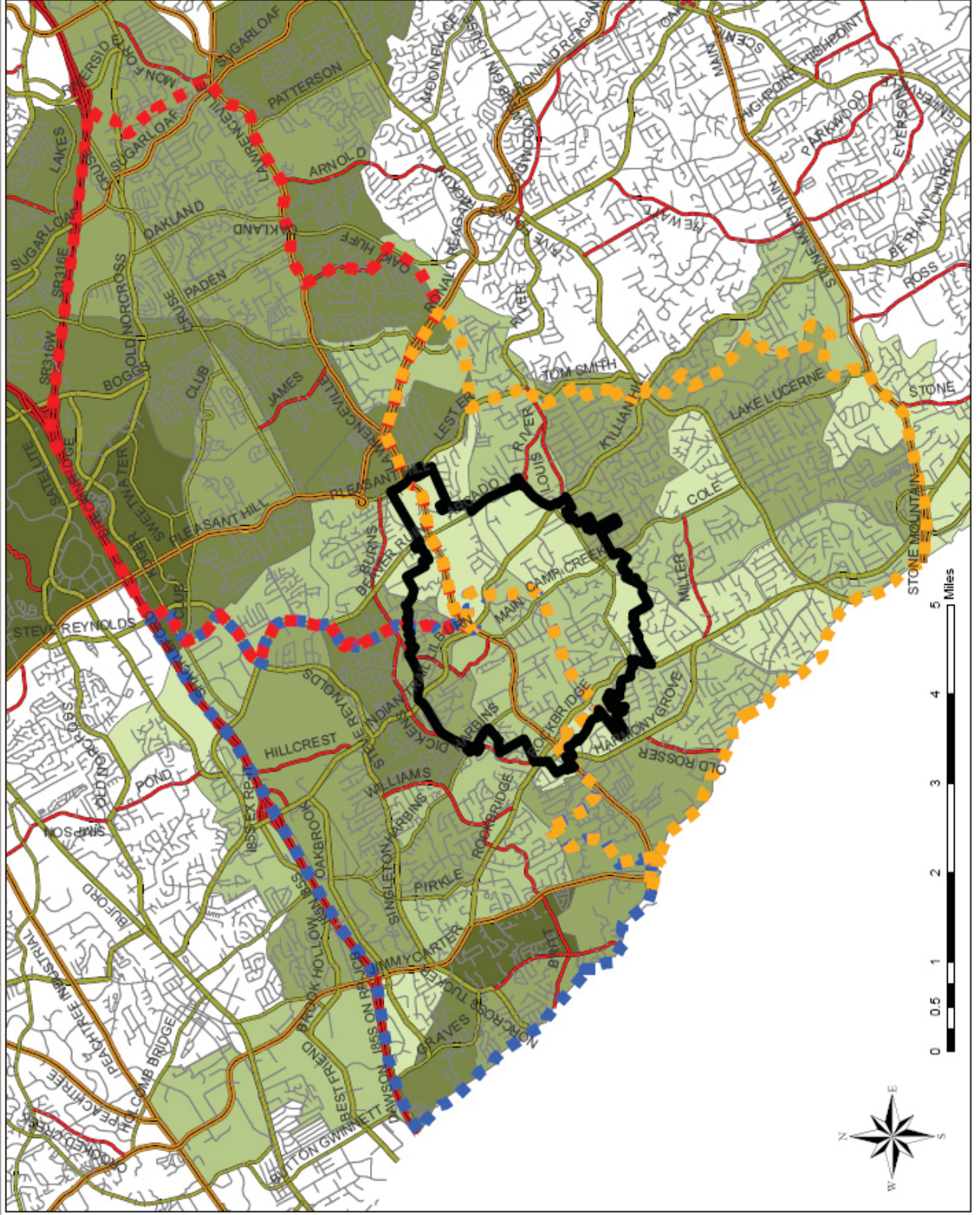
Overcrowding and poverty are indeed not characteristic of the City of Lilburn. A population dot density study (*Population Dot Density figure*) shows a greater concentration of persons in western Gwinnett Co. than in the City of Lilburn or elsewhere in the three (3) school districts. Higher densities are found in the northern section of the City, however, Lilburn represents a lower density section of this area and does not appear to have the crowding issues of the unincorporated portion of Gwinnett County.

Median household income (*Median Household Income figure*) is another indicator of the contrast between Lilburn and the School districts. Incomes are considerably lower in western Gwinnett Co. as well as along Interstate 85. The lower incomes are concentrated in the Berkmar and Meadowcreek school districts and are not indicative of Lilburn incomes. Lilburn has a small section of lower income values, the portion within the Berkmar district, showing less of a contrast between this section of the City and school district as a whole, however, considerable difference can be seen when compared to the entire City population. Household incomes are highest in the southern portion of the City as well as in the Parkview School district. This section of the City and the School District compare favorably, however, the contrast between the school population in the southern section of the City versus the northern portion is severe.

Another indicator of the effect of Gwinnett County's population on the school districts is the number and location of persons living in poverty (*Persons Living in Poverty figure*). The highest concentration of persons in poverty is located in western Gwinnett Co., as well as along Interstate 85. Lilburn has a low level of poverty, especially in the southern section of the City. The northern school districts do appear to contrast with the City, with regards to poverty, whereas the southern section appear to be quite comparable with the Parkview school district.

Housing Units

City of Lilburn Comprehensive Plan



Legend

Roads

- Local Roads
- Interstate
- Minor Arterial
- Major Arterial
- Major Collector
- Primary Arterial
- Lilburn City Limits

School Districts

- Berkmar
- Meadowcreek
- Parkview

Housing Units 2000

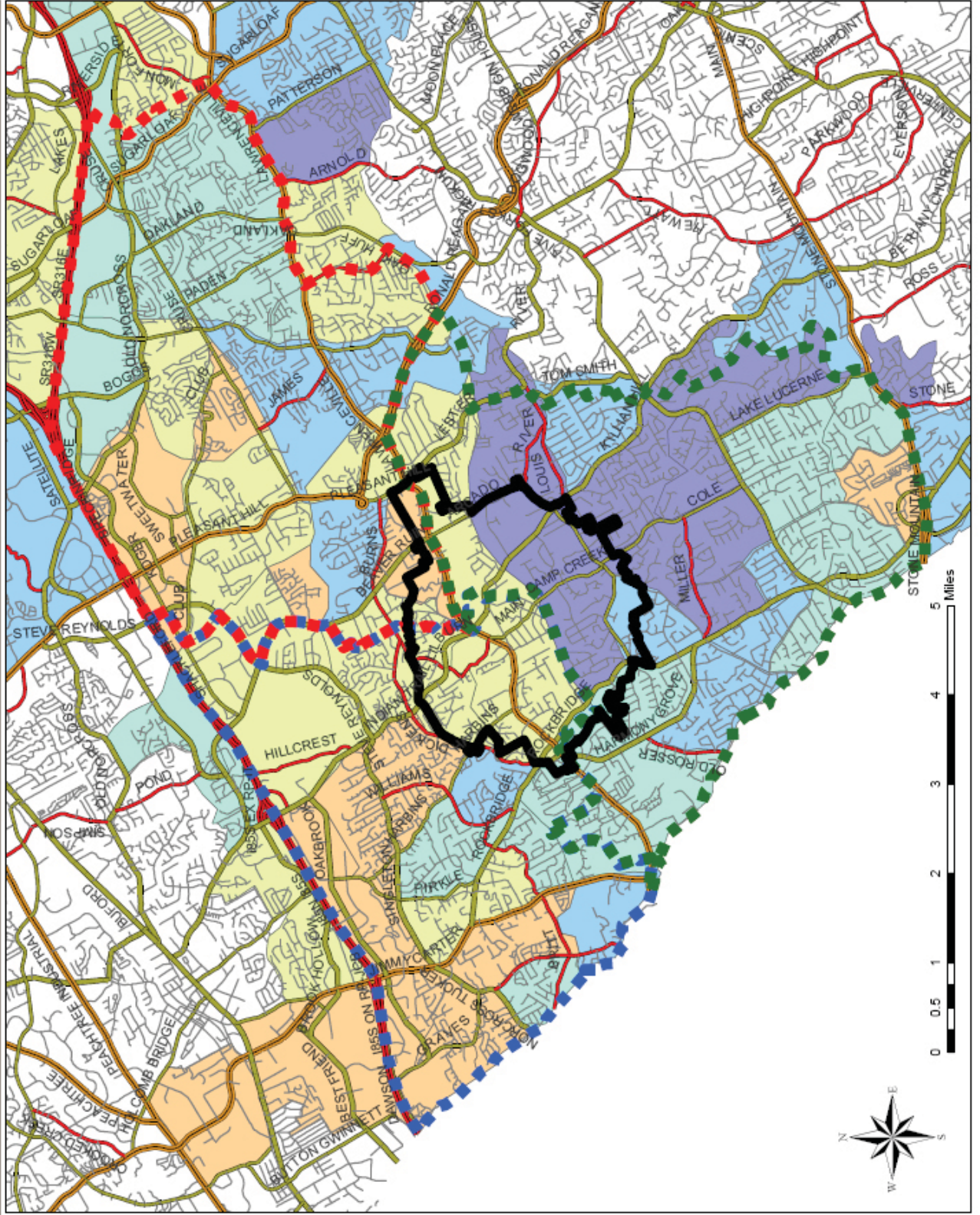
- 220 - 466
- 467 - 795
- 796 - 1338
- 1,339 - 2,092
- 2,093 - 3,347



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Median Home Value

City of Lilburn Comprehensive Plan



Legend

Roads

- Local Roads
- Interstate
- Minor Arterial
- Major Arterial
- Major Collector
- Primary Arterial
- Lilburn City Limits

School Districts

- Berkmar
- Meadowcreek
- Parkview

Median Home Value 2000

- \$38,800 - \$107,400
- \$107,401 - \$121,000
- \$121,001 - \$136,000
- \$136,001 - \$154,900
- \$154,901 - \$203,300

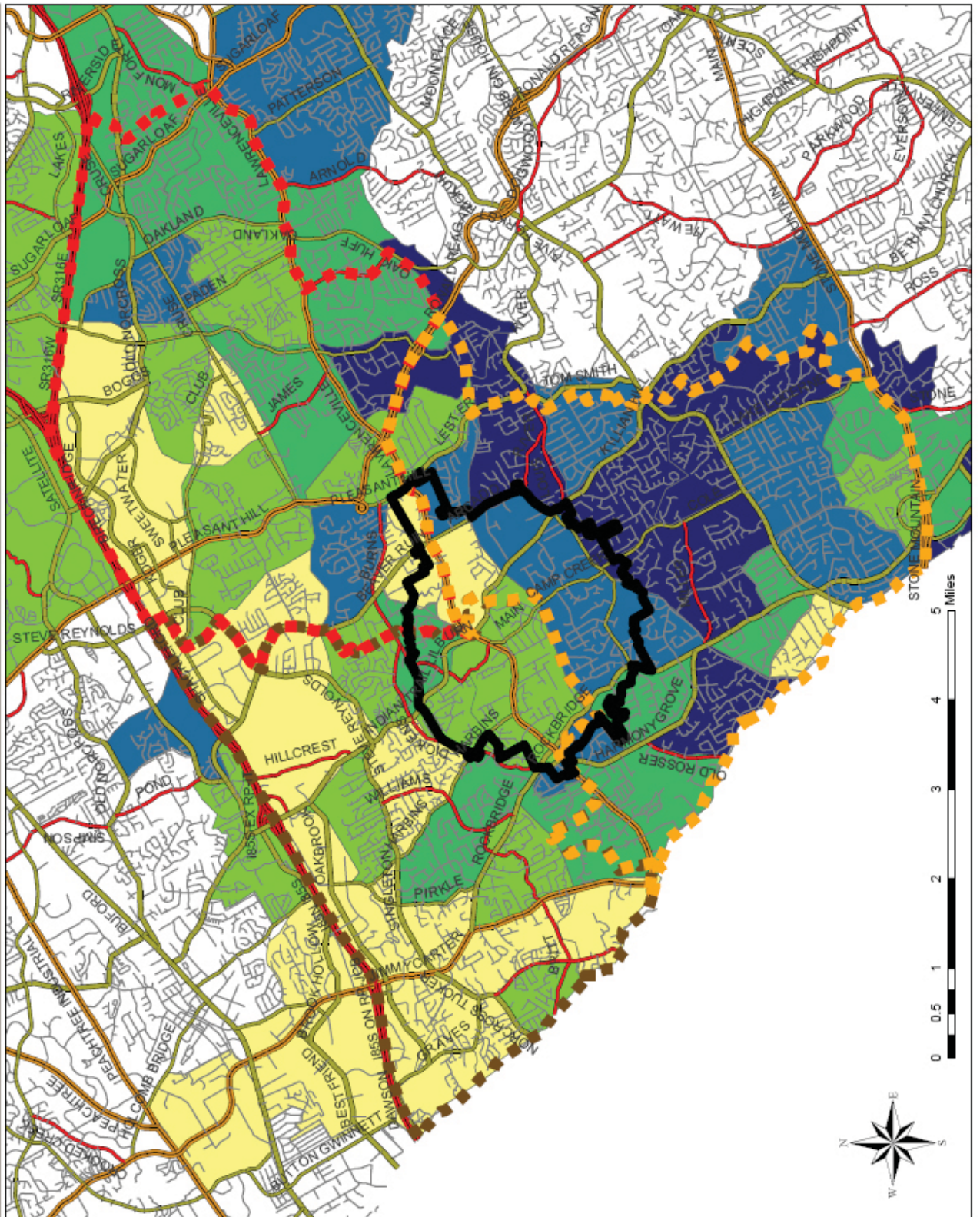


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City of Lilburn 2030 Comprehensive Plan



Median Household Income City of Lilburn Comprehensive Plan



Legend

- Roads**
 - Local Roads
 - Interstate
 - Minor Arterial
 - Major Arterial
 - Major Collector
 - Primary Arterial
- Lilburn City Limits**
- School Districts**
 - Berkmar
 - Meadowcreek
 - Parkview
- Median Household Income**
 - \$31,250 - \$45,189
 - \$45,190 - \$53,875
 - \$53,876 - \$63,125
 - \$63,126 - \$78,212
 - \$78,213 - \$113,620



City of Lilburn 2030 Comprehensive Plan

Housing

Residents also perceive a high rate of growth of multi-unit lower-income housing units within Lilburn as contributing to the identified school problems. The number of housing units per Census Block Group (*Housing Units figure*), however, shows the highest number of housing units to be located in the Berkmar school district, outside of the City limits. Housing unit density is also high in western Gwinnett Co., with units per Census Block Group shown as being very low with the City. The number of housing units appears comparable in the southern section with the Parkview district, however, the remainder of the City is not representative of the housing units and housing density found in the remaining school districts.

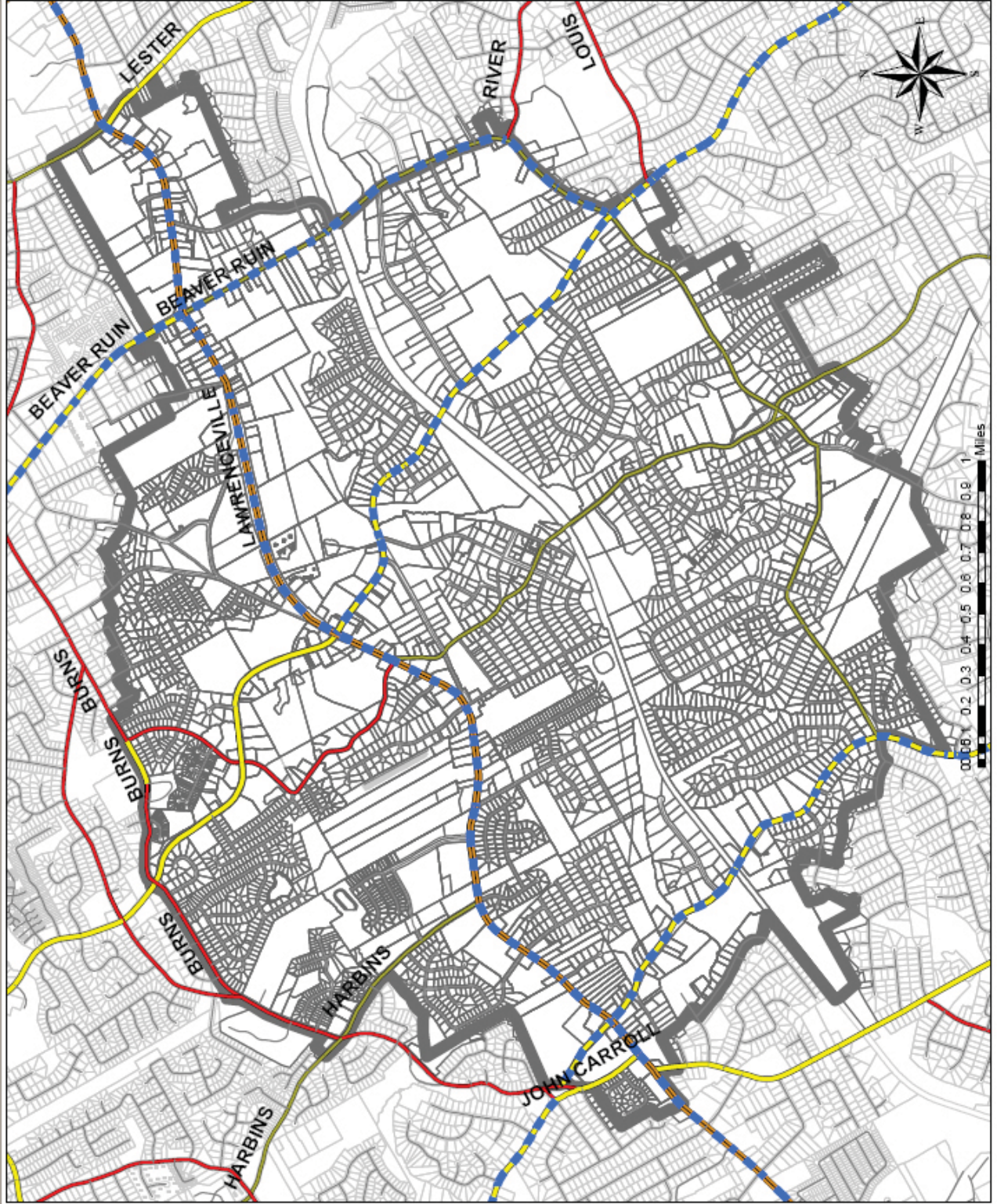
With regards to low-income housing, home values (*Median Home Value figure*) appear highest in the southern sections of the City as well as the Parkview school district. However, the northern section of Lilburn appears to have higher home values than unincorporated Gwinnett Co. in the Berkmar and Meadowcreek districts. Home values appear quite low in western Gwinnett Co., as well as along Interstate 85. A small area of Lilburn, the section within the Berkmar district, contains lower home values, however, the City overall represents a significantly higher level of home values than the two northern school districts.

Lilburn residents are concerned that high population levels, overcrowding, low incomes, poverty and multi-family densities are reducing the quality of the school districts and their children's education. They also believe Lilburn has contributed to this to some extent, however, they also believe the majority of these issues originate from Gwinnett Co. The contrast between these socio-economic indicators does appear to be substantial, especially in the Berkmar and Meadowcreek school districts. The City of Lilburn appears to perform considerably better than unincorporated Gwinnett Co. for almost every indicator. The City has lower densities, higher incomes and higher home values. Gwinnett Co. does appear to have a contrasting influence on the school districts than can be found within the City. However, Lilburn does not appear to be contributing to overcrowding or lower incomes within the school districts to any significant extent.

The problem then lies with district boundaries. The boundaries appear to follow income, poverty and lower home values very closely. The wealthier southern portion of the City is combined with the wealthier sections of Gwinnett Co. to form a homogenous school district. However, the northern section of the City is combined with poorer sections of the County. This imbalance does create a quality issue and a distribution of services issue for Lilburn residents, especially in the northern sections. Redistricting could alleviate some of these concerns. All Lilburn residents should be able to attend the same school district. This would eliminate confusion with the

Gwinnett County Interim Transportation Plan

City of Lilburn Comprehensive Plan



Legend

Streets

- Local Roads
- Interstate
- Minor Arterial
- Major Arterial
- Major Collector
- Primary Arterial
- Lilburn City Limits
- Planned Road Improvements



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City of Lilburn 2030 Comprehensive Plan

City and, in some cases, within subdivisions that have been divided by school district lines. Lilburn is far more representative of the Parkveiw school district and should, therefore, be completely encompassed by this district when redistricting occurs. This would eliminate the wide-range of income and overcrowding disparities found within the remaining districts and allow Lilburn to feel all residents have access to similar school opportunities instead of those opportunities being limited by particular neighborhoods.

Transportation

Transportation has been cited by community residents as an important issue to the community, along with multiple opportunities to address all aspects of the transportation system for the City of Lilburn. The transportation system must accommodate vehicle users, mass transit users, bicyclists and pedestrians from a safety, efficiency and aesthetic point of view. The needs of the different users must be balanced and proper transportation planning is necessary to ensure conflicts are minimized and each mode is operating as effectively as possible. The different transportation modes are also dependent upon each other and must be integrated in order for users to be able to switch modes and have transportation options. Beyond the relationship between the different travel modes, external influences also affect and often have a reciprocal relationship with the transportation system. These external influences can include the Land Use Plan, regional transportation road improvement plans, regional mass transit efforts, public investment, and public regulation.

The link between the Land Use Plan and the transportation system is a primary external influence. Property development is reliant upon the transportation system to enable users to access different destinations and the arrangement of the property development is guided by the Land Use Plan. The Land Use Plan can support the transportation system by ensuring highly intensive uses, such as general commercial, are concentrated at major intersections and a proper mix of uses is achieved to minimize vehicle trips and allow for different modes of transportation. The Lilburn Land Use Plan allows for a mix of uses which enable users to choose between pedestrian, bicycle and vehicular access as different uses are accessible within a short distance.

The transportation system can support the land use plan by providing options which allow for differing modes of transportation and easy transition between modes. As congestion and traffic increase throughout the Atlanta metropolitan area, effective planning for vehicular modes is important, especially from a safety aspect, and road widening projects are needed in some areas to alleviate congestion. Road hierarchies form a general theme in transportation plan-

Transportation Improvement Chart

City of Lilburn Comprehensive Plan



Document Source	Project Name	From	To	Existing Lanes	Lanes Added	Priority Level
2001 CTP	Killian Hill Rd.	Poplar St.	Lilburn Industrial Way	2	2	High
Planning Team - Congested Corridors Map	Killian Hill/Bethany Church Rd.	US 29	SR 124	2	2	High
Mobility 2030 Aspirations Plan	Rockbridge Rd.	Jimmy Carter Blvd.	US 29	2	2	Mid
Mobility 2030 Aspirations Plan	Arcado Rd.	US 29	Killian Hill Rd.	2	2	Mid
Planning Team - Congested Corridors Map	Rockbridge Rd.	US 29	Dekalb County Line	2	2	Mid
Planning Team - Congested Corridors Map	US 29	Dekalb County	Sugarloaf Parkway	4	2	Mid
Planning Team - Congested Corridors Map	Beaver Ruin Rd.	Buford Hwy.	US 29	4	2	Mid



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City of Lilburn 2030 Comprehensive Plan

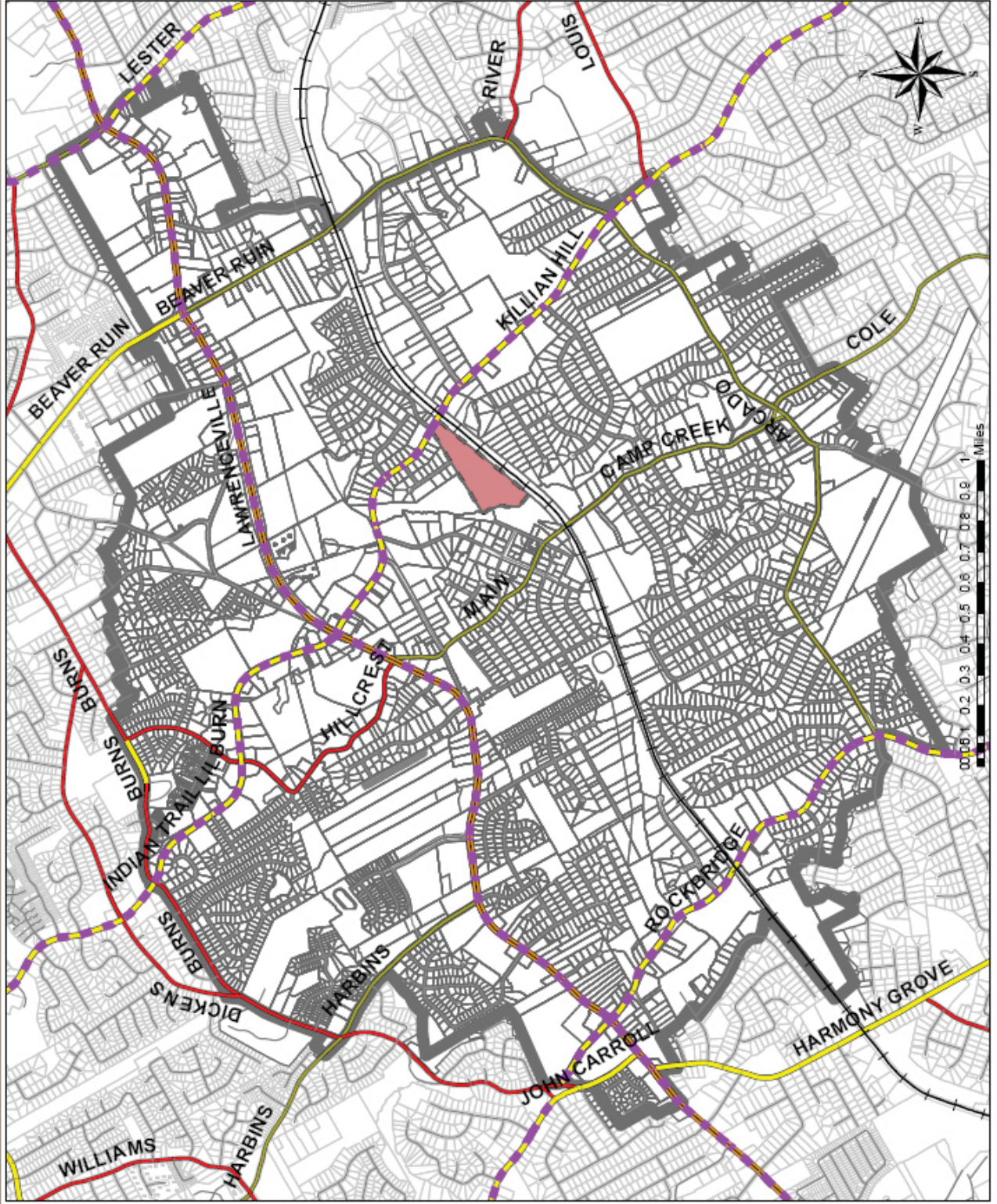
ning and road improvements can be expected to guide traffic from smaller roads to roads with larger capacity. The arterials leading into and out of Lilburn have been targeted for improvement by the various transportation organizations in the region to assist travel to Interstate Highway as well as to mass transit transfer points. Road improvement projects allow for more time-efficient travel by private vehicle as well as by mass transit, especially in the short-term. However, in the long-term, development can erode the capacity and effectiveness of road widening projects and pre-widening congestion can return. Therefore, over dependence upon road widening projects must be avoided in order to maintain existing and improved capacity and congestion levels.

Transportation systems must accommodate all modes of transportation to be effective and improvements to the system need to emphasize the integration of those modes. Road widening projects should include bicycle lanes where appropriate and sidewalks with landscaped separation from the roadway are extremely important. Signalization and intersection improvements are effective methods of increasing the effectiveness of the transportation system as well. Mass transit in the form of local bus, express bus, personal rapid transit and rail service should be planned for in order to ensure these systems are easily accessible, efficient and competitive with private vehicular travel in terms of ease of use and travel time. Increased reliance upon mass transit and non-vehicular travel will ultimately be necessary to keep congestion from increasing to unmanageable levels.

Public development programs and regulatory initiatives can also support the transportation system. Initiating streetscape projects can accommodate mass transit, enhance the pedestrian experience, and encourage private investment. Mass transit can be supported through the provision of designed and attractive bus stops which encourage use and accommodate waiting in inclement weather. The pedestrian experience can be enhanced through the provision of shade trees, clearly delineated crosswalks, street lighting and rest areas. Greenways and trail systems can be designed to encourage pedestrian and bicycle use and can become alternatives to travel along busy roads. Private investment can be encouraged by landscaping the Right-of-Way in front of commercial shopping center parking lots and providing incentives for local merchants to improve their shopping environment. Finally, public regulatory initiatives are necessary in order to ensure driveways and other access points are managed effectively, as mismanagement can erode roadway capacity, safety and efficiency. The City of Lilburn should support the road improvement projects, transit plans and local development projects and regulations which will allow the community to operate more effectively in terms of residents reaching local destinations and offer more efficient access to the Atlanta Metropolitan area.

Gwinnett County 2001 Comprehensive Transportation Plan - Transit

City of Lilburn Comprehensive Plan

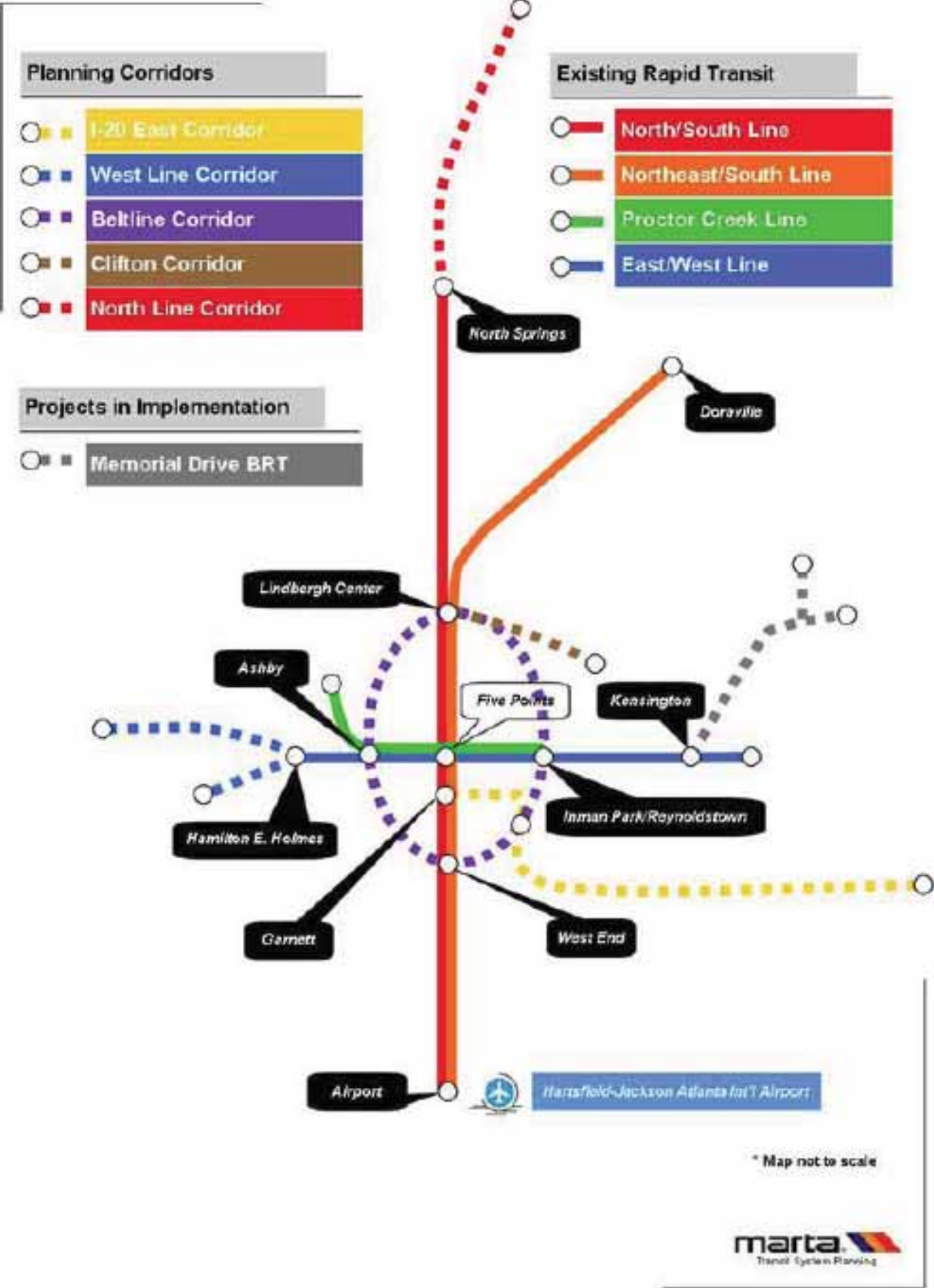


Legend

- Local Roads
- Interstate
- Minor Arterial
- Major Arterial
- Major Collector
- Primary Arterial
- Lilburn City Limits
- Potential Commuter Rail Stop
- Planned Local Bus Routes
- Planned Commuter Rail



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City of Lilburn 2030 Comprehensive Plan

market pressure on properties along the road, beyond current City of Lilburn corporate limits. The project is identified in the ARC 2030 Mobility Plan and, therefore, will most likely be identified for funding in the near or short term future. As ARC 2030 Mobility Plan would most likely be modeled to ensure congestion is reduced, as opposed to increased through capacity induced vehicle trips, the road widening will likely have a beneficial effect on traffic along Hwy. 29. As the affected properties are not located within the current Lilburn city limits, additional planning for this area is not possible.

Another project on the project list is the widening of Arcado Rd. from two (2) lanes to four (4) from US 29 to Killian Hill Rd. This project will create significant market pressure along Arcado Rd., affecting industrial and residential property. Market pressure will lead to increased land prices and increased demand for commercial property. The area along this arterial is zoned for light industrial as well as residential uses. Gwinnett County zoning is compatible with the Lilburn zoning and no conflict is anticipated. Commercial rezoning pressure is anticipated, however, the City's Conservation Overlay and Mixed Use Redevelopment Overlay district should present significant alternative development options also suitable for higher land prices. A greater utilization of these options would greatly increase the quality of development along this arterial and is more likely to achieve the Lilburn vision than potential commercial strip mall development. The project has been identified as part of the ARC 2030 Mobility Plan and, therefore, will most likely be funding in the near, short or medium term.

A fourth project is the Rockbridge Road widening from US 29 to the Dekalb County line. This project would have a significant impact on property within Lilburn and would provide additional capacity for vehicles trips from Lilburn and south of Lilburn driving north towards I-85. The project has not been identified in the Gwinnett CTP or the ARC Mobility 2030 Plan, however, and does not currently have dedicated funding. This project would have to be placed within one of the transportation plans and be identified for funding before a start or completion data could be estimated. This project will most likely not be funded in the near future and, therefore, will not impact Lilburn in the near term.

The final projects are the Beaver Ruin Rd. widening to six (6) lanes from Buford Hwy. to US 29 and the widening of US 29 to six (6) lanes through Lilburn. These projects would complement the Arcado Rd. widening and would most likely become the preferred route to I-85. Significant development pressure would occur outside and inside Lilburn's current city limits and induced traffic increases along all feeder arterials would also become significant. The impact of widening US 29 to six (6) lanes through Lilburn in particular could be a negative or a positive transformation, depending upon the design of the roadway. Significant pedestrian and bicycle amenities would have to be included to keep the widening from becoming a raceway through the Center of the City. These projects have not been identified in the Gwinnett CTP or the ARC Mobility 2030 Plan, however, and do not currently have dedicated funding. These projects would have to be placed within one of the transportation plans and be identified for funding before a start or completion data could be estimated. The projects will most likely not be funded in the near future and, therefore, will not impact Lilburn in the near term.

Transit

City of Lilburn 2030 Comprehensive Plan

Area Road Improvements Programs and Plans

The Gwinnett County Interim Transportation Plan (*Gwinnett County Interim Transportation Plan Figure*) shows the location of the potential road improvements. The projects were ranked and given a Priority Level during the development of the Plan through consideration of congestion analysis and any previously funded improvements. There are six (6) road projects identified for the Lilburn area in the Interim Transportation Plan (*Transportation Improvement Chart Figure*).

The two (2) road projects identified as having a High Priority Level were the Killian Rd. project and the Killian Hill/Bethany Church Rd. project. The Killian Hill Rd. project, from Poplar Street to Lilburn Industrial Way, as been identified within the 2001 Gwinnett County Comprehensive Transportation Plan. The Gwinnett CTP lists road projects funded from a variety of sources, including federal, state and local revenues. Road projects are funded and constructed in accordance with available funding and are, therefore, expected to be completed as revenues allow. The Killian Hill Rd. project can be expected to be completed in future years, however, an anticipated completion date cannot be estimated at this time. Completion of this road project would create market pressure for those properties located this segment to be developed as currently zoned, however, pressure would exist for the properties to be rezoned to a commercial or industrial use as land costs increase. This road project will also contribute greatly to the feasibility of hosting a transit stop near the CSX railroad line. However, this segment alone will not accommodate or create a significant increase in vehicle trips from areas south of Lilburn to Lilburn downtown or to I-85. In effect, a bottleneck has been created heading south and significant transformation of this road from residential/vacant land is not as likely because of this.

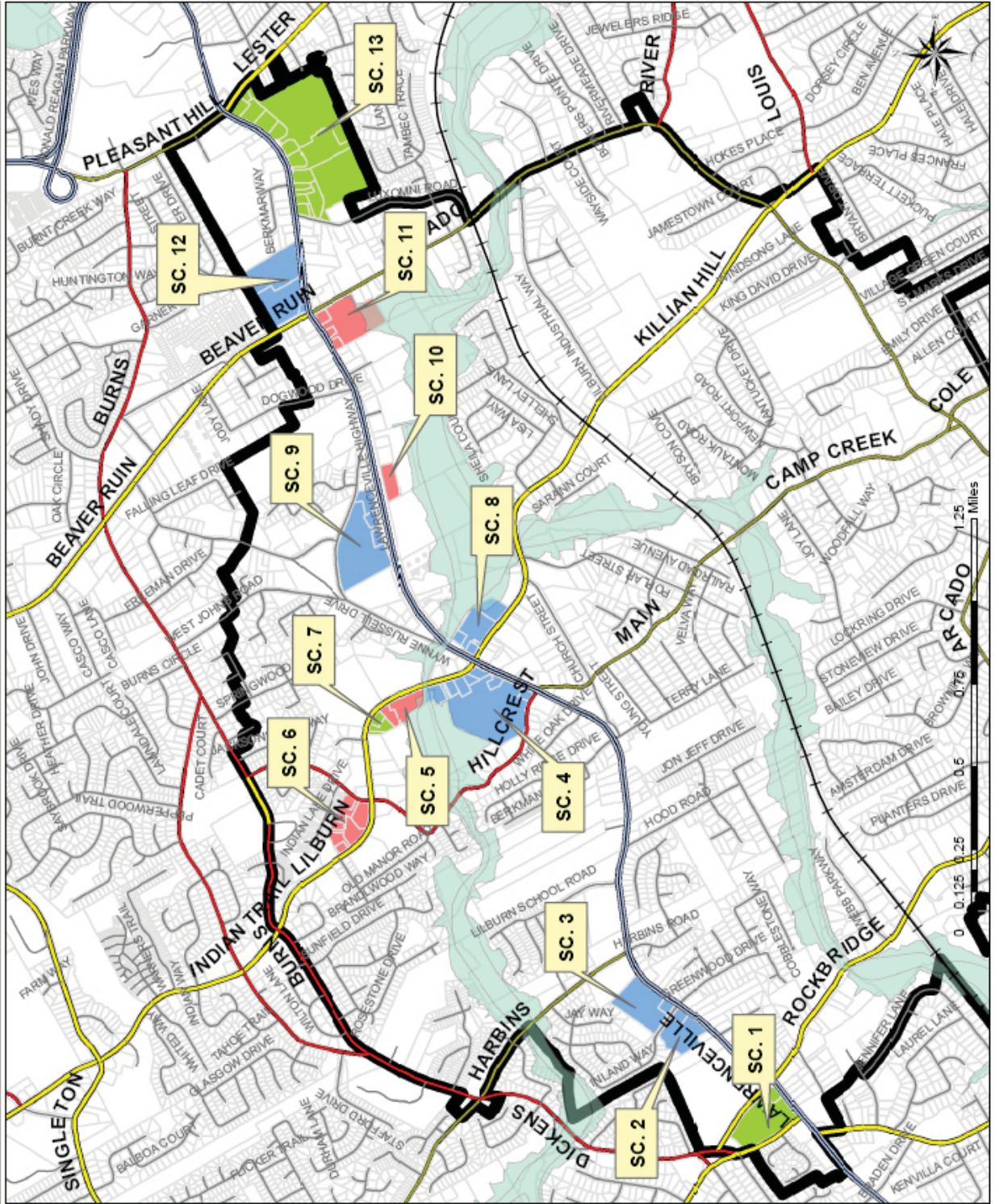
The Killian Hill/Bethany Church Rd. project would widen Killian Hill from US 29 to SR 124. This project has been modeled in response to an expected increase in traffic congestion and is, therefore, a high priority in terms of the Gwinnett County Interim Transportation Plan. This road project would create significant development and redevelopment opportunities along Killian Hill and would have profound traffic and development consequences for the City of Lilburn. Market pressure for both commercial and residential development would increase dramatically. However, this project is identified as part of the planning effort for the Interim Transportation Plan and is not listed on the Gwinnett CTP or the Atlanta Regional Commission's (ARC) 2030 Mobility Plan. Therefore, funding has not been identified for this project and the improvements will have to be placed on a funded transportation project list before a start or completion date can be estimated. This project will most likely not be funded in the near future and, therefore, will not impact Lilburn in the near term. The need for this project would increase further should a transit stop be constructed along the CSX railroad line. The stop would serve as a park and ride for Lilburn residents and potential passengers south of Lilburn using Killian Hill.

A third road project on the list is the Rockbridge Road project from Jimmy Carter Blvd. to US 29. This project is identified as having a "mid" priority level in the Interim Transportation Plan and would expand the roadway from two (2) lanes to four (4). The project would create additional options for Lilburn commuters to drive north to I-85 and would also create additional

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Shopping Centers City of Lilburn Comprehensive Plan



- Legend**
- Streets**
- Local Roads
 - Interstate
 - Minor Arterial
 - Major Arterial
 - Major Collector
 - Primary Arterial
 - Lilburn City Limits
 - FloodZoneAE
 - Rail Line
- Lilburn Shopping Centers**
- Condition
- Fair
 - Good
 - Poor



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Public transit services are currently unavailable within the City of Lilburn. Gwinnett County Transit does not provide local bus service to Lilburn. The closest local bus stop is at the intersection of Singleton Rd. and Indian Trail Rd. The Georgia Regional Transportation Authority (GRTA) has a Park and Ride facility at the intersection of Indian Trail Rd. and I-85, where an Express Bus stop is located. The Metropolitan Atlanta Rapid Transit Authority (MARTA) has a rail stop at the intersection of I-285 and New Peachtree Rd. Each organization is planning to expand service through various ongoing transportation planning programs, providing an opportunity for Lilburn to participate in the process and lobby for a transit stop or access to a transit stop. Extension of transit into the local area is extremely important to the City of Lilburn. According to the Gwinnett County Interim Transportation Plan (2007), highway and local road systems are expected to experience a significant increase in traffic and congestions. Levels of Service (LOS) for highways and local roads in the Lilburn area are expected to fall dramatically. These future conditions warrant a significant investment in transit to serve Gwinnett County and the City of Lilburn.

Local and Express Bus Service

The Gwinnett County 2001 Comprehensive Transportation Plan has planned for extended local bus routes into and through Lilburn, serving southern Gwinnett County (*Gwinnett County 2001 Comprehensive Transportation Plan – Transit Figure*). This plan is currently in the process of being updated, however, existing plans include a number of extensions which could also be included in the current update. Current plans include an extension of the Gwinnett County local bus system down Lester Road as well as across Lawrenceville (US 29) Highway. Planned extensions also include routes along Indian Trail, Killian Hill and Rockbridge Roads. Potential stops are not included in the current plan, however, future updates will most likely provide additional levels of detail.

Local bus service serves to move people from local destination to local destination within a particular locality. Local bus service also allows people to access other modes of mass transit and travel further distances and avoid traffic congestion. Bus service allows residents to become less dependent upon private automobile travel and allows a greater number of people to access employment and housing. Families are able to limit the number of vehicles required for family members and expenses are kept manageable. The resultant reduced burden on family finances allows disposable income to be spent on better housing, education and other expenses. Persons who cannot afford a private vehicle are able to access a far greater number of employment options and can concentrate their financial resources on housing and living expenses.

Two important considerations for local bus service are the pedestrian environment and the overall transportation network. For local bus service moving people to and from local destinations within a particular locality, the pedestrian environment is extremely important, as walking and biking may be required to access local stops and local destinations. For local bus service allowing people access to alternative modes of transit, such as express bus service, bus rapid transit and rail, the overall transportation network is the most important. Local Park and Ride facilities will most likely be utilized to access bus service and local stops will be minimized.

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Pedestrian environments are necessary for persons walking and biking to bus stops and for persons waiting at the bus stop. Shade, noise, points of interests, areas of neglect, walking surfaces, and pedestrian amenities are all important considerations for planning the public realm. The bus stop itself is also extremely important and demands a high level of design to be made appealing to potential users. The Lawrenceville (US 29) Highway Corridor Overlay includes a broad range of design and amenity requirements which provide a high level of design to development projects conducive to the pedestrian environment. Additional public investment and planning would complement these requirements and produce an environment which encourages additional use of potential future bus service in Lilburn.

The overall transportation network includes the condition and effectiveness of the local and regional street system as well as the available modes of travel. The local and regional street systems consist of a number of local roads and Interstate highways faced with increasing congestion in the near future. Using local bus service as a method to access commuter transit systems must be time efficient in order to be practical. The time taken to use public transit must be weighed against the time taken by private automobile. Road congestion and traffic, traffic signalization, roadway access, bus transfers and frequency of stops are all important considerations.

Road widening projects are forecast as needed for Beaver Ruin Rd. and Lawrenceville (US 29) Highway to expand these arterials from four (4) lanes to six (6). These road widening projects would create an obvious choice to serve as a commuter bus route from Lilburn to I-85 and points beyond. However, these projects are not identified for funding in any regional transportation plan and, therefore, are not likely to be completed in the near future. Road widening projects for Killian Hill and Rockbridge Roads are, however, identified for funding and will be complete in the foreseeable future. The Killian Hill Rd. project would be an extension of Indian Trail, already a four (4) lane road, and would grant four (4) land access to a centralize downtown commuter bus stop/Park and Ride, making Indian Trail a likely route for Lilburn access to I-85. Rockbridge road would provide an alternate route, however, congestion projections (Gwinnett County 2001 Comprehensive Transportation Plan) show Rockbridge Rd./Jimmy Carter Blvd. access to I-85 to be as congested as Indian Trail and with a longer distance traveled. Therefore, Indian Trail and Beaver Ruin Rds. would be the likely routes for commuter bus travel. The difference between the two routes would depend upon the location of Park and Ride facilities and the results of a timing study to determine the ideal route.

With regards to type of bus service, there are two options for a commute to I-85 and beyond. One opportunity for Lilburn residents is to take a future Gwinnett County local bus service to a GRTA express bus stop or to the MARTA Doraville Station to access regional destinations. The disadvantages here would be a greater number of stops and a bus transfer. Another option would be to take a GRTA express bus from a central Park and Ride facility in Lilburn to the MARTA Doraville Station or to various regional destinations. There would be fewer stops and no bus transfer required. Local bus routes could then concentrate on collecting Lilburn residents from various points within Lilburn and taking them to either the Lilburn Park and Ride or the existing GRTA Park and Ride facility. However, current resident reaction to planned transit is to limit bus service to serving the Gateway areas identified on the Future Development Map and not encouraging busing through the City.

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Bus Rapid Transit and Commuter Rail

Both MARTA Bus Rapid Transit and the Atlanta to Athens commuter rail (Brain Train), appear to be the most likely forms of fixed route transit available to the City of Lilburn in the near future. The closest MARTA station is the Doraville Station at the intersection of I-85 and I-285. The MARTA route extension plan shows a Bus Rapid Transit route along Memorial Drive in Dekalb County to be in the implementation phase. This route would provide Bus Rapid Transit service as an extension of the West Line corridor and take the service to within a few miles of Lawrenceville (US 29) Highway (*MARTA Rapid Transit Expansion Plans figure*). Bus Rapid Transit would be similar to express bus service except an upgrade vehicle would be used and the service would include the advantage of being granted priority on local roads. For example, dedicated lanes would be made available and traffic signals would be given bus rapid transit system priority access. The disadvantage would be the need to switch from the Bus Rapid Transit vehicle to the light rail car on the West Line corridor. Should this system be extended to Lilburn, a Park and Ride facility would make this a feasible commuter option. However, no plans for such an extension are currently shown. Express or local bus service could be provided to connect Lilburn to the MARTA extension, however, this would require two bus transfers, making the option most likely unpractical. According to local resident input, the preferred option would be to extend the Memorial drive route to the Gateway areas identified on the Future Development Map.

The Atlanta to Athens commuter rail (Brain Train) would provide dedicated commuter rail service to downtown Lilburn. This proposal would be the ideal commuter option for Lilburn and would allow development of a mixed use transit stop area, or Transit Oriented Development (TOD), and would be served by a local bus system. The TOD could allow for a park and ride facility to access the commuter rail, express bus service and local bus service.

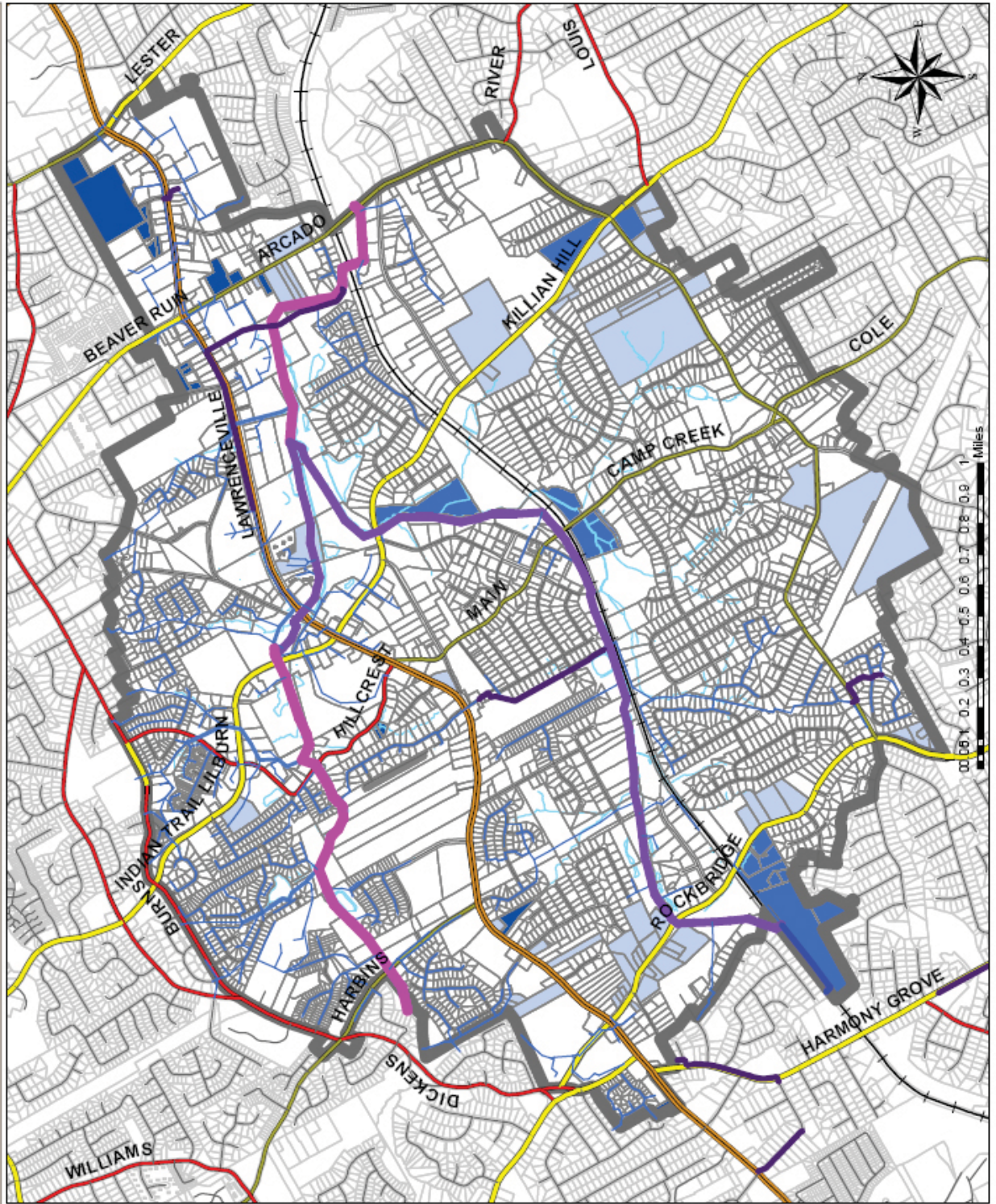
Economic Development

The City of Lilburn is uniquely situated in the greater Atlanta area economy. Lilburn is a first-tier suburb which has experienced all of the economic cycles as a result of this location. Lilburn has experienced main street economic commercial, railroad-oriented manufacturing, suburban residential growth and commercial growth. Lilburn is now experiencing decline and decay of some commercial growth areas and redevelopment of others. Strip commercial development has taken a variety of forms and shapes, the result of which has been visually unappealing in some areas. Shopping centers have been developed without attention to architectural detail or pedestrian amenities and are beginning to see decline as a result. Redevelopment has occurred through assembly of various commercial parcels to allow for new shopping centers as well as through redevelopment of individual properties for individual businesses. A number of additional economic conditions were presented as part of the Gwinnett County Unified Plan Community Assessment component;



Potential Office Project Locations

City of Lilburn Comprehensive Plan



Legend

Streets

- Local Roads
- Interstate
- Minor Arterial
- Major Arterial
- Major Collector
- Primary Arterial

- Lilburn City Limits
- Lilburn Parcels_4_16_07

Force Mains

Gravity Sewer

DIAMETER

- 0 - 8
- 9 - 16
- 17 - 24
- 25 - 32
- 33 - 42

- O-I Zoning Property
- Potential Office Non-Vacant
- Potential Office Vacant
- Hydrology



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- In 1989, Lilburn had a median household income of \$40,708. In 1999, the median household income adjusted to 1989 dollars was \$40,789. This represents a 0.20 percent increase.
- In 1990, Lilburn had a per capita income of \$18,377. In 2000, the per capita income adjusted to 1990 dollars was \$17,090. This is a seven percent decrease.
- The percentage of the population with incomes of \$60,000 or more is greater in 2000 than in 1990. In general, the percentage of the population with incomes less than \$60,000 was higher in 1990 than in 2000.
- In 1990, 3.73 percent of Lilburn's population was living below the poverty level. In 2000, 6.10 percent were.
- In 1990, the dominant employment industry for Lilburn's residents was Retail Trade with 18.5 percent of people working in that industry. Educational and Health Services (12.4%), Manufacturing (11.6%), Transportation and Warehousing (10.9), and Financial, Insurance, and Real Estate (9.5) rounded out the top five industries.
- In 2000, retail trade dropped to fourth with 11.3 percent of Lilburn's residents working in that industry. Educational and Health Services (14.7%), Professional Services (12.4%), Manufacturing (12.1%), and Construction (8.6%) round out the top five industries in 2000.
- In 1990, Lilburn had an unemployment rate of 3.41 percent. The number decreased to 3.25 percent in 2000. This is identical to Gwinnett County's unemployment rate, which is lower than the state average of 3.5 percent and the national rate of 4.0 percent.
- In 1999, the median earning for a man living in Lilburn was \$29,670. The median earning for a woman was \$22,248.
- Lilburn has a greater number of people who walk or ride a bicycle to get to work than the County as a whole.

These conditions show the economic status of most residents to be stable, in terms of income growth and employment. However, the percentage of persons living below the poverty level has risen and growth of median household income has not kept pace with inflation. The percentage of persons employed in the Professional Services, Educational, and Health Services industries has increased, while those employed in the Retail and Manufacturing industries has declined. This shows a positive transition to higher-wage professional occupations and conformity with national trends.

The City of Lilburn's proximity to Atlanta is a tremendous asset as well as an opportunity for change. Urban and suburban office projects accommodating the Professional Services industry have proliferated along the I-85 corridor and provide stable high-wage employment for Gwinnett County residents. Lilburn has experienced some of this growth along with increased commercial development pressure. Lilburn has also experienced residential growth and increasing home values, although the greatest appreciation has been in newer areas in higher-value single-family subdivisions. Proximity to Atlanta can result in an influx of poorer persons moving from gentrified areas in the metropolis and the continued decline of commercial areas and new commercial projects are constructed along the I-85 corridor or, Lilburn's location can represent an opportunity for stabilization of commercial areas, an increase in office project development, increased housing opportunities and moderate home value appreciation for all areas.

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Shopping Centers & Streetscape Improvement Areas

Shopping centers represent a significant portion of the City's land use. They are located along Lawrenceville Hwy. (US 29) as well as along Indian Trail Rd. Shopping centers have evolved along with Lilburn and include a wide range of architectural design, parking conditions, pedestrian amenities and commercial viability. Lilburn has seen development of shopping centers recently and does have a stock of viable commercial areas. However, some shopping centers are entering a declining phase in their development and have become architecturally out-of-date, lack adequate pedestrian amenities and do not contain premier retail uses. In addition, even newer shopping centers are suffering from a lack of streetscape and pedestrian elements along access arterials and would benefit from parking lot and streetscape improvements.

Shopping centers can suffer from out-of-date architecture, barren parking areas and a lack of pedestrian amenities. Architecture should be cohesive yet offer variety and unique architectural features. Parking areas should contain trees, sidewalks and other pedestrian amenities. Older shopping centers may require architectural renovations, reconfiguration of the parking area, additional trees and lighting improvements in order to attract new customers. Improvement of the streetscape elements, such as sidewalks, crosswalks, lighting and landscaping along access arterials also benefit both new and declining shopping centers and are projects that are readily adaptable to public-private partnerships. A survey of Lilburn shopping centers (*Shopping Centers Figure*) shows the City's shopping centers and their condition; Good, Fair and Poor. A Good rating means the center is new and well-maintained. The architecture is detailed and presentable and parking lots are well landscaped. Very little improvement, other than streetscape enhancements, is needed. Fair indicates some improvements in terms of architectural renovation and parking lot enhancement are needed, however, the center should remain commercial viable with physical improvements and proper maintenance. Poor centers require significant investment and may even be candidates for redevelopment should such investment not be viable or deemed effective.

Potential Office Project Locations

Local economic conditions indicate an increase in employment in the Professional Services sector and a stabilization of the retail sector. Lilburn needs to capitalize on Professional Services opportunities and designate primary parcels for office development. The retail sector already has an adequate retail base and needs to diversify the economic base by providing the opportunity for higher wage employment. The City of Lilburn has a number of vacant properties located along Arterials roads designated for residential or institutional/public uses which would better serve the City as Office/Professional districts. Potential locations have been identified (*Potential Office Project Locations Figure*) for Office/Professional land use designation which are zoned for lower intensity uses. Commercially zoned property has been avoided as these properties are unlikely to be rezoned to Office/Professional. Many of these properties are vacant while some are occupied by few buildings, indicating the potential for redevelopment and rezoning to non-residential uses. Designation of these properties as Office/Professional Land Use districts will allow Lilburn to market and attract more Professional Services industry participants to the local economy. Designation of adjacent properties will encourage consolidation of parcels and lead to larger office projects. Office projects can serve as transition land uses and can be com-

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patible neighbors to residential districts. Office projects often include considerable landscaping, especially larger projects and can make significant contributions to arterial streetscapes. Such projects should be encouraged and potential properties should be actively marketed to the Chamber of Commerce and other economic development organizations.

Office and professional services are a growing segment of local employment. These jobs can be actively recruited by local Chambers of Commerce and other economic development organizations. Targeted recruitment requires industry-specific data and analysis to illustrate the needed and available industries and job base within the City, as well as the surrounding region. An industry-specific data collection and analysis effort, or Economic Base Analysis, showing employment by industry as well as comparative statistics at the regional and national level can show a locality's strengths, weaknesses and opportunities. Specific groups of industries, or clusters, can be identified in order to encourage newly established industrial sectors and complementary industries can be identified which require similar types of companies in the local area. This resource can also be used to illustrate to potential new companies the extent to which suppliers and business-to-business customers can be found in the local area.

Economic Base Analysis

The City of Lilburn is strategically located within the Atlanta metropolitan area, has good interstate access and is within commuting distance of a number of companies and residential areas. The potential for increased office uses within Lilburn is a great opportunity for Lilburn to expand the employment base for professional service employees and to ensure long-term economic sustainability. A wide range of professional service industries are suitable for location or expansion to Lilburn which would be a complementary fit with the City's existing industry and geographic location. An Economic Base Analysis is a method of analyzing and comparing local, regional and national industries by North American Industry Classification System (NAICS) code in order to find stable, growing and under-performing sectors of the local economy. The number of employees by NAICS identified industry is listed in the following tables for Lilburn and the Atlanta metropolitan area for 2000 and 2005 and the United States industries are listed for 2005. Growth rates were calculated for all Atlanta industries and a comparison of the proportion of workers by industry to total workforce was compared to the US proportion of workers by industry to the total national workforce. This comparison is called the Location Quotient and shows whether the Atlanta area has a higher proportion of workers in certain industries than the US. Any value greater than 1.00 shows a higher proportion and higher concentration than normal of those industries within the US economy.

The Atlanta metropolitan area represents the regional economy and analysis of this larger economy shows industries which are experiencing strong growth in the area and which could enhance or complement the Lilburn Economy. The Economic Base Analysis tables rank each industry sector from a scale of one (1) to three (3). A ranking of one (1) includes those industries which have experienced growth in the number of employees in a particular sector and a Location Quotient greater than 1.00, showing a higher proportion of employees than the national average. A ranking of two (2) includes those industries which have experienced growth in the number of employees in a particular sector and a Location Quotient less than 1.00. A ranking of three (3)

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includes those industries which have not experienced growth (or do not have associated 2000 data) in the number of employees in a particular sector and a Location Quotient greater than 1.00.

The City of Lilburn does have a presence in the Periodical Publishing industry which as seen employee growth both locally and regionally. The regional economy also has a locational advantage in this industry, making this industry a good candidate for expansion in the local economy. Another opportunity would be the Greet Card and Software Publisher industries. Lilburn's lower cost of living and lower costs for office space could be used as an incentive to attract these industries. Software Publishing would be more likely should other computer and software industries expand in the local area. These industries would be niche industries employing few people and would most likely represent professionals interested in their own start-up company responding to local needs and the desire to live in a close-in suburb such as Lilburn.

Another potential industry area for Lilburn is the Telecommunication sector. A large number of people are employed in this sector, especially in the Atlanta area. Both wired and cellular Telecommunications industries will most likely need to expand as growth for services continue. Atlanta has experienced a decline in workers for the wired industry, however, wireless technology has shown tremendous growth as well as a locational advantage. Wireless telecommunication employers can be expected to locate more offices to the Lilburn area and these potential jobs will include both sales as well as managerial opportunities. Headquarters may not be possible candidates, however, back office administrative support for telecommunication companies may be an option for expansion.

Industry Code	Industry Code Description	Emp. Lilburn 2000	Emp. Lilburn 2005	Emp. Atlanta 2000	Emp. Atlanta 2005	Location Quotient	Rank
371	Telecommunications		na				
3711	Wired Telecommunications Carriers		na				
37111	Wired Telecommunications Carriers		na				
371110	Wired Telecommunications Carriers		30	48,754	27,473	1.70	3
3712	Wireless Telecommunications Carriers (except Satellite)		na				
37121	Wireless Telecommunications Carriers (except Satellite)		na				
371211	Cellular and Other Wireless Telecommunications		na	4,263	110	0.33	
371212	Cellular and Other Wireless Telecommunications		0	1,644	13,381	3.00	1
3719	Telecommunications Resellers		na				
37191	Telecommunications Resellers		na				

High technology industries represent good opportunities for continued expansion of the local employment base. Lilburn has an employment presence in the Data Processing, Hosting, and Related Services industry and the regional economy shows a high level of employment and locational advantage in this industry as well. This industry can most certainly be expanded in the local economy. Office space within Lilburn fully outfitted for these needs would be a great incentives to attract further interest in this area. These opportunities may come from local entrepreneurs or from larger business, however, industry growth will most likely come from professionals desiring to start their own business and professionals who live in the area. Expansion of this industry would allow for the creation of a base for additional expansions in related industries. Data processing and hosting businesses could expand to internet publishing, website design, and custom software programming. A strong base of computer software and programming industries could begin with expansion of this sector.

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Industry Code	Industry Code Description	Emp. Lilburn 2000	Emp. Lilburn 2003	Emp. Atlanta 2000	Emp. Atlanta 2003	Lilburn Growth	Rank
513	Internet Service Providers, Web Search Portals, and Data Processing Services	na	na				
5131	Internet Service Providers and Web Search Portals		na				
51311	Internet Service Providers and Web Search Portals		na				
513111	Internet Service Providers		na		7,443	7,443	3
513112	Web Search Portals		na		102	0 99	
5132	Data Processing, Hosting, and Related Services		na				
51321	Data Processing, Hosting, and Related Services		na				
513210	Data Processing, Hosting, and Related Services		39		74,543	2,009	3

The Credit Intermediation, or banking, industries represent opportunities for continued capture of national business activity as well as local initiative. Commercial Banking and Savings Institutions are mainly comprised of national and regional institutions which are likely to continue expansion into the Lilburn market and continue to provide employment for local residents. National branches are more likely to construct their own buildings on vacant land than utilize existing buildings and, therefore, will require vacant land zoned for Office uses. Professional staff and managerial positions make these industries attractive, although the probability of attracting regional headquarters or establishment of new local banking institutions is not likely. Specialty banking in the Real Estate and Mortgage banking sectors are far more likely to be the result of small local business establishment and expansion. These business are likely to use existing office space and would benefit from speculative office building development. In addition, international or multi-lingual banks or credit unions may be another source of employment expanding into the Lilburn market to satisfy non-english-speaking demand for financial services.

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Industry Code	Industry Code Description	Emp. Lilburn 2000	Emp. Lilburn 2003	Emp. Atlanta 2000	Emp. Atlanta 2003	Location Quotient	Rank
522	Credit Intermediation and Related Activities		na				
5221	Depository Credit Intermediation		na				
52211	Commercial Banking		na				
522110	Commercial Banking	32	49	27,555	27,698	1.09	1
52212	Savings Institutions		na				
522120	Savings Institutions		20	972	1,302	0.32	2
52213	Credit Unions		na				
522130	Credit Unions		1	604	631	0.31	
52219	Other Depository Credit Intermediation		na				
522190	Other Depository Credit Intermediation		na	2	17	0.36	1
5222	Nondepository Credit Intermediation		na				
52221	Credit Card Issuance		na				
522210	Credit Card Issuance		na	1,050	2,373	2.70	3
52222	Sales Financing		na				
522220	Sales Financing		na	1,373	3,012	2.39	1
52229	Other Nondepository Credit Intermediation		na				
522290	Consumer Lending	3	2	1,543	1,907	0.98	
522292	Real Estate Credit	33	32	1,203	1,195	1.74	1
522299	International Trade Finance		na	7	20	0.21	
522294	Secondary Market Financing		na	11	232	0.54	2
522298	All Other Nondepository Credit Intermediation		12		1,354	1.38	3
5223	Activities Related to Credit Intermediation		na				
52231	Medium- and Nonmortgage Loan Brokers		na				
522310	Medium- and Nonmortgage Loan Brokers		13		1,200	1.00	3
52232	Financial Transactions Processors, Brokers, and Clearinghouse Activities		na				
522320	Financial Transactions Processors, Brokers, and Clearinghouse Activities		3		2,321	1.28	3
52239	Other Activities Related to Credit Intermediation		na				
522390	Other Activities Related to Credit Intermediation		25		1,177	1.70	3

The Financial Investment industries represent corporate business activity, such as Investment Banking and Commodity Brokerage, as well as smaller independent business engage in the Investment Advice activity. Lilburn is not a likely candidate for Investment Banking or Commodity Contracts Brokerage, however, independent investment business represent a good opportunity for the local economy. The Portfolio and Management and Investment Advice sectors have experience

employee growth in the Atlanta area, although Investment Advice appears to be under-represented at both the regional and local level. This represents an opportunity for expansion in this industry. Lilburn appears to be particularly under-represented in the Portfolio Management and Investment Advice industries. As corporate investment professionals retire and other professionals leave corporate offices, independent investment business could be established in Lilburn to serve local residents. Smaller businesses are likely to use existing office space or even historic homes in commercial areas and contribute to neighborhood-friendly businesses while providing professional employment. This sector also compliments accountant and tax services, supporting related Lilburn business opportunities.

The Insurance industries are mainly corporate operations with branch offices in smaller local economies. They provide professional employment and frequently utilize existing office space as well as historic homes in commercial fringe areas near neighborhoods. Atlanta and Lilburn have both seen employee growth in these sectors in the past five (5) years and can expect to see continued growth as Lilburn's economy grows. Insurance agencies do not often locate headquarters in small local economies, however, the advantage of this sector to Lilburn's economy the ability for local residents to own local franchise business and retain individual corporate profits. Also, the demand for insurance agencies specializing in multi-

City of Lilburn 2030 Comprehensive Plan

lingual services could represent another local opportunity

Industry Code	Industry Code Description	Emp. Lilburn 2000	Emp. Lilburn 2003	Emp. Atlanta 2000	Emp. Atlanta 2003	Location Growth	Rank
524	Insurance Carriers and Related Activities		na				
5241	Insurance Carriers		na				
52411	Direct Life, Health, and Medical Insurance Carriers		na				
52413	Direct Life Insurance Carriers		na	1,047	1,507	42.8	3
52414	Direct Health and Medical Insurance Carriers		na	3,983	4,397	10.9	2
52412	Direct Insurance (except Life, Health, and Medical) Carriers		na				
52424	Direct Property and Casualty Insurance Carriers	1	2	1,410	1,273	-9.7	3
52421	Direct Life Insurance Carriers		na	127	93	-33.9	2
52423	Other Direct Insurance (except Life, Health, and Medical) Carriers		na		40	0.0	
52419	Reinsurance Carriers		na				
52430	Reinsurance Carriers		na	293	120	-24.7	4
5242	Finance, Insurance, and Other Services Related Activities		na				
52421	Insurance, Finance, and Services		na				
52420	Insurance Agencies and Brokerages	99	126	1,937	1,964	1.08	4
52429	Other Insurance Related Activities		na				
52424	Claims Adjusting	1	3	1,332	1,337	0.04	4
52494	Direct Life, Health, and Medical Insurance and Financial Exchanges		na		3,774	4.33	3
52493	All Other Insurance Related Activities	13	2	704	617	-12.0	3

The Real Estate industries have experienced solid employee growth in recent years at both the national, regional and local levels. However, this industry is cyclical and can experience downturns. Residential Real Estate Agencies have seen the largest growth in both the regional and local economies and can expect to see continue growth as corporate Real Estate professionals retire and start their own businesses. The number of employees in this sub-sector will fluctuate with economic cycles. Multi-lingual businesses in this industry could also capture additional demand for these services. Lessors of residential and mini-warehouses can also be expected to continue. The merits of these industries are often in question as home-ownership is generally encouraged and mini-warehouses have faced criticism due to architectural compatibility with surrounding areas. Real Estate Appraisers are often local businesses with close ties to local mortgage companies and are a part of local networks, including attorneys and other real estate professionals.

Industry Code	Industry Code Description	Emp. Lilburn 2000	Emp. Lilburn 2003	Emp. Atlanta 2000	Emp. Atlanta 2003	Location Growth	Rank
53	Rent, Leasing		na				
531	Lessors of Real Estate		na				
5311	Lessors of Residential Buildings and Dwellings		na				
53110	Lessors of Residential Buildings and Dwellings	2	30	3,379	4,397	12.8	2
5312	Lessors of Nonresidential Buildings (except Mini-warehouses)		na				
53120	Lessors of Nonresidential Buildings (except Mini-warehouses)		3		3,256	11.2	3
53119	Lessors of Mini-warehouses and Self-Storage Units		na				
53130	Lessors of Mini-warehouses and Self-Storage Units		12		332	0.39	
53119	Lessors of Other Real Estate Property		na				
53130	Lessors of Other Real Estate Property	3	3	364	312	0.70	
532	Types of Real Estate Agents and Brokers		na				
5321	Types of Real Estate Agents and Brokers		na				
5320	Types of Real Estate Agents and Brokers	19	39	1,073	9,133	1.44	4
5319	Activities Related to Real Estate		na				
53191	Real Estate Property Managers		na				
53191	Residential Property Managers	39	33	930	8,376	1.30	3
53192	Nonresidential Property Managers		2	2,943	3,757	1.29	4
53193	Types of Real Estate Activities		na				
53194	Types of Real Estate Activities	22	27	374	1,007	1.23	4
53199	Other Activities Related to Real Estate		na				
53190	Other Activities Related to Real Estate	3	12	1,430	2,597	1.07	4

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The Professional, Scientific and Technical Services industry heading encompasses a wide range of economic sub-sectors and business activities. Legal, Accounting and Tax Preparation Services are a good fit for the Lilburn economy. Supporting industries, such as Portfolio Management, Investment Advice, Real Estate and Insurance, have all shown local and regional employee growth and form local networks including Legal, Accounting and Tax businesses. Legal offices are well represented and have experience local and regional employee growth. This expansion can be expected to continue and should utilize existing office space and historic homes as well. The Tax Preparation Services industry has experience significant employee growth as well and has given Lilburn a much needed local service. These businesses are a combination of corporate branch offices as well as smaller local firms. They often utilize existing office space and provide professional employment.

Industry Code	Industry Code Description	Emp. Lilburn 2000	Emp. Lilburn 2003	Emp. Atlanta 2000	Emp. Atlanta 2003	Location Growth	Rank
84	Professional, Scientific, and Technical Services		na				
841	Legal Services		na				
8411	Offices of Lawyers		na				
84110	Offices of Lawyers	29	42	12,450	29,361	178	1
8412	Other Legal Services		na				
84121	Title Abstract and Settlement Offices	1	10	303	542	0.31	2
84129	All Other Legal Services		na		293	1.24	3
842	Accounting, Tax Preparation, Bookkeeping, and Payroll Services		na				
8421	Accounting, Tax Preparation, Bookkeeping, and Payroll Services		na				
84211	Offices of Certified Public Accountants	37	48	11,433	8,808	1.09	4
84212	Local Preparation Services	3	32	3,333	3,333	1.23	5
84213	Payroll Services		2	1,278	1,278	0.38	2
84219	Other Accounting Services	22	35	2,082	3,120	1.09	6

Architectural and Design Services are well represented in the regional economy and have a presence in the local economy. Architectural and Engineering services can be affected by Real Estate and economic cycles, however, and may not represent areas of significant future growth. Interior Design and Graphic Design Services are often smaller firms and may represent an opportunity for local business owners. Retired or independent professionals may start any of these smaller design firms and utilize existing office space and historic houses.

City of Lilburn 2030 Comprehensive Plan

Industry Code	Industry Code Description	Emp. Lilburn 2000	Emp. Lilburn 2003	Emp. Atlanta 2000	Emp. Atlanta 2003	Location Quotient	Rank
83	Professional, Scientific, and Technical Services		na				
84	Architectural, Engineering, and Related Services		na				
841	Architectural Services		na				
842	Engineering Services	22	22	3,363	3,363	0.63	3
843	Landscaping Architectural Services		na				
8430	Landscaping Architectural Services		na	97	97	0.22	3
8431	Engineering Services		na				
8432	Engineering Services	22	22	2,033	2,033	0.78	3
8433	Engineering Services		na				
8434	Engineering Services		na				
8435	Engineering Services		na				
8436	Engineering Services		na				
8437	Engineering Services		na				
8438	Engineering Services		na				
8439	Engineering Services		na				
844	Architectural Services		na				
8440	Architectural Services		na				
8441	Architectural Services		na				
8442	Architectural Services		na				
8443	Architectural Services		na				
8444	Architectural Services		na				
8445	Architectural Services		na				
8446	Architectural Services		na				
8447	Architectural Services		na				
8448	Architectural Services		na				
8449	Architectural Services		na				
845	Architectural Services		na				
8450	Architectural Services		na				
8451	Architectural Services		na				
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8456	Architectural Services		na				
8457	Architectural Services		na				
8458	Architectural Services		na				
8459	Architectural Services		na				
846	Architectural Services		na				
8460	Architectural Services		na				
8461	Architectural Services		na				
8462	Architectural Services		na				
8463	Architectural Services		na				
8464	Architectural Services		na				
8465	Architectural Services		na				
8466	Architectural Services		na				
8467	Architectural Services		na				
8468	Architectural Services		na				
8469	Architectural Services		na				
847	Architectural Services		na				
8470	Architectural Services		na				
8471	Architectural Services		na				
8472	Architectural Services		na				
8473	Architectural Services		na				
8474	Architectural Services		na				
8475	Architectural Services		na				
8476	Architectural Services		na				
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8492	Architectural Services		na				
8493	Architectural Services		na				
8494	Architectural Services		na				
8495	Architectural Services		na				
8496	Architectural Services		na				
8497	Architectural Services		na				
8498	Architectural Services		na				
8499	Architectural Services		na				

The City of Lilburn does have a significant presence in the Computer Programming and Systems Design industries. These complimentary industries can support and are supported by other strengths in the local economy, such as Data Processing and Hosting services. The Custom Computer Programming Services sector has seen a decline in employment in the local and regional economies, however, this sector is still important and should be encouraged through office space properly equipped to meet technological needs. The Computer Systems Design Services has seen significant local growth and represents another opportunity for Lilburn to be involved in the high-tech industry. The regional economy also has a significant presence and some locational advantage, contributing to this area as a magnet for innovative computer-related industries. Lilburn is well situated to attract independent Computer Service businesses and start-ups and could also take advantage of any inflow of technical persons from other countries looking for inexpensive office space and local markets.

Industry Code	Industry Code Description	Emp. Lilburn 2000	Emp. Lilburn 2003	Emp. Atlanta 2000	Emp. Atlanta 2003	Location Quotient	Rank
83	Professional, Scientific, and Technical Services		na				
84	Architectural, Engineering, and Related Services		na				
841	Architectural Services		na				
842	Engineering Services	22	22	3,363	3,363	0.63	3
843	Landscaping Architectural Services		na				
8430	Landscaping Architectural Services		na	97	97	0.22	3
8431	Engineering Services		na				
8432	Engineering Services	22	22	2,033	2,033	0.78	3
8433	Engineering Services		na				
8434	Engineering Services		na				
8435	Engineering Services		na				
8436	Engineering Services		na				
8437	Engineering Services		na				
8438	Engineering Services		na				
8439	Engineering Services		na				
844	Architectural Services		na				
8440	Architectural Services		na				
8441	Architectural Services		na				
8442	Architectural Services		na				
8443	Architectural Services		na				
8444	Architectural Services		na				
8445	Architectural Services		na				
8446	Architectural Services		na				
8447	Architectural Services		na				
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8449	Architectural Services		na				
845	Architectural Services		na				
8450	Architectural Services		na				
8451	Architectural Services		na				
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8456	Architectural Services		na				
8457	Architectural Services		na				
8458	Architectural Services		na				
8459	Architectural Services		na				
846	Architectural Services		na				
8460	Architectural Services		na				
8461	Architectural Services		na				
8462	Architectural Services		na				
8463	Architectural Services		na				
8464	Architectural Services		na				
8465	Architectural Services		na				
8466	Architectural Services		na				
8467	Architectural Services		na				
8468	Architectural Services		na				
8469	Architectural Services		na				
847	Architectural Services		na				
8470	Architectural Services		na				
8471	Architectural Services		na				
8472	Architectural Services		na				
8473	Architectural Services		na				
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8476	Architectural Services		na				
8477	Architectural Services		na				
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8494	Architectural Services		na				
8495	Architectural Services		na				
8496	Architectural Services		na				
8497	Architectural Services		na				
8498	Architectural Services		na				
8499	Architectural Services		na				

Administrative and Support Services can also provide professional office employment and are well suited to locally-owned start-ups and expansion. The Office Administrative Services industry has seen regional employee growth and some locational advantage, however, local employment has declined. As the Lilburn economy grows, this sector may rebound though. Temporary

City of Lilburn 2030 Comprehensive Plan

Help Services are strong in this region and can be expected to remain strong as economic cycles create unemployment and as well as new opportunities. Temporary Help Services are particularly well-suited to local start-up companies as well.

Industry Code	Industry Code Description	Emp. Lilburn 2000	Emp. Lilburn 2003	Emp. Atlanta 2000	Emp. Atlanta 2003	Location Count	Bank
581	Administrative and Support Services		na				
5811	Office Administrative Services		na				
58111	Office Administrative Services		na				
58229	General Administrative Services	33	30	9,773	12,503	1,43	1
5812	Facilities Support Services		na				
58121	Facilities Support Services		na				
58229	Facilities Support Services	3	3	2,361	3,000	1,43	1
5813	Employment Services		na				
58131	Employment Placement Agencies		na				
58239	Employment Placement Agencies	12	2	15,366	6,409	1,43	3
58132	Temporary Help Services		na				
58230	Temporary Help Services	250	250	381,251	71,010	1,43	3
5814	Business Support Services		na				
58141	Document Preparation Services		na				
58249	Document Preparation Services	3	3	1,734	1,309	2,02	1
58142	Telephone Call Centers		na				
581421	Telephone Answering Services		na	1,212	307	0,31	
581422	Telemarketing Bureaus		na	2,411	1,260	0,33	
58149	Business Service Centers		na				
58231	Travel and Tour Centers	2	2	316	730	1,73	1
58232	Court Reporting and Stenotype Services	9	2	316	383	1,64	1
5818	Investigation and Security Services		na				
58181	Investigation, Guard, and Armed Car Services		na				
58281	Investigation Services	2	2	1,742	731	0,33	
58282	Security Guards and Patrol Services	3	2	3,979	13,210	1,27	1
58283	Armed Car Services		na	316	624	1,22	1
58182	Security Systems Services		na				
58282	Security Systems Services except Locksmiths	17	19	2,473	2,493	1,43	1

The Medical industry is a good candidate for filling office space and providing professional employment opportunities. Medical offices compliment shopping center development and

are often used as transition from commercial to residential. Developers frequently target these businesses as potential tenants for new commercial shopping centers and office complexes. Lilburn and the regional economy are well represented in these industries, however, the regional economy does have a lower proportion of employees in these sectors compared to the nation as a whole. This could represent an opportunity for expansion, especially given employee growth rates.

Finally, as the nation ages, there will be a greater demand for Nursing Care and Continuing Care Facilities. The local and regional economies have both experienced employee growth, yet are under-represented compared to the national economy. As retirees move south and are looking for smaller cities or are looking to move closer to family, Lilburn should be able to meet demand for this market and provide local business opportunities and professional employment.

The Economic Base Analysis shows Lilburn to have a number of strengths and opportunities to improve the local economy. The Professional Services industries represent a cluster of businesses well-suited to expansion of regional operations as well as for start-up companies. Many of these industries are related and complement each other. Local branch banking is likely to continue to grow, while opportunities for start-up operations include mortgage banking, investment advice,

City of Lilburn 2030 Comprehensive Plan

insurance offices, legal and tax preparation services as well as architecture, engineering and interior design services. These industries will need both available office-zoned property as well as already completed office space. Other opportunities exist in the healthcare and high-tech industries.

The Healthcare industries will continue to expand within the local economy and establish dentist, optometry, and other medical offices. These office are often unobtrusive in their operations and make good neighborhood services. They also represent opportunities to development higher-priced speculative properties and buildings, especially as out-parcels to major shopping centers.

High-tech is an industrial sector sought after by most localities, with the promise of well paying jobs and increased demand for highly-skilled workers. Large high-tech headquarters employing hundreds of people are not the most likely candidates for Lilburn. However, smaller operations supporting larger companies and high-tech start-ups represent a good opportunity for Lilburn. Companies in these sectors, as well as many of the industries discussed, will most likely be started by local entrepreneurs wishing to leave the corporate world, immigrants wishing to establish new companies close to local family, retirees and anyone looking for less expensive office space in a community where they can both live and work. They will also be looking for buildings with the high-tech in-

rastructure they need to operate their business. Lilburn represents a small town located in a major metropolitan area able to offer an affordable quality of life and a livable community for new and existing residents and workers.

Economic Development efforts for Lilburn need to focus on updating existing infrastructure, revitalizing declining shopping centers, providing urban design and streetscape improvements to high-visibility areas and ensuring a ready supply of office-zoned property and buildings are available to attract professional service companies. Beyond the enhancement of marketable properties, the City needs to ensure Lilburn offers a quality of life attractive to new businesses and residents. The enhancement of the local environment will also encourage use of new and innovative mass-transit, which will become more and more important to attracting and retaining economic vitality in an increasingly congested metropolitan area.

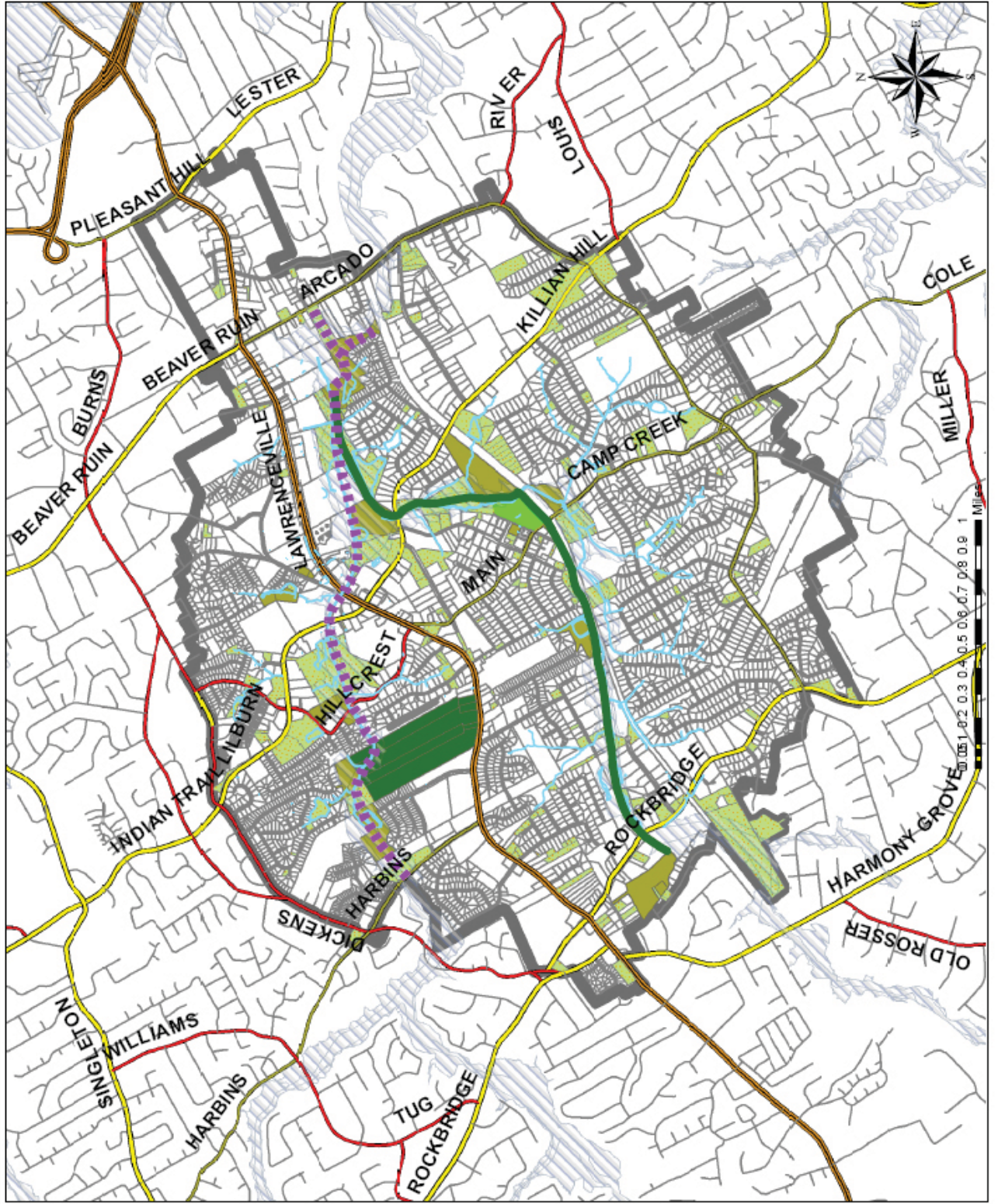
Natural and Cultural Resources

The City of Lilburn has a number of Natural and Cultural Resources. These resources include open space, historic buildings and anything residents feel contribute to the City and make Lilburn their home. Lilburn's open space, parks and greenways can be considered both natural and cultural resources. These resources protect water quality, prevent flooding, allow for nature




Open Space Map

City of Lilburn Comprehensive Plan



Legend	Local Roads
Streets	Interstate
	Minor Arterial
	Major Arterial
	Major Collector
	Primary Arterial
Greenways	Camp Creek
	Jackson Creek (Future)
	Hydrology
	Lilburn City Limits
	Existing Park
	Future Park
	City Owned Parcels
	Undeveloped Land
	Flood Zone



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City of Lilburn 2030 Comprehensive Plan

in the City, and provide recreation and exercise for local residents. Historic structures include a number of older homes and commercial buildings in the downtown area. In addition, the City's schools and churches can be considered cultural resources, regardless of their age, because of the extent to which residents rely upon these institutions for social engagements. To a far more limited extent, Lilburn shopping can be considered a cultural resource for the same reason. Clearly, the downtown historic shopping district can be considered a cultural resource, whereas newer shopping centers may not be. Newer shopping centers play an important social role in the City and many establishments have been part of Lilburn life for decades. However, the architecture, parking lots and lack of pedestrian amenities keep these resources from being cultural. Modern and post-modern architecture can be considered a cultural resource due to the high level of design and can also be locally important due to architectural uniqueness or due to the design of a noteworthy architect. Of significant importance is the extent to which these resources are connected and how they are utilized. Parks, neighborhoods, churches and shopping centers which are easily accessible and promote pedestrian activity become culturally significant.

Parks and Open Space

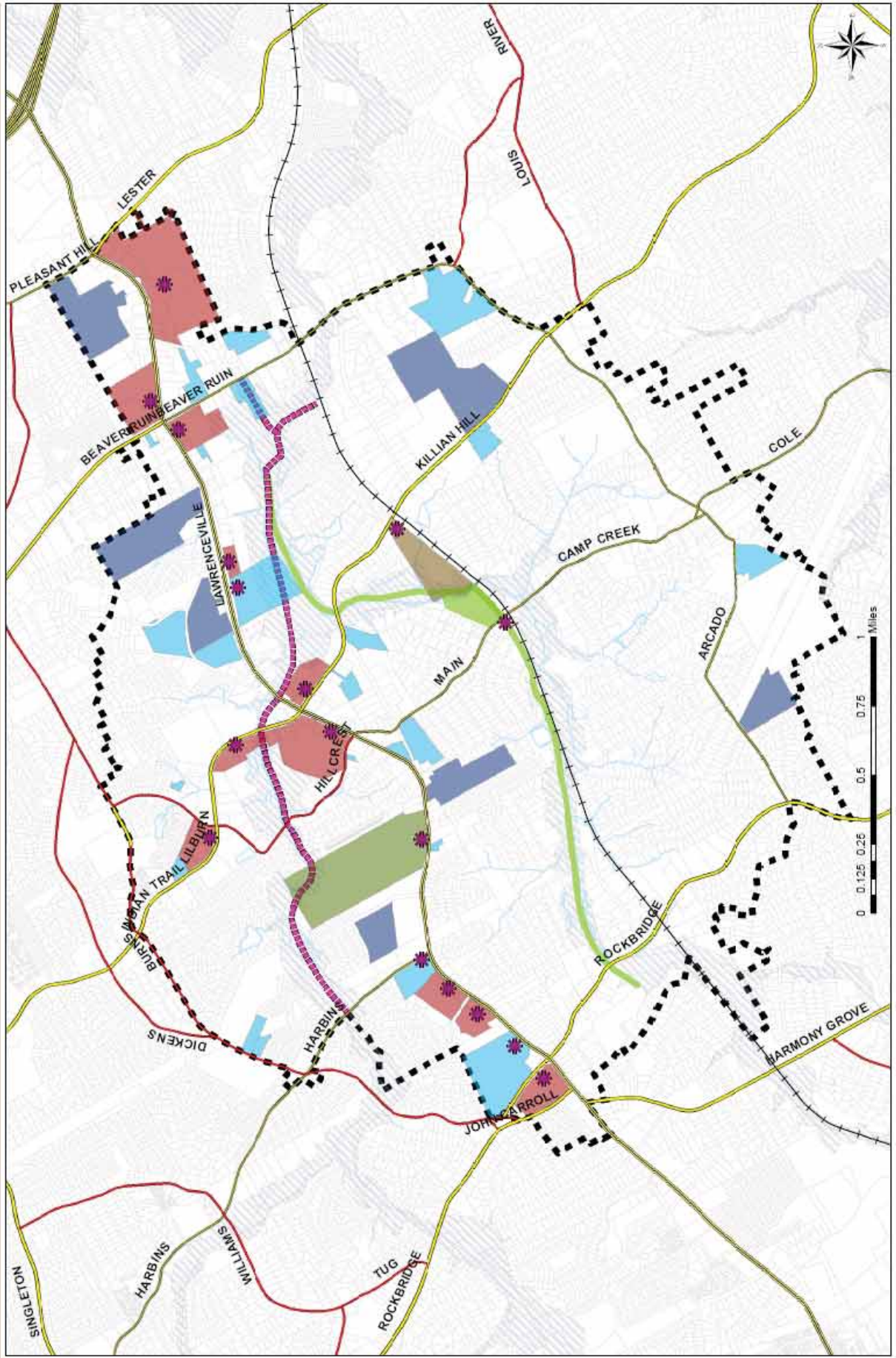
Lilburn has one main city park, located downtown adjacent to City Hall. This park is a significant cultural and recreational attraction for local residents. The park is heavily used and is located in the heart of downtown. This is an active recreation facility providing for organized sport. The City also owns a number of other parcels within the City of Lilburn (*Open Space Map figure*) and is currently developing a greenway system. The greenway system consists of the Camp Creek Greenway and the Jackson Creek Greenway. These two greenways converge south of the Lawrenceville Highway and east of Killian Hill Rd. and provide access to a large portion of the City, including City Park. The greenways are not yet completed, however, significant progress has been made and work continues on a daily basis. The City owned properties will allow for segments of the greenway to be built without needing to acquire access easements from property owners, as is the case in sections not owned by the City. The City parcels can provide access in the form of a hike and bike trail or the larger ones can be developed into additional parks where needed. In addition to City parcels, a number of parcels are undeveloped throughout the City. These parcels represent an opportunity to provide neighborhood parks or additional segments needed for greenway construction.

One group of undeveloped parcels is being assembled and transformed into a community park by Gwinnett County. These parcels are located along Lawrenceville Hwy. (US 21) between Harbins and Hillcrest Rds. The proposed park will be much larger and much more accessible



Major Local Destinations

City of Lilburn - Alternative Transportation Facilities Study



- Legend**
- Lilburn City Limits
 - Rail Line
 - Future Park
 - Existing Park
 - Schools
 - Schools TOD
 - Shopping Centers
 - Greenways
 - Camp Creek
 - Jacobson Creek
 - Flood Zone
 - Hydrology
 - Streets**
 - Interstate
 - Minor Arterial
 - Major Arterial
 - Major Collector
 - Primary Arterial
 - Potential Multinodal Access

City of Lilburn 2030 Comprehensive Plan

by higher density neighborhoods in Northern Lilburn than the existing downtown City Park. The new park will be accessible from Jackson Creek Greenway and can be reached easily by local neighborhoods. Enforcement of rules and regulations will be very important as local residents are concerned about the possibility of this park inviting criminal activity.

With two (2) City Parks in operation and two greenways to connect local neighborhoods, the need for larger community parks will be met for the near future. Security and maintenance of existing facilities will become a priority, however, and the maintenance needs and costs should be monitored. Smaller neighborhood parks would be the next priority in terms of park development.

Alternative Transportation Systems and Sustainable Community Development

There are a number of destinations in Lilburn which contribute to local life (*Major Local Destinations figure*). Some are cultural resources, such as downtown, local schools, churches and parks. Other destinations are important to local residents, however, may not be considered cultural resources as they do not exhibit strong architectural or other unique characteristics.

Most of these destinations are only accessible by private vehicle or are accessible by foot or bicycle if within close distance.

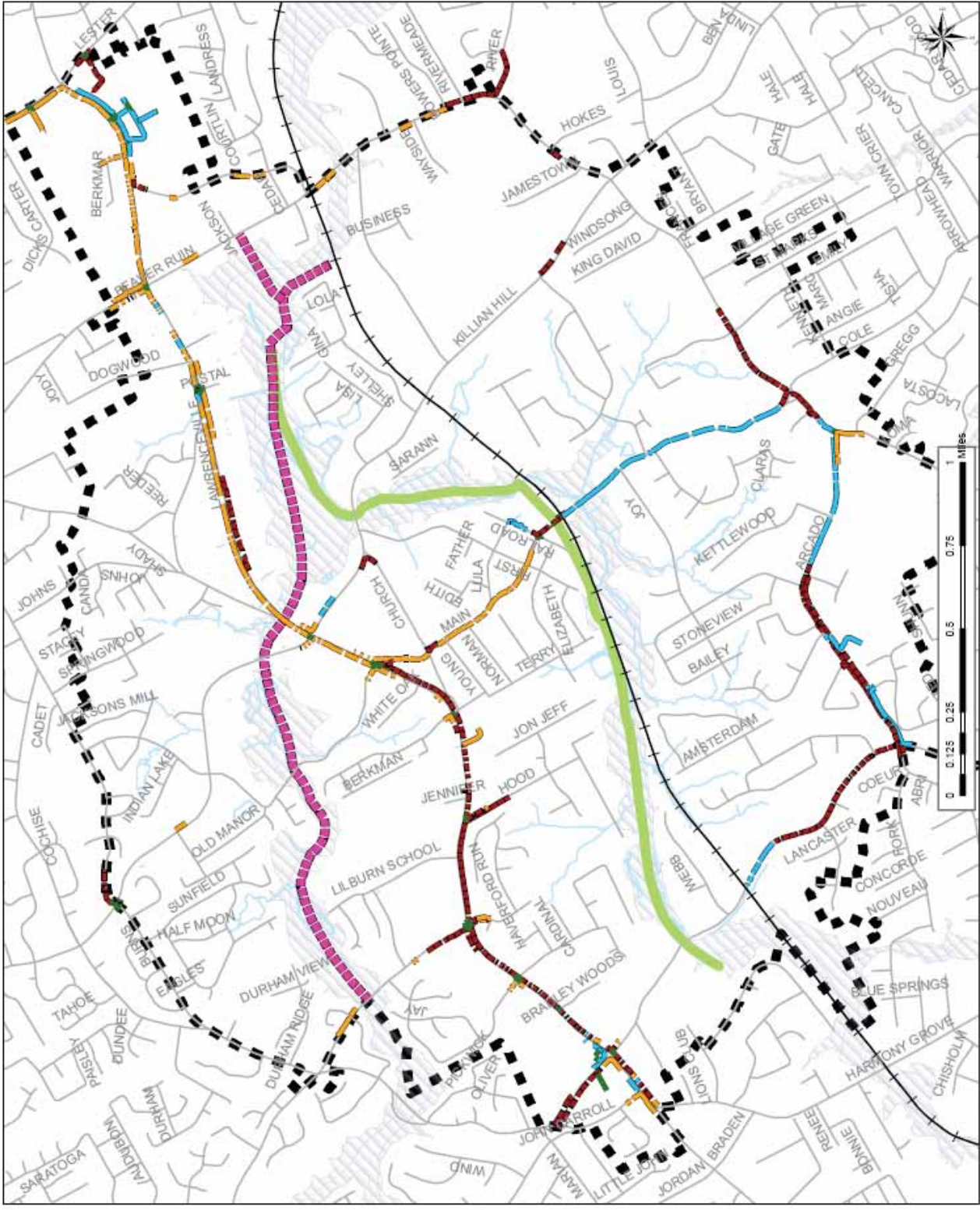
The lack of continuous sidewalks along arterials and the total lack of bicycle lanes make travel other than by car very difficult and dangerous. Streetscape improvements represent an opportunity to connect these destinations for access by pedestrians and cyclists. Bikelanes or Multi Use Paths would allow persons unable to afford a vehicle to reach local destinations and would also provide additional sources of recreation to residents. Greater attention to pedestrian facilities also serves to enhance the likelihood and eventual success of transit in the City as well. Creating alternative transportation options in Lilburn will require a coordinated effort to improve sidewalks, bicycle and transit stop options in a manner that encourages and makes it convenient for people to limit their use of private vehicles, especially for local recreational trips and commuting to work.

The pedestrian facilities which do exist in Lilburn (*Alternative Transportation Facilities Inventory figure*) range from new sidewalks (usually associated with recent commercial and residential development) to sidewalks in fair condition to sidewalks which have already been upgraded and enhanced with brick handicap ramps. The City has made significant progress in upgrading the pedestrian network, however, additional work remains to be done. Cross walks are simply painted, sidewalks are inconsistent and bike-lanes are non-existent. Therefore, this analysis concentrates on the alternative transportation options available along the major roads in Lilburn. The major roads are focused on because of their importance to potential transit links, economic development and safety concerns.




Arterial & Collector Alternative Transportation Facilities Inventory

City of Lilburn Comprehensive Plan



Legend	Lilburn City Limits
	Rail Line
	Hydrology
Streets	Streets
Pedestrian System	Crosswalk
	Drive/Street Crossing
	Sidewalk - Ramp Enhanced
	Sidewalk - Fair Condition
	Sidewalk - New
Greenways	Camp Creek
	Jackson Creek
	Flood Zone



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City of Lilburn 2030 Comprehensive Plan

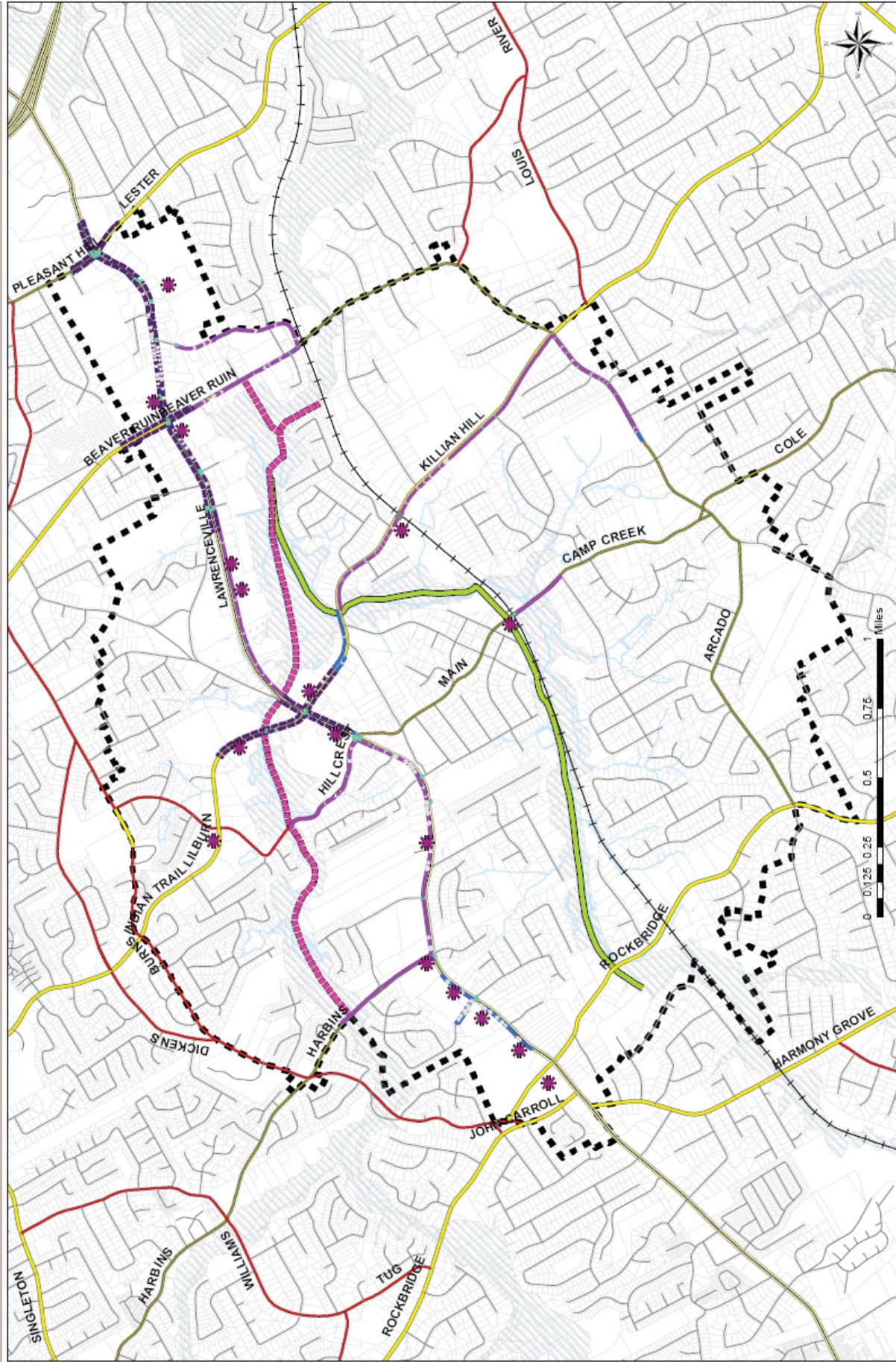
A significant upgrade of alternative transportation facilities would include new sidewalks, multi-use paths, enhanced crosswalks and streetscape elements - such as lighting and benches. These facilities should connect churches, schools, shopping centers, greenways and parks. Connecting churches and schools allows residents to access these local social and cultural resources without the need for a private vehicle and can provide greater access for the poor, increased social interaction, exercise and enhanced safety to those who already walk or ride a bicycle. Connections to greenways and parks allows for greater access and safety for children and adults using these resources. Finally, shopping centers are important destinations for quick trips to eat or enjoy a service, such a haircut, and shopping for smaller/portable items. They, along with city-wide streetscapes also serve as opportunities to provide capital input and can act as catalysts for economic development, especially for older shopping centers.

Streetscape improvements and alternative transportation facilities represent an opportunity for the City to contribute to the health of a new or marginal shopping center and encourage additional investment. Shopping centers are destinations for both vehicular and non-vehicular visitors. The centers themselves should cater to pedestrians and should encourage shoppers to stay longer and shop more. They are also frequently used as locations for bus stops and park-and-ride facilities (multi-modal access), adding to the necessity for providing for the pedestrian environment. Streetscape improvements add to the accessibility to the center through the provision of sidewalks, crosswalks and amenities such as lighting and benches. This allows nearby residents to walk to the centers to shop, eat or utilize public transportation. This also improves the image of a shopping center and contributes to the commercial viability of the property. Such investment can be used to encourage investment by shopping center owners and show commitment to the area. Owners are more likely to invest with such public assistance and may even contribute funds to assist municipal projects.

An additional component to streetscape projects, transit amenities and shopping center parking lot renovations is the opportunity to institute Low Impact Development (LID) practices to Lilburn's roadways and parking lots. Streetscape projects can include filtration improvements along with landscape strips and can also include tree box filters to enhance stormwater management along roadways. Low Impact Development practices can also be introduced to any of the older shopping center parking lot improvement local owners may initiate on their own or in partnership with the City. Additional benefits include shade from street trees to reduce the urban heat island effect and enhance stormwater management. Finally, encouraging more pedestrian, bicycle and transit trips reduces the number of private vehicles on the road, which reduces air pollution and vehicle chemical runoff.

Arterial & Collector Alternative Transportation Facilities Proposed

City of Lilburn - Alternative Transportation Facilities Study



- Legend**
- Lilburn City Limits
 - Rail Line
 - Greenways**
 - Camp Creek
 - Jackson Creek
 - Flood Zone
 - Hydrology
 - Streets**
 - Local Roads
 - Interstate
 - Minor Arterial
 - Major Arterial
 - Major Collector
 - Primary Arterial
 - Potential Multi-Modal Access
 - Proposed Facilities**
 - BRIDGE
 - GOVT Sidewalk
 - Driveway
 - Multi-Use Path
 - Sidewalk
 - Stamped Pavement Crosswalk

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City of Lilburn 2030 Comprehensive Plan

In order to effectively assess the existing alternative transportation infrastructure, the City's arterial and major roads have been divided into intersections and connecting segments (*Intersections and Connecting Segments figure*). This allows detailed analysis of existing sidewalks, available right-of-way, crosswalks, roadway islands, medians, driveways, curb cut distances and other critical information necessary to accurately assess the ability of people to travel on foot, bicycle, wheelchair or other means. A number of initial improvements can be identified for future consideration and important linkages and overall connectivity issues between destinations can be assessed at this point, however, more detailed study is necessary in order gauge the practicality and actual cost of future improvements. The initial improvements identified include four to seven-foot wide sidewalks and multi-use paths that can accommodate cyclists and walkers as well as enhanced crosswalks for safety (*Potential Alternative Transportation Facilities Improvements figure*). These improvements are general improvements primarily showing how destinations can be better connected and do not include the enhanced streetscaping and other amenities that make these improvements contributors to the economic viability of older commercial shopping centers and under-utilized parts of the City.

Identifying these intersections and connecting segments in such as manner is also a precursor to development of an Alternative Transportation Facilities Plan which would focus on the necessary improvements in a detailed manner. The Community Agenda is a good method of identifying initial improvement ideas, however, public involvement in a detailed segment-by-segment process is necessary to illustrate and evaluate the full potential and cost of each project. A thorough approach should show the range of possible improvements and act as incentive for private developer financial contribution.

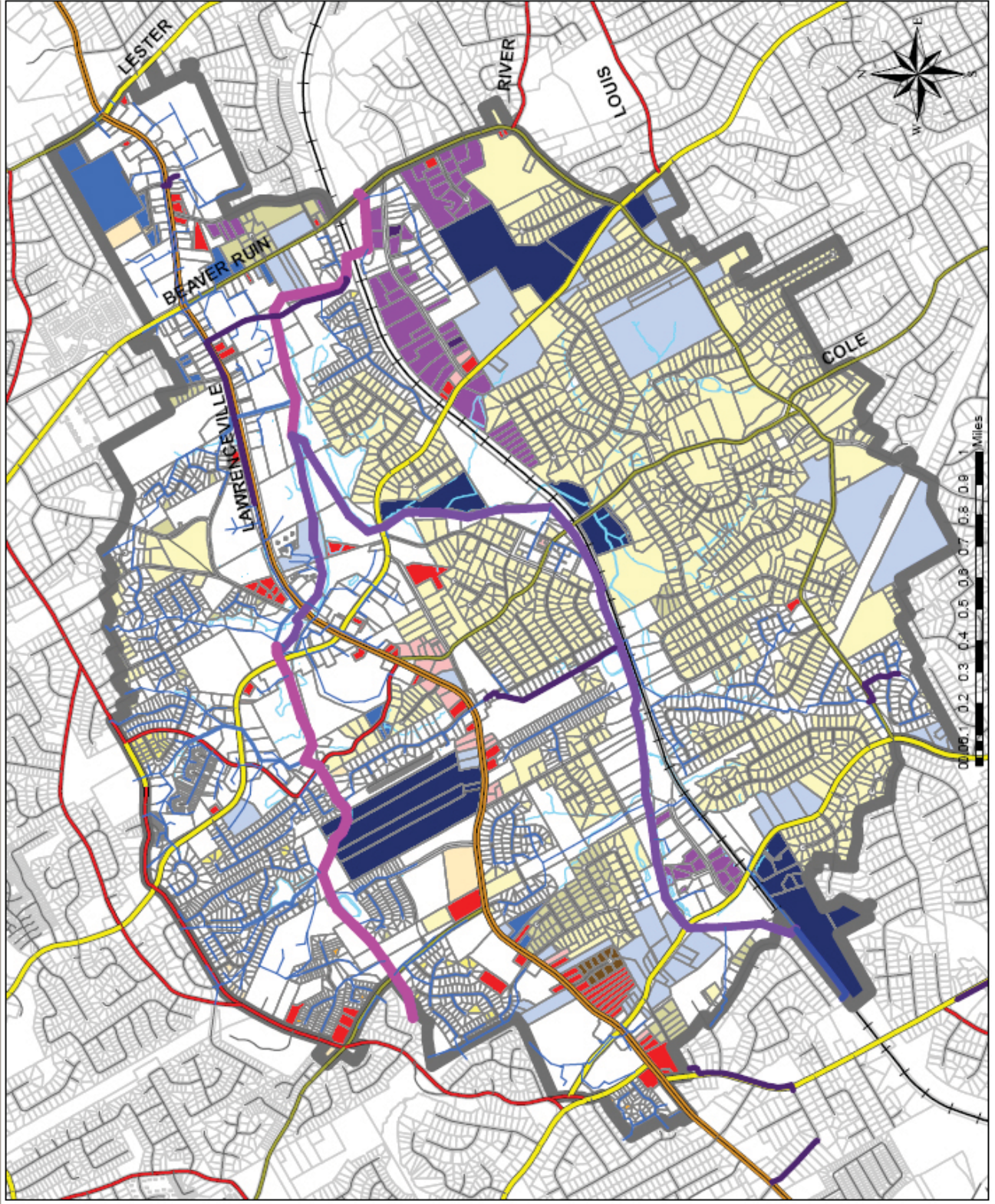
Community Facilities and Services

The City of Lilburn has water and sewer facilities scattered throughout the City. The majority of the City is served by Public Water service, however, only about half the City is served by Public Sewer service. The unserved portions of the City are predominantly located south of the CSX rail line. The properties include commercial, residential and industrial zoned land (*Properties Without Public Sewer figure*). Sewer service is extremely important and often necessary for the operation of a commercial establishment and access is usually a requirement for larger existing or new commercial projects. Only older and smaller commercial properties remain without public sewer service. Generally, sewer extension to these properties can be paid for by private developers and public expenditure would most likely involve a formal agreement to share costs if required. Industrial properties have similar characteristics with regards to sewer service and



Properties Without Public Sewer

City of Lilburn Comprehensive Plan



Legend

Streets

- Local Roads
- Interstate
- Minor Arterial
- Major Arterial
- Major Collector
- Primary Arterial
- Lilburn City Limits
- LilburnParcels_4_16_07
- Force Mains

Gravity Sewer

- DIAMETER
- 0 - 8
- 9 - 16
- 17 - 24
- 25 - 32
- 33 - 42

- O-I Zoning Property
- Potential Office Non-Vacant
- Potential Office Vacant
- Hydrology

Zoning

- C1
- C2
- M1
- M2
- OI
- R100
- R60
- R75
- RM
- RM10
- RM13
- RM6
- RM8
- RMD
- RTH
- RZT-S FR



Clark Patterson Lee
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City of Lilburn 2030 Comprehensive Plan

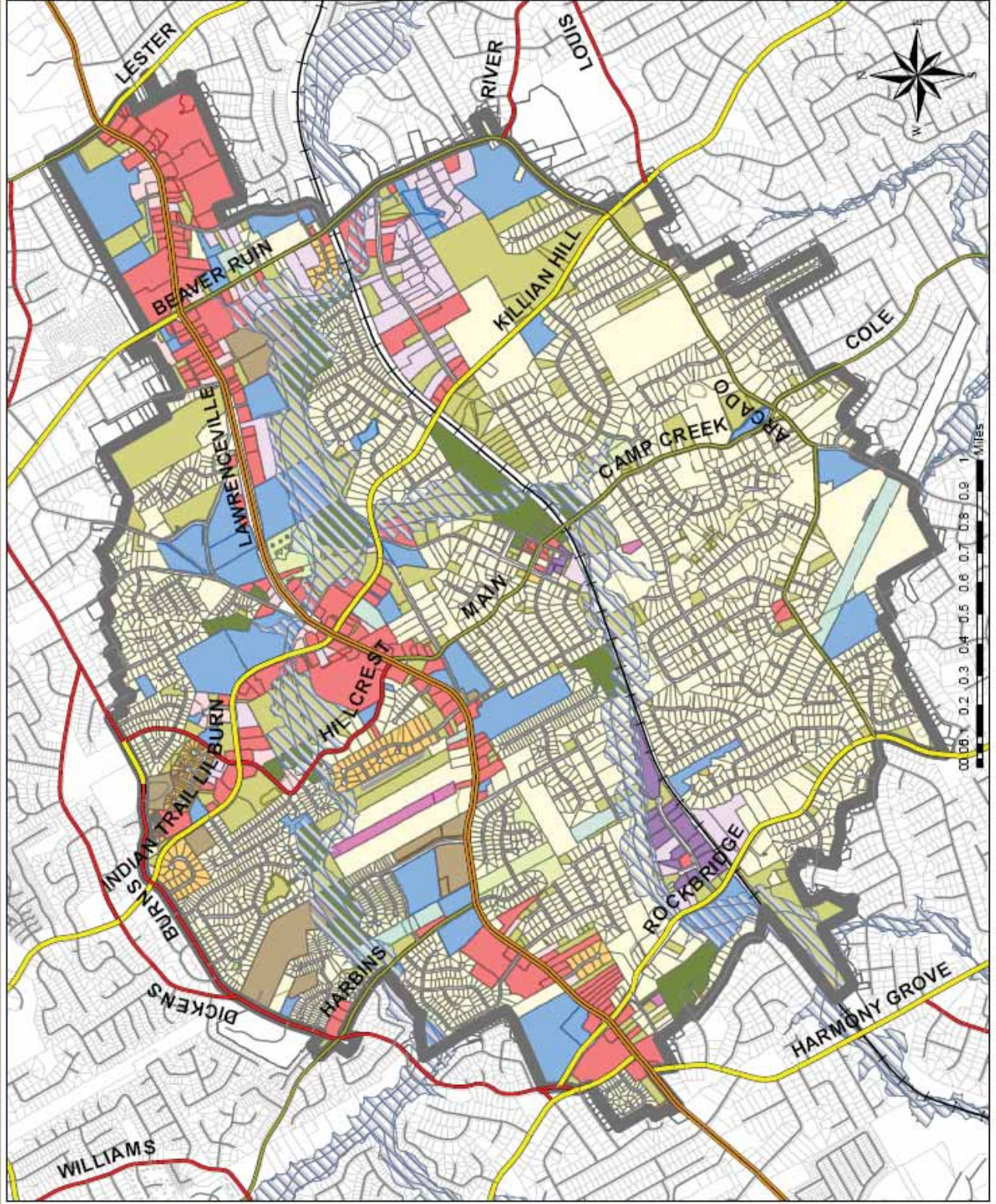
usually gain access when necessary for operation if unserved. A significant manufacturing or other operation could require special accommodation and public funds can be expended to serve companies which create jobs and further economic development. Manufacturing will continue to contribute to the Lilburn economy, however, extension of sewer in anticipation of new manufacturing facilities is not likely to yield results as manufacturing has begun to locate overseas and in more rural areas of the county. As Lilburn's economy evolves, manufacturing will play a smaller role.

The residential properties unserved by public sewer present a problem in terms of failing septic tanks and potential impacts on local streams and water bodies. Inspection of septic tanks on a regular basis can mitigate potential failure of these systems, however, all risk cannot be eliminated in this manner. The provision of public sewer to existing residential neighborhoods should be based upon desire of local neighborhoods for the service, cost of the service, funds available and ancillary benefits. Funding could require a special assessment of affected neighborhoods and this should be considered as a funding option, placing a portion of the decision making process in the hands of neighborhood residents. Neighborhoods should be assessed for the level of failure and environmental risk they represent and compared to the cost and feasibility of extending service.

An ancillary benefit to extending service would be to enable development of additional office properties. The development and sustainability of Lilburn's economy will depend to a large extent on development of additional office jobs. The Economic Development section of this Plan outlines the need and opportunities for further office development in the City. Properties currently zoned for office, currently vacant and of limited development should be considered for office zoning and/or preparation and presentation to the business community for development. An organized, catalogued and varied stock of office properties and buildings will be very important for economic recruitment efforts focusing on Lilburn. Marketable properties need to have public sewer access and should be pro-actively served through public efforts. Residential areas in proximity to new sewer lines could be also be served at the same time, with new office development offsetting the some of the associated cost.

Existing Land Use

City of Lilburn Comprehensive Plan



Legend	Local Roads	Interstate	Minor Arterial	Major Arterial	Major Collector	Primary Arterial	Lilburn City Limits	Rail Line	FloodZoneAE	City Owned Parcels			
Streets	Local Roads	Interstate	Minor Arterial	Major Arterial	Major Collector	Primary Arterial	Lilburn City Limits	Rail Line	FloodZoneAE	City Owned Parcels			
Existing Land Use	Commercial Retail	High Density Residential	Heavy Industrial	Institutional/Public	Low Density Residential	Light Industrial	Medium Density Residential	Mobile Home Park	Office Professional	Park	Conservation	Trans. Comm. Utilities	Undeveloped



City of Lilburn 2030 Comprehensive Plan

Land Use and Development Patterns

Existing Land Use

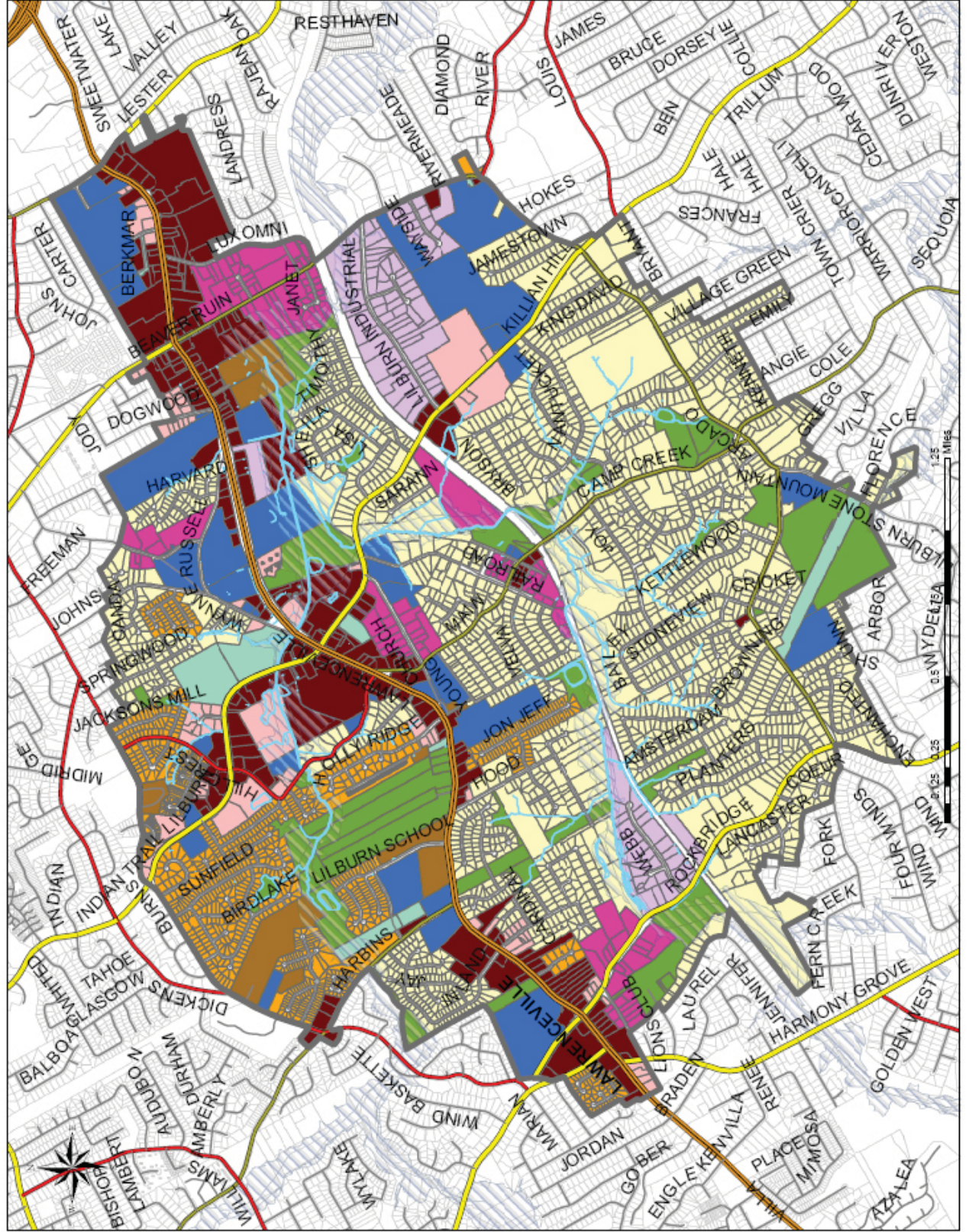
The City of Lilburn is a predominantly low-density residential community with commercial development along Lawrenceville Highway. Single-Family neighborhoods built in the last three (3) decades comprise the majority of the residential development, with a small number of townhomes, duplexes, triplexes, and apartments making up the rest of Lilburn's housing stock. Scattered undeveloped parcels are located throughout the community. These parcels represent an opportunity for open space conservation, residential development and/or commercial or employment opportunities. The appropriate designation of these undeveloped parcels in the Future Land Use Plan will be key to guiding the community's future development.

Lilburn's existing Land Use Map (*Existing Land Use Figure*) includes the following designations;

- Commercial Retail
- High Density Residential
- Heavy Industrial
- Institutional/Public
- Low Density Residential
- Light Industrial
- Medium Density Residential
- Mobile Home Park
- Office Professional
- Park
- Parks/Recreation/Conservation
- Transportation/Communication/Utilities
- Undeveloped

A considerable amount of Institutional/Public land use can be found within the community. Many of these are churches and most exist along an arterial road. Light and Heavy Industrial uses are concentrated in two areas, along the eastern and western City limits. Finally, a very limited amount of Mobile Home Park use has been identified in the center of the city, with access to Lawrenceville Hwy. The existing land uses represent a stable residential community experiencing commercial strip development along the main arterials. The Future Land Use Plan will have to recognize existing land uses, however, redevelopment of older commercial areas will provide a chance to change the existing land use pattern towards a more compact pattern with a greater variety and mix of uses along arterials roads.

Future Land Use Plan City of Lilburn Comprehensive Plan



- Legend**
- Local Roads
 - Interstate
 - Minor Arterial
 - Major Arterial
 - Major Collector
 - Primary Arterial
 - Hydrology
 - Flood Zone
 - City Limits Mar 10 2008
 - Lilburn 2030 Land Use Plan
 - Commercial Retail
 - High Density Residential
 - Institutional/Public
 - Low Density Residential
 - Light Industrial
 - Medium Density Residential
 - Mixed Use
 - Office/Professional
 - Parks/Rec./Conservation
 - Trans., Comm. & Utilities



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City of Lilburn 2030 Comprehensive Plan

Future Land Use Plan

The Future Development Map, as well as existing land use and zoning, serve as the basis for the Lilburn Future Land Use Plan Map (*Land Use Plan Map Figure*), which represents a balance between existing conditions and the future development vision of the community. The Future Development Map assisted in the creation of the various planning districts on the Land Use Plan through an examination of the various character areas which represent the range of opportunities and concerns found within the City. The Future Land Use Plan will be used as a guide for the development and policy decisions of Lilburn officials and as a recognizable and understandable document illustrating the City's vision to all interested Lilburn residents and businesses.

The land use planning districts represent preferable zoning categories as well as areas where City objectives are to be realized. The Land Use Plan Map serves as a guide for rezoning and development policy decisions as well as for concentrated City planning efforts and study initiatives and includes the following land use districts and corresponding zoning districts;

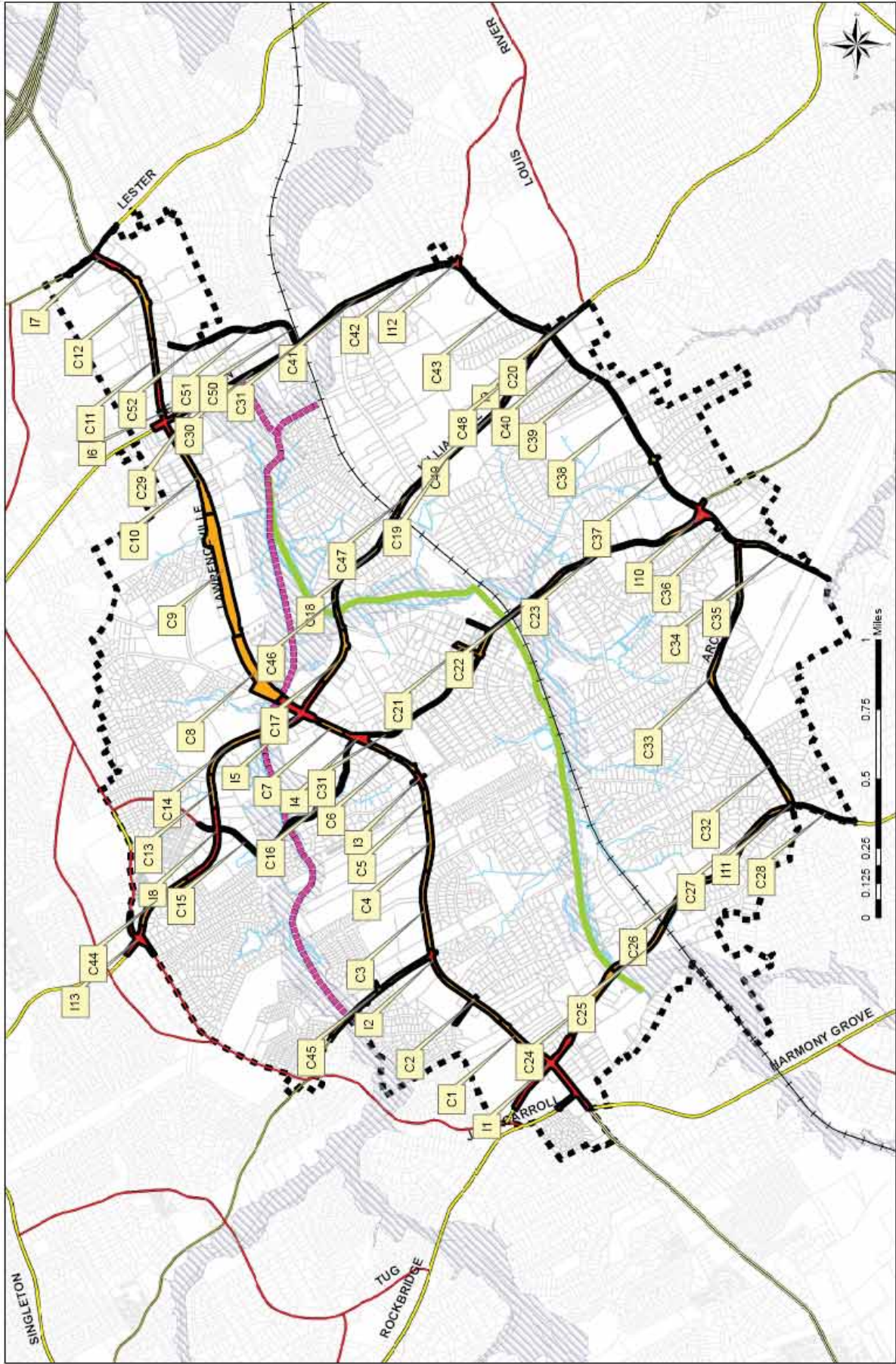
- Low Density Residential (RA-200, R-140, R-100)
- Medium Density Residential (R-100 with CSO, R-ID)
- High Density Residential (NS, R-ID)
- Institutional/Public (HS)
- Park, Conservation and Recreation (R-100 with CSO)
- Commercial Retail (C1, C2, C3)
- Office Professional (HS, O-I, OBP)
- Light Industrial (M-1, M-2)
- Transportation/Utilities
- Mixed Use (NS, C1, MUR)

With regards to the type of development intended to be affected by the "Land Use Plan Map", the City experiences development of greenfield, or vacant, land and redevelopment of areas changing areas. The City has a limited supply of undeveloped land and does annex developed and vacant properties from Gwinnett County. However, due to the great concentration of already developed land, redevelopment is central to the manner in which the Lilburn continues to evolve and grow. Redevelopment has taken the form of renovations for smaller businesses as well as larger scale commercial, residential and mixed-use projects. The scale and quality of the developments is not the only consideration, however, the impact on adjacent neighborhoods and the attractiveness to new residents and businesses must also be considered. The recently adopted overlay districts will provide significant encouragement for mixed use development



Intersections and Connecting Segments

City of Lilburn - Alternative Transportation Facilities Study



- Legend**
- City Limits
 - Greenways
 - Camp Creek
 - Jackson Creek
 - Flood Zone
 - Rail Line
 - Hydrology
 - Streetscape Enhancement Area
 - Priority Section
 - Intersection
 - Segment
 - Streets
 - Interbase
 - Minor Arterial
 - Major Arterial
 - Major Collector
 - Primary Arterial

City of Lilburn 2030 Comprehensive Plan

and a higher standard of design for many of these areas.

Adherence to the Land Use Plan is central to maintaining the livability and economic sustainability of the community. The Land Use Plan includes commercial, industrial, high density residential and low density residential uses which can have adverse affects on neighboring properties and on Lilburn as a whole if sound planning principals are not followed. The commercial land use districts are concentrated along the main arterials, specifically Lawrenceville Hwy. (US 29) and Indian Trail Road. The commercial uses include general commercial at the intersections and office/professional in between. This provides a transition of higher intensity uses to lower intensity uses as well as differing building types to avoid homogeneity and monotony. Industrial districts are limited to areas along the railroad and form distinct districts with limited exposure to residential or commercial areas. Medium density residential districts surround commercial districts, providing a transition from commercial to low density residential areas. These distinct areas and transition from one district to another is important to maintaining the walkability, livability and economic sustainability of Lilburn. Concentrated commercial nodes remain walkable, while commercial strip development becomes automobile-oriented and unattractive to pedestrians. Office districts make better neighbors to residential areas than general commercial. Distinct residential areas maintain property values and encourage traffic safety.

Mixed use development is also an important aspect of maintaining the Lilburn quality of life and increasing the residential and commercial vitality of the City through future years. Mixed-use development can be mandated or encouraged through incentives. Mandating mixed-use development can be problematic as market conditions may not warrant mixed-use development in designated areas. Forecasting the appropriate areas can be difficult and can keep properties from being developed into otherwise beneficial projects. Encouraging such development through incentives can allow for more advanced projects to be prepared where market participants have identified proper market conditions. The use of incentives also allow for higher densities, reduced parking requirements, and diminished setbacks, making potential projects more economically viable. The public interest is protected by the enhanced walkability of these projects, increased design standards and the internal capture of vehicle trips. The Mixed Use Redevelopment (MUR) overlay district provides such incentives and will be instrumental in converting various properties throughout the city into more compact development types.

The Land Use Plan for the City of Lilburn provides the framework for development and maintains distinct districts to minimize traffic, noise and other conflicts while providing a transition from one district to another. At the larger scale, this framework helps to maintain property values, assure residents of the direction and/or limits of growth and development and provide

City of Lilburn 2030 Comprehensive Plan

characteristic destinations specific to Lilburn. However, this framework must be followed by a specific analysis of the unique community issues and opportunities within and between land use districts in order to build upon this framework and produce value-added benefit to specific locations.

Implementation Program

Policies & Implementation Measures

Population and Demography

P. 1. City planning and development initiatives will focus on a balanced approach towards improving the Lilburn quality of life with respect to the entire City and ensure all residents, regardless of geographic location, receive equal consideration in the implementation of future initiatives. A primary initiative should focus on the formation of a public/private economic development organization, such as a Community Investment District, Community Development Authority or Community Redevelopment Corporation, or simply support existing organizations, such as the Lilburn Business Association, in order to promote City assets and the City initiatives proposed in this Plan. The appropriate public or private organization should encourage office and commercial investment

and should maintain an inventory of vacant commercial retail/office buildings and property which the organization would use to attract new tenants through the use of Lilburn-specific marketing materials. Marketing materials would emphasize Lilburn's high quality of life to attract new residents and investors and would be distributed to Chambers of Commerce, the Georgia Department of Commerce and other relevant agencies. The proposed organization could also assist potential developers through the provision of incentives as well as delineating redevelopment districts and administering a Tax Allocation District program and/or a façade renovation grant program.

P.1.1. Form a public/private economic development organization, such as a Community Investment District, Community Development Authority or Community Redevelopment Corporation, or simply support existing organizations, such as the Lilburn Business Association, in order to promote City assets and the City initiatives proposed in this Plan.

Housing and Social Services

H. 1. Support existing neighborhoods through continued enforcement of City codes and initiation of neighborhood improvement efforts. Existing neighborhoods will continue to be inspected

City of Lilburn 2030 Comprehensive Plan

and brought into compliance as code violations occur. Existing neighborhoods will be encouraged to improve entry-ways through City-sponsored contests and grant programs.

H. 1. 1. Continue to enforce Lilburn codes and ordinances and ensure code violations are remedied in an efficient and effective manner.

H. 1. 2. Initiate a neighborhood entryway of the month program to recognize neighborhood initiatives to improve neighborhood entrance signs and landscaping.

H. 1. 3. Create and administer a neighborhood entryway grant program to award funds to neighborhood organizations wishing to improve entrance signs and landscaping.

H. 2. Amend applicable residential zoning district regulations to require higher development standards for medium density housing and to provide for more secure open space areas. The R-ID residential in-fill overlay district currently allows for single family and townhome/condominium medium-density housing to be developed on smaller properties with certain conditions. These conditions require a plan book and covenants detailing architectural design standards to be used on the project and also include a requirement to set-aside 50% of the property for open space. However, the design guidelines are lacking in detail and do not compare to the standards found in other overlay districts, such as those in the Mixed-Use Redevelopment district. More specific standards should be included. Also, there are no provisions for required open space set-asides. Open space should be required and should be in the form of more defensible community squares or greens, preferably enclosed on multiple sides by proposed residential buildings.

H. 2. 1. Amend the R-ID district to include more detailed architectural and open space design standards.

Economic Development

ED. 1. Encourage shopping center owners to initiate building facade, parking lot and landscaping improvements in conjunction with City streetscape projects in order to promote revitalization, make efficient use of equipment/labor, and create park and ride facilities. *City streetscape projects provide an excellent opportunity to encourage shopping center owners to improve older shopping centers. Center owners should be contacted and shown proposed streetscape plans to ensure similar materials and furnishings are used, should the owner agree to simultaneous improvements. Coordinated efforts would allow for shared improvement costs, synchronized utility installation and less disruption of business activity. In addition, improvements can be geared*

City of Lilburn 2030 Comprehensive Plan

towards park and ride facilities for future transit needs and provision of pedestrian amenities to connect shoppers with sidewalks, transit and storefronts in a safe and comfortable manner. To further assist renovations, the City could initiate a facade renovation grant program to encourage owner-initiated improvements.

ED. 1. 1. Inform shopping center owners of any relevant City streetscape improvement efforts in order to encourage shopping center renovation.

ED. 1. 2. Initiate a facade renovation grant program for shopping center owners.

ED. 2. Develop an inventory, improvement plan and marketing materials focusing on developing and advertising existing office space and available properties. *The City needs to identify available class-A office space and available office-zoned property in order to provide the proposed public/private economic development organization with marketable office opportunities to potential tenants and developers. The City also needs to support rezoning of larger tracts to an office zoning designation in response to rezoning applications, allowing for potential developer interest and providing incentive for Gwinnett County to extend sewer lines to unserved parts of the City. The City also needs to compile a highlighted list of professional service firms in Lilburn to use with marketing materials for potential start-up companies and branch offices, showing potential new business the resources and support available to them.*

ED. 2. 1. Prepare inventory of available office space and properties as well as list of supporting industries in Lilburn to assist with the proposed public/private economic development organization marketing efforts.

ED. 2. 2. Support rezoning requests of large parcels to office zoning designation.

ED. 3. Consider Tax Allocation District financing for downtown industrial parcels and Jackson Property and use the Tax Allocation District Study as a guide to redevelopment. *There are a number of industrial parcels downtown that are in the process of transforming into different uses. A number of these properties could be consolidated and marketed to private developers for a suitable mixed-use project that would assist in providing additional activity the downtown area. The Jackson Property is another downtown property ready for redevelopment. This property is located along the CSX railroad tracks and is an ideal parcel for the development of a Transit-Oriented Development (TOD) to host a “Brain Train” stop or to host a park and ride facility for future express bus service. The Tax Allocation District Study outlines phasing*

City of Lilburn 2030 Comprehensive Plan

and options for use of this financing mechanism to redevelop these downtown parcels. The study should be used as a guide to exploring potential concepts and recruiting development partners.

ED. 3. 1. Consider utilization of Tax Allocation District financing as a mechanism for developing/redeveloping appropriate areas within Lilburn.

ED. 3. 2. Use the Tax Allocation District Study to initiate discussion with potential private partners and to gauge the feasibility of the potential projects.

ED. 3. 3. Retain a legal consulting firm to draft a procedural manual for Lilburn outlining necessary the legal and administrative duties required of Lilburn to implement Tax Allocation District financing.

ED. 4. Continue to support the Downtown Development Authority and their proposed initiatives to add activity and investment to the downtown area. *The Downtown Development Authority was recently formed and has made considerable progress in promoting the downtown and the various development initiatives in the area. This organization should continue to be supported.*

ED. 4. 1. Continue to support the Downtown Development Authority.

ED. 5. Continue streetscape improvements to the downtown areas, including Main Street and connecting avenues. *Lilburn has recently installed a public plaza in the City Hall parking lot and has initiated streetscape improvements to Main St. at the Railroad Avenue intersection. Streetscape projects should be initiated for the remainder of Main St. and also along intersecting Avenues and other downtown streets.*

ED. 5. 1. Continue streetscaping efforts along Main St. and other streets in the downtown area.

Natural and Cultural Resources

NCR. 1. Continue work on existing greenway projects by adding picnic areas to the Camp Creek Greenway and beginning Jackson Creek Greenway implementation. *Development of the Camp Creek Greenway has been accomplished with great success, linking the downtown City Park with other areas throughout Lilburn. However, enhancement of the greenway through picnic areas, benches, and trash receptacles will be an important next step in finalizing this*

City of Lilburn 2030 Comprehensive Plan

project. Efforts to implement the Jackson Creek Greenway should begin.

NCR. 1. 1. Enhance Camp Creek Greenway through addition of picnic areas, benches and other facilities.

NCR. 1. 2. Initiate construction of Jackson Creek Greenway.

NCR. 2. Implement recommendations of the Alternative Transportation Facilities Plan. *The Alternative Transportation Facilities Plan provides additional detail and divides the City's pedestrian and bicycle facilities into manageable segments. These segments were prioritized and the top priorities selected for implementation within the next five (5) years. These items include sidewalks and multi-use paths as well as streetscape enhancements, and low-impact development facilities. In addition, the Georgia Department of Transportation has begun a number of improvements to Lawrenceville (US 29) Hwy., including installation of medians, landscaping, turn lanes and new sidewalks. These improvements allow the City to concentrate on multi-use paths and other improvements without the need to replace or connect many existing sidewalks.*

NCR. 2. 1. Prepare inventory of available office space and properties as well as list of supporting industries in Lilburn to assist with potential Lilburn Development Alliance marketing efforts.

NCR. 3. Prepare and implement a public art plan to enhance Lilburn's public areas. *Lilburn has adopted regulations for the provision of public art by commercial developers constructing projects valued at \$750,000 or more. Developers have the option of providing public art on the developed property or donating funds to the City for public art purposes. A public art plan is necessary to evaluate areas available for public art, types of public art desired and a program for evaluation of projects and guidelines for artist participation. In addition, implementation of a public art plan would help to identify and enhance gateway areas for Lilburn.*

NCR. 3. 1. Prepare a public art plan for Lilburn to determine best use of public art funds.

NCR. 3. 2. Initiate a public art program to apply acceptable criteria to public art submissions and recommendations.

NCR. 3. 3. Include identification of Lilburn gateways and enhancement proposals for provision of public art for these areas.

City of Lilburn 2030 Comprehensive Plan

Transportation

T. 1. Lobby Regional Transportation Organizations to fund improvement projects in the Regional Transportation Plan.

A number of transportation projects have been identified in the Atlanta Regional Commission's Regional Transportation Plan. However, only Killian Hill road from US. 29 to Lilburn Industrial Blvd. has identified funding. Lilburn should lobby ARC to ensure the remaining proposed road improvements receive funding.

T. 1. 1. Lobby ARC to fund all proposed road improvement projects identified on the Regional Transportation Plan.

T. 2. Lobby regional transit authorities to extend transit service to Lilburn Gateway Areas.

Gwinnett County Transit, Georgia Regional Transportation Authority (GRTA) and Metropolitan Atlanta Rapid Transit Authority (MARTA) all operate transit services in close proximity to Lilburn. Gwinnett County Transit has had plans for extending transit to Lilburn for years, however, this extension has not occurred. Lilburn should lobby and prepare for the extension of express bus service first in order to encourage regular transit service from Gwinnett County at a later date. Lilburn should develop concept plans for park and ride facilities at the identified

gateway areas to Lilburn and use these facility plans to market Lilburn to GRTA and to extend express bus service into Lilburn. Express bus service could connect to the MARTA Doraville station and/or utilize the High Occupancy Vehicle (HOV) lane of I-85. In addition, concept plans for a park and ride facility could also be prepared for the Jackson Property in order to support the "Brain Train" and serve any commuter rail options that may occur along the CSX rail corridor. Finally, the MARTA BRT (Bus Rapid Transit) Memorial Drive extension is proposed to terminate within a few miles of US 29. Lilburn and Gwinnett County should lobby MARTA to extend this service along US 29 and connect to a park and ride facility at one of the "Gateway" entrances to Lilburn.

T. 2. 1. Negotiate with the Georgia Regional Transportation Authority (GRTA) to extend express bus service to Gateway areas for Lilburn.

T. 2. 2. Establish a park and ride facility on the Jackson Property to serve the "Brain Train" or other commuter rail.

T. 2. 3. Negotiate with Gwinnett County and MARTA to extend the Memorial Drive BRT route to US 29 and into Lilburn.

City of Lilburn 2030 Comprehensive Plan

Facilities and Services

FS. 1. Establish a septic system inspection program to ensure septic system failures are prevented and upgrades or replacements are performed on a regular schedule. *The extension of additional sewer facilities throughout Lilburn will take a considerable amount of time and may not reach every home or business. As a large section of Lilburn is currently served by private septic systems which are beginning to age, these systems need to be inspected on a regular basis to ensure failures do not occur. Such inspection would most likely occur every five (5) years and require a notification schedule for participating residents.*

FS. 1. 1. **Consider establishment of a septic system inspection program on a five (5) year update schedule.**

FS. 2. Lobby Gwinnett County to extend public sewer facilities in conjunction with road improvements and major developments. *As road widening projects are implemented, Lilburn should negotiate with Gwinnett County to extend sewer service simultaneously in order to take advantage of committed labor and equipment, minimize traffic disruption and avoid damaging new roads if installing service at a later date. Gwinnett County may be more likely to install sewer facilities along with road improvements than as an isolated project. Another method of encouraging the extension of service is to promote significant projects - office, commercial or mixed use - that represent significant investment and another reason for Gwinnett County initiative. Proposed road widening, a park and ride facility and any potential project on vacant properties along Killian Rd. would be a good reason to petition Gwinnett County to extend service and serve the southern side of the City.*

FS. 2. 1. **Negotiate with Gwinnett County to extend sewer service along Killian Hill Road in conjunction with proposed road widening and any other potential development projects in this area.**

FS. 2. 2. **Continue to work with Gwinnett County in order to extend sewer service as new road and development projects are proposed along Main St., Camp Creek Rd., Rock-bridge Rd. and Arcado Rd.**

FS. 2.3. **Ensure all capital facilities improvements are built to a 100-year standard.**

Land use and Development Patterns

City of Lilburn 2030 Comprehensive Plan

LU. 1. Continue to enforce overlay districts. *Lilburn has adopted a number of important overlay districts, including the Lawrenceville Hwy. (US 29), Mixed-Use Redevelopment, and Town Center overlay regulations. These ordinances have enabled the City to establish a high level of design standard, encouraged mixed use development and promoted the downtown area. The district regulations should continue to be applied to new development as well as to redevelopment projects, however, the Mixed-Use Redevelopment district should be rewritten as a distinct zoning district.*

LU. 1.1. Continue to enforce the Lawrenceville Hwy. (US 29) and Town Center overlay district regulations.

LU. 1.2. Rewrite Mixed Use Redevelopment Overlay regulations in order to establish a distinct mixed use zoning district.

LU. 2. Continue to enforce the land use plan. *The 2030 Land Use Plan allows for commercial and other intense uses to be located along Lawrenceville Hwy. (US 29) as well as at major intersections. Strictly commercial uses should be limited to those districts and property outside these districts should not be supported for rezoning to commercial uses. This prevents strip commercial development, conflicts with less intense uses, and additional traffic congestion along Lilburn's major roads and arterials. Office and institutional uses should be used as a transition between commercial and residential areas. Mixed use development should be supported over commercial or medium/high density residential uses where possible.*

LU. 2.1. Continue to enforce the land use plan and do not support rezonings contrary to the plan.

LU 2.2. Update the Land Use Plan every six (6) months.

Intergovernmental Coordination

IC. 1. Formulate and administer a Capital Improvements Program in order to determine the level of financial cooperation needed from other agencies and organizations and the time frame such cooperation will be needed. *Lilburn will have a number of capital improvement project needs in the near and long-term future, for which cooperation from Gwinnett County Government, affected school district, and various Georgia State and Federal agencies. A Capital Improvements Program will allow staff and local officials to determine the funding and timing*

City of Lilburn 2030 Comprehensive Plan

of capital projects involving intergovernmental coordination and be prepared for intergovernmental negotiations.

IC. 1. 1. Continue to develop the Capital Improvements Program and forecasting capital funding needs for short, medium and long-term time-frames.

PROJECT	IMPLEMENTATION YEAR					RESPONSIBILITY	COST	FUNDING SOURCE
	2009	2010	2011	2012	2013			
Population and Demography								
Form a public/private economic development organization, such as a Community Investment District, Community Development Authority or Community Redevelopment Corporation, or support existing organizations, such as the Lilburn Business Association, in order to promote City assets and the City initiatives proposed in this Plan.	X	X				City of Lilburn/Local Business Community	N/A	N/A
Housing and Social Services								
Continue to enforce Lilburn codes and ordinances and ensure code violations are remedied in an efficient and effective manner.	X	X	X	X	X	City of Lilburn	N/A	N/A
Initiate a neighborhood entryway of the month program to recognize neighborhood initiatives to improve neighborhood entrance signs and landscaping.	X	X				City of Lilburn	N/A	N/A
Create and administer a neighborhood entryway grant program to award funds to neighborhood organizations wishing to improve entrance signs and landscaping.		X	X			City of Lilburn	\$25,000	City of Lilburn
Amend the R-ID district to include more detailed architectural and open space design standards.	X					City of Lilburn	Varies	City of Lilburn
Natural and Cultural Resources								
Continue acquiring land for greenbelt/passive recreation system	X	X	X	X	X	City of Lilburn	Varies	Property Donations/City of Lilburn
Enhance Camp Creek Greenway through addition of picnic areas, benches and other facilities.	X	X	X			City of Lilburn	Varies	City of Lilburn/GA Dept. Natural Resources
Consider initiating a public input process to identify top priority segments of the Alternative Transportation Facilities Study for implementation.	X	X	X	X	X	City of Lilburn/Gwinnett Co.	Varies	City of Lilburn/Gwinnett Co./GDOT/GA Dept. Natural Resources
Prepare a public art plan for Lilburn to determine best use of public art funds.	X	X				City of Lilburn	\$10,000	City of Lilburn/National Endowment for the Arts
Initiate a public art program to apply acceptable criteria to public art submissions and recommendations.		X	X			City of Lilburn	N/A	Developer Donations
Include identification of Lilburn gateways and enhancement proposals for provision of public art for these areas.			X	X		City of Lilburn	\$250,000	City of Lilburn/Developer Donations
Economic Development								
Inform shopping center owners of any relevant City streetscape improvement efforts in order to encourage shopping center renovation.	X	X	X	X	X	City of Lilburn	N/A	N/A
Initiate a facade renovation grant program for shopping center owners.	X	X				City of Lilburn	Varies	City of Lilburn
Prepare inventory of available office space and properties as well as list of supporting industries in Lilburn to assist with potential Lilburn Development Alliance marketing efforts.	X	X				City of Lilburn	Varies	City of Lilburn
Support rezoning requests for large parcels to office zoning designation.	X	X	X	X	X	City of Lilburn	N/A	N/A
Consider utilization of Tax Allocation District financing as a mechanism for developing/redeveloping appropriate areas within Lilburn.	X	X				City of Lilburn	N/A	N/A

City of Lilburn 2030 Comprehensive Plan





City of Lilburn 2030 Comprehensive Plan
Alternative Transportation Facilities Supplement

DRAFT

May 30th, 2008

Introduction

The City of Lilburn is located fifteen (15) miles from Downtown Atlanta and is an active commercial, office and residential municipality with a variety of attractions. Lilburn residents commute to local and regional employment centers and also host commuters from different parts of the metropolitan area. Lilburn also has a number of local destinations, in the form of schools, shopping, religious institutions, government, parks and neighborhoods. The need for transportation to reach work as well as other local and regional destinations is significant and greatly affects local economic conditions as well as quality of life.

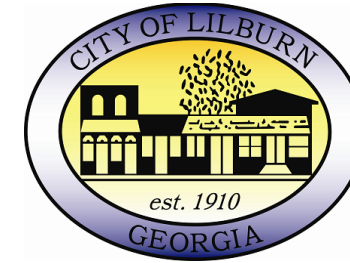
The rising cost of fuel and the expense of travelling by personal motorized vehicle is having a great effect on disposable income and the affordability of suburban living. Lilburn's neighborhoods and employment centers rely on access and the ability to serve the local area population. Increased transportation costs in terms of funds and time can impact the local economy by limiting people's ability to access local destinations and services. Quality of life suffers from extended time periods travelling and less time enjoying recreation and leisure. In addition, public and social health suffers from lack of exercise and lack of interaction with the community.

Commuting patterns and modes of travel are unlikely to change significantly. However, allowing for a greater number of transportation alternatives will have a positive impact on local residents and visitors and provide the means for choosing different methods of accessing local destinations. Local access alternatives are primarily composed of walking, running and cycling along sidewalks, multi-use paths and greenways/trails. Such methods of travel are generally for pleasure and sometimes for errands and/or work. Pleasure travel includes walking along a tree-lined street as well as cycling through a greenway. Pleasure destinations include city parks as well as local eateries and shopping for small/portable items. Work destinations generally have to be in very close proximity to a resident's home for non-vehicular travel, due to weather and wardrobe concerns.

Alternative methods of travel have also become a necessity for some people as the costs of vehicular travel and ownership increase. Walking to school, work, church or shopping are some residents' only alternative. This is particularly important in Lilburn as public transportation is virtually non-existent. However, Lilburn has made significant improvements to the pedestrian and bicyclist environment through sidewalk and intersection crosswalk improvements. The City has also planned for two greenways, with one, the Camp Creek Greenway, nearly complete. These improvements help to alleviate the burden of not owning a vehicle to a limited extent, as well as also improving access to areas with the potential to be served by transit. When transit options become available, in the form of express bus, local bus, or commuter rail, pedestrian connectivity and access will be necessary to ensure ridership and availability of service.

History & Scope of Alternative Transportation Facilities Planning

In 2003, Lilburn commissioned a Pedestrian Master Plan, prepared by the Jaeger Company. The Plan provided an inventory of existing pedestrian facilities and list of proposed facilities and pedestrian improvements. A number of recent issues have required additional analysis beyond



the Pedestrian Master Plan study. These issues include recent Georgia Department of Transportation planned improvements to Lawrenceville Hwy. (US 29), the revised 2030 City of Lilburn Comprehensive Plan, and the need to enhance transit accessibility. The GDOT improvements will provide for new sidewalks along a significant portion of Hwy. 29. However, these improvements will consist of 4' sidewalks, in addition to the vehicular improvements, and will hamper efforts to provide multi-use access, such as bicycle, to some areas. Therefore, the improvements and affected ROW need to be considered in order to properly assess the feasibility of multi-use paths in this area. The 2030 Lilburn Comprehensive Plan has identified a number of objectives, including the need to connect greenways, potential transit stops and local destinations.

Another issue to be addressed is the need for multi-use paths which accommodate bicycles, skateboards, scooters and other alternative modes of transportation. In addition, detailed analysis of the major roads by segment is needed in order to better estimate costs, anticipate obstacles, assess ROW and possible sidewalk widths, and prioritize projects. This plan is intended to assess the need and the potential for a wider range of transportation alternatives and allow the connectivity and safety improvements required for non-vehicular travel throughout Lilburn. Public input and assessment of the detailed analysis for each road segment and intersection is intended to create public awareness and ensure the alternative transportation needs of the general public are being met.

The demographic analysis and an inventory of existing conditions and current projects portion of this study will illustrate the need for transportation alternatives. Assessment of existing facilities will help ascertain the feasibility of new improvements and help to control costs. Finally, the proposals in this report will show how existing facilities and needs can be connected in a cost-effective manner.

Evaluation of Current Conditions

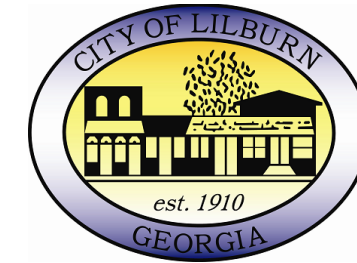
Demographics

The City of Lilburn has experienced tremendous population growth since 1970 (Demographic Worksheet Figure). The City has grown from a small rural community to a growing suburb to a full-service City unto itself. Located just a few miles from Atlanta, Lilburn has served as a close-in residential alternative and as a destination for work and recreation as well. The population has grown over 500%, however, growth has slowed in recent years. The population is expected to continue experience slow growth in coming years and Lilburn will transform from a developing area to a re-developing area. Age projections show all age brackets to be experiencing growth through 2030. Increases in the younger age brackets will increase demand for facilities to connect to schools and neighborhood stores, as well as connections to greenways and parks. Increases in the older age brackets will result in increased demand for connections to all destinations as the elderly may be less willing to drive, especially to local destinations.

In terms of population composition, the City is predominately White, although a substantial shift to Non-White has occurred over the past decade. Future population composition can be expected to experience increased Non-White population growth and could present pedestrian and bicycle needs to meet cultural and lifestyle changes. In particular, poor immigrants moving to this area may not have access to private automobiles and will be looking for alternative methods of transportation.

The shift to and need for alternative transportation methods could also be caused by changes in income. Median Household Income for Lilburn is fairly close to neighboring jurisdictions, with the exception of affluent Berkeley Lake, and is higher than the Atlanta MSA and Georgia as a whole. Income only shows a slight increase from 1989 to 1999, however, income composition shows a marked improvement by income level. Income distribution rose in almost all categories above \$50,000 per year and fell in nearly all income levels below. This could reflect an influx of higher-income families as well as increasing incomes for existing residents. The unemployment rate has also remained low, in comparison with some neighboring jurisdictions and Atlanta. This also indicates greater financial stability within the community. Increased income may not increase the need for alternative transportation for daily necessities, such as shopping and work, however the increase could create a greater demand for recreation facilities. Higher income families may have more time for leisure and a greater propensity for outdoor recreation, such as travel by greenway, and biking or walking for leisure in the evenings or weekends.

Finally, commuting patterns will likely change as traffic increases in the Atlanta Metropolitan Area. Congestion and traffic are projected to increase throughout the Atlanta Area, including Lilburn. The increase will be met partially by mass transit, such as express bus and expansions to the MARTA system. These measures need to be met with local transportation alternatives as well as supporting networks for proposed and potential transit systems. Lilburn residents overwhelmingly commuted beyond the City limits for work. Only ten percent (10%) working within the City Limits in 2000. Means of transportation were dominated by single-occupancy driving, with almost twenty percent (20%) carpooling. Most of these were 2-person carpools. Public



transportation ridership was almost non-existent. A small number of persons walked or worked at home. These figures do not show significant usage of alternative methods of transportation for work, however, these circumstances may change in future decades. The majority of persons per travel time bracket are travelling 30 to 39 minutes to work. A significant number are travelling longer. These numbers are very likely to increase in future years and will most likely encourage people to seek alternative transportation methods.

Walking or bicycling to work may not become a significant method of commuting, however, mass transit will become increasingly important. One reason few Lilburn residents do not utilize mass transit to access work is the fact that Lilburn has no mass transit. However, this will most likely change in the near future. MARTA has expanded Bus Rapid Transit service along Memorial Drive and an extension of this like could very likely reach Lilburn. This would create a significant opportunity to access mass transit. In addition, commuter rail may become viable along existing railroad tracks within Lilburn, allowing for regional transit commuting options to local universities and other areas. Finally, express bus service could easily be extended to Lilburn and utilize the I-85 HOV lane or connect to the Doraville MARTA station. Such possibilities will require support and infrastructure which encourage usage of mass transit and eventually local transit options.

Alternative facilities, such as sidewalks and multi-use paths, allow residents to walk or bike to potential transit stops and make differing commuting patterns possible. The addition of pedestrian facilities and amenities at major intersections and connections to larger parking lots can also encourage park-and-ride stops, especially along major roads. This plan supports these possibilities and seeks to expand travel options for all ages and income levels.

Population Change: 1970-2005

	1970 Population	1980 Population	1990 Population	2000 Population	2005 Population (est)	Population Change 1970-2005	% Change 1970- 2005
Lilburn	1,666	3,765	9,301	11,307	11,416	9,750	585.23%

Source: 1970, 1980, 1990 and 2000 Census

Population Projections: 2000-2030

	2000	2010	2020	2030
Lilburn	11,307	11,649	12,002	12,246

Source: 2000 Census, Dr. Thomas Hammer Projections, 2006

White and Non-White Population

	White 1990	White 2000	% Change, 1990-2000	Non-White 1990	Non-White 2000	% Change, 1990- 2000
Lilburn	8,626	7,812	-9.4%	675	3495	417.8%

Source: 1990 and 2000 Census (SF1)

Median Household Income: 1989-1999

	1989	1999 (adjusted)	Median Household Income Change, 1989-1999	% Change 1989-1999
Berkeley Lake	\$65,426	\$83,087	\$17,661	26.99%
Buford	\$25,758	\$29,417	\$3,659	14.20%
Dacula	\$38,571	\$43,689	\$5,118	13.27%
Duluth	\$42,869	\$45,635	\$2,766	6.45%
Grayson	\$39,000	\$39,303	\$303	0.78%
Lawrenceville	\$34,826	\$32,884	-\$1,942	-5.57%
Lilburn	\$40,708	\$40,789	\$81	0.20%
Norcross	\$33,367	\$33,970	\$603	1.81%
Suwanee	\$48,750	\$63,825	\$15,075	30.92%
Total Gwinnett County	\$43,518	\$45,976	\$2,458	5.65%
Atlanta MSA	\$36,051	\$39,453	\$3,402	9.44%
Georgia	\$29,021	\$32,227	\$3,206	11.05%

Source: 1990 Census (SF3) and 2000 Census (SF3).

Income Distribution, 1990 & 2000

	1990	2000
Less than \$9,999	8%	5%
\$10,000 - \$14,999	5%	5%
\$15,000 - \$19,999	5%	3%
\$20,000 - \$29,999	16%	11%
\$30,000 - \$34,999	6%	6%
\$35,000 - \$39,999	10%	4%
\$40,000 - \$49,999	15%	11%
\$50,000 - \$59,999	10%	10%
\$60,000 - \$74,999	11%	14%
\$75,000 - \$99,999	9%	14%
\$100,000 - \$124,999	3%	10%
\$125,000 - \$149,999	1%	4%
\$150,000 and above	2%	3%

Source: 2000 Census

Unemployment Rate, 1990-2000

	Labor Force 1990	Unemployed 1990	Percent Unemploye 1990	Labor Force 2000	Unemployed 2000	Percent Unemployed 2000
Berkeley Lake	411	4	0.97%	971	16	1.65%
Buford	4,479	313	6.99%	5,382	252	4.68%
Dacula	1,241	45	3.63%	2,154	91	4.22%
Duluth	5,767	177	3.07%	13,825	250	1.81%
Grayson	269	4	1.49%	413	17	4.12%
Lawrenceville	9,131	392	4.29%	11,332	501	4.42%
Lilburn	5,575	190	3.41%	6,208	202	3.25%
Norcross	3,611	76	2.10%	4,595	288	6.27%
Rest Haven	71	0	0.00%	67	0	0.00%
Snellville	6,490	201	3.10%	8,093	272	3.36%
Sugar Hill	2,577	113	4.38%	6,211	147	2.37%
Suwanee	1,345	53	3.94%	4,861	53	1.09%
Other Gwinnett Cities	9,138	314	3.44%	14,371	419	2.92%
Gwinnett County	210,295	6,646	3.16%	325,379	10,596	3.26%

Source: Gwinnett County Unified Plan

Age Projections, 2000-2030

	2000	2010	2020	2030
Lilburn	750	958	1,166	1,374
0 - 4	1,635	2,106	2,576	3,047
5 - 13	523	644	764	885
14 - 17	427	568	708	849
18 - 20	597	803	1,008	1,214
21 - 24	1,733	2,188	2,643	3,098
25 - 34	2,077	2,801	3,524	4,248
35 - 44	1,754	2,478	3,202	3,926
45 - 54	877	1,223	1,569	1,915
55 - 64	934	1,312	1,689	2,067
65 and Over				

Source: Georgia Planning DataView

DEMOGRAPHIC WORKSHEET

PLACE OF WORK 2000

Total:	5,872
Living in a place:	5,872
Worked in place of residence	631
Worked outside place of residence	5,241
Not living in a place	0

Source: 2000 Census

MEANS OF TRANSPORTATION TO WORK

Total:	5,872
Car, truck, or van:	5,587
Drove alone	4,708
Carpooled	879
Public transportation:	11
Bus or trolley bus	11
Streetcar or trolley car	0
Subway or elevated	0
Railroad	0
Ferryboat	0
Taxicab	0
Motorcycle	0
Bicycle	0
Walked	117
Other means	38
Worked at home	119

Source: 2000 Census

TRAVEL TIME TO WORK

Total:	5,872
Did not work at home:	5,753
Less than 5 minutes	140
5 to 9 minutes	246
10 to 14 minutes	543
15 to 19 minutes	693
20 to 24 minutes	748
25 to 29 minutes	408
30 to 34 minutes	1,012
35 to 39 minutes	274
40 to 44 minutes	444
45 to 59 minutes	710
60 to 89 minutes	467
90 or more minutes	68
Worked at home	119

Source: 2000 Census

PRIVATE VEHICLE OCCUPANCY

Total:	5,872
Car, truck, or van:	5,587
Drove alone	4,708
Carpooled:	879
In 2-person carpool	590
In 3-person carpool	133
In 4-person carpool	59
In 5- or 6-person carpool	72
In 7-or-more-person carpool	25
Other means (including those who work at home)	285

Source: 2000 Census

Evaluation of Current Conditions

Inventory of Existing Facilities

As an exhaustive facilities inventory has been assembled through the 2003 Pedestrian Master Plan Report, existing facilities have been inventoried and updated along the Major and Minor Arterials, as well as Major Collectors. Many of these facilities have been upgraded, especially along the major roads. Subdivision and local road sidewalks have not changed significantly. The inventory (*Arterial & Collector Alternative Transportation Facilities Inventory Figure*) includes Sidewalks with enhanced ramps, New Sidewalks and Fair Condition Sidewalks. Few historic sidewalks or sidewalks in poor condition can be found, especially on major roads. The Camp Creek Greenway is partially complete and the Jackson Creek Greenway is planned for construction soon. Therefore they have been included in the inventory and are useful in showing intersections of the different facilities.

The inventory shows a significant number of ramp-enhanced sidewalks along the western end of Lawrenceville Hwy. (US 29) as well as along Arcado Rd. These sidewalks have scored and painted concrete at driveways, road intersections and other curb cuts in order to alter visually impaired persons of a potential vehicle crossing and ramp grade crossing. A number of new sidewalks are also inventoried, mostly along Camp Creek Rd., Arcado Rd. and near the Wal-Mart Shopping Center at the Eastern edge of the City. The shopping center and other isolated sidewalk installations are the result of newer development regulations, specifically the Lawrenceville Hwy. (US 29) Corridor Overlay District. The overlay requires new sidewalks as well as pedestrian amenities, such as benches and lighting. This corridor has begun a transformation, however, the resultant projects are unconnected in many cases and have not yet resulted in a cohesive sidewalk network. Also, the sidewalks are standard four feet (4') in width and do not allow for bicycle travel.

The remaining sidewalks are pre-overlay sidewalks in satisfactory condition and cover a substantial portion of the Lawrenceville Hwy. (US 29). However, these sidewalks by themselves or in combination with other sidewalks do not cover both sides of US 29 in most cases. A substantial number of churches and businesses are still not served by sidewalks or are served by isolated segments which do not connect to the larger network. Also, as with the case with newer sidewalks, only standard four feet (4') widths have been built. Essentially, there are no safe measures for bicycle travel along the road ways or within the ROW.

In addition, many major road are completed unserved by sidewalks. Rockbridge Rd. is partially served, South of the railroad tracts and North of US 29. Also, the unserved segment is home to existing parks and the greenway connection. Main St. and Camp Creek are served on one side of the street and can probably be considered adequate, although enhancements would benefit historic downtown. Indian Trail and Killian Hill Rds. are almost completely unserved and host a substantial number of institutional, commercial and residential destinations. Hillcrest Rd. is also unserved by sidewalks. Significant portions of Beaver Ruin Rd. and Arcado road are also unserved and also host a significant number of local destinations.

For the purposes of this Study, local destinations consist of shopping centers, schools, churches, parks and greenways (*Major Local Destinations Figure*). The majority of the shopping centers are located along US 29 and are primarily accessed by private automobile. Many of them are not supported by a sidewalk system and all of them have expansive parking lots which do not encourage pedestrian activity. Although this Study is primarily concerned with the public ROW, pedestrian improvements can also be encouraged within shopping center parking lots, especially those serving declining shopping centers. These improvements can be seen as by-products of this Study and will become more evident during implementation. Schools are another important destinations with great need for interconnectivity. In many cases, local school have sidewalks immediately in front of the facility, however, they are often not connected to the sidewalk system as a whole. Improvements could allow greater access to schools from neighborhoods and many schools are increasingly located in commercial districts that are not pedestrian friendly. Churches and parks are local destinations the can be reached by sidewalk or multi-use path, however, the ability to alternate between these facilities and the greenways could greatly increase alternative methods of travel to these destinations. Intersections with greenways are proposed at Harbins Rd., Indian Trail Rd., Beaver Ruin Rd. Killian Hill Rd. and Rockbridge Rd. The greenway contribution to the ability of local residents to cycle cannot be overstated. The greenways allow for enjoyment of the natural environment as well as access to important local destinations. The greenway system's effectiveness would be enhanced by additional sidewalks and multi-use paths and vice-versa. The Camp Creek Greenway is partially completed and the Jackson Creek Greenway will soon begin design engineering.

A number of major roads within the City need to be served by some form of alternative transportation facility so residents can walk or bike to local destinations and not travel by private vehicle. Major roads also need to be served so that cyclists can exit the Greenways and cycle to an urban destination. Finally, the lack of sidewalks along these roads will severely hinder the City's chances to serve residents with mass transit. Sufficient ROW exists along most of the Roadways to allow for a number of solutions to these deficiencies.

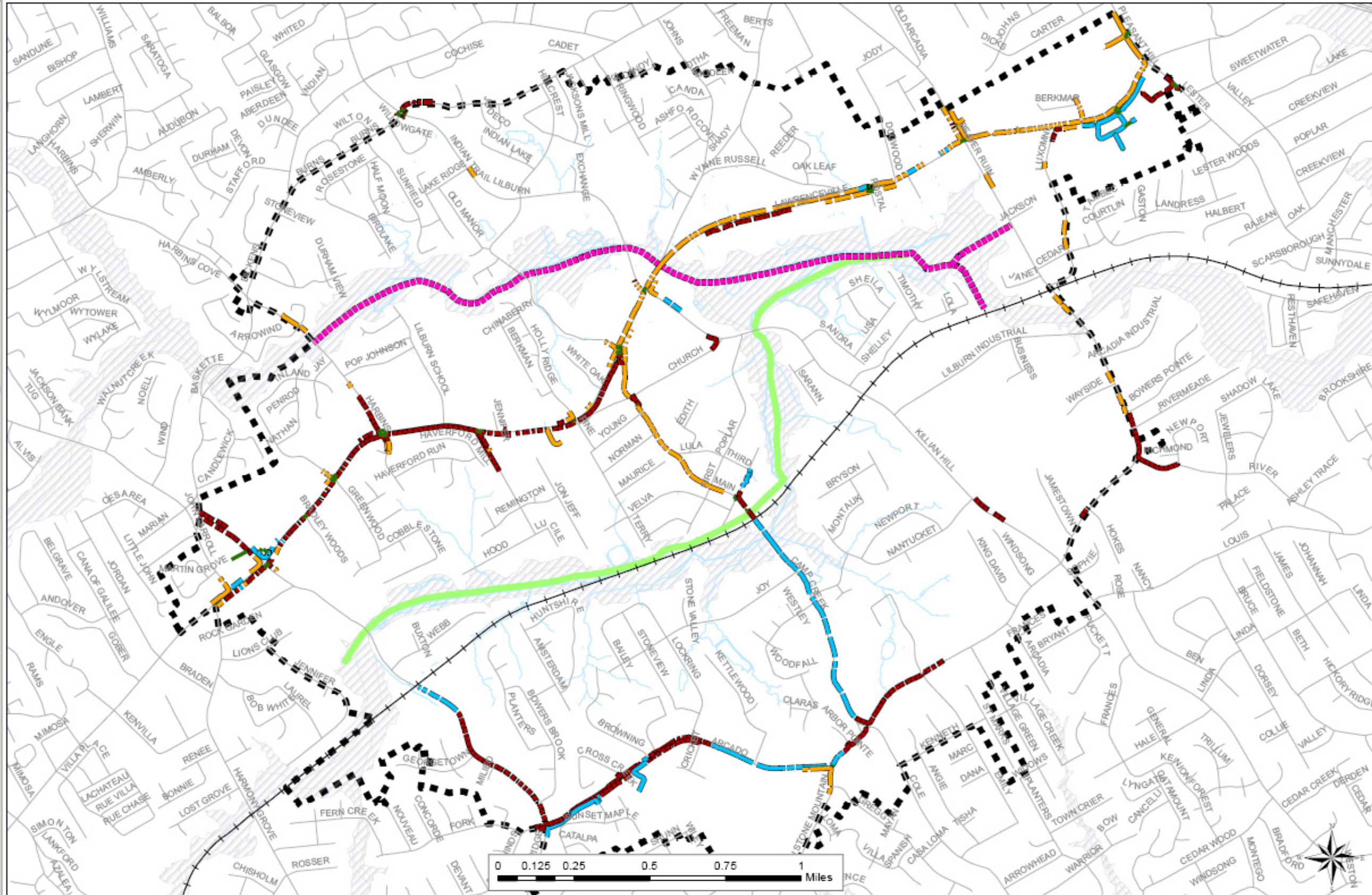
One solution would be to complete the sidewalk network along the unserved roadways and install sidewalks on both sides of the street where there are existing facilities. This would allow for pedestrian access from residential destinations to the Greenways and to church, school and shopping destinations. However, shopping would be limited as carrying bought items would be difficult, the travel time by foot is substantially longer than other modes of travel and wheelchairs, strollers, bicycles, rollerblades and other means of travel would be impractical or unsafe. Another solution would be to install multi-use paths wide enough for bicycles wherever practical and install sidewalks where there is insufficient ROW for a multi-use path. The next section will explore these alternatives and present feasible solutions.

Arterial & Collector Alternative Transportation Facilities Inventory

City of Lilburn - Alternative Transportation Facilities Study



- Legend**
- Lilburn City Limits
 - Rail Line
 - Hydrology
 - Streets**
 - Streets
 - Pedestrian System**
 - Crosswalk
 - Drive/Street Crossing
 - Sidewalk - Ramp Enhanced
 - Sidewalk - Fair Condition
 - Sidewalk - New
 - Greenways**
 - Camp Creek
 - Jackson Creek
 - Flood Zone

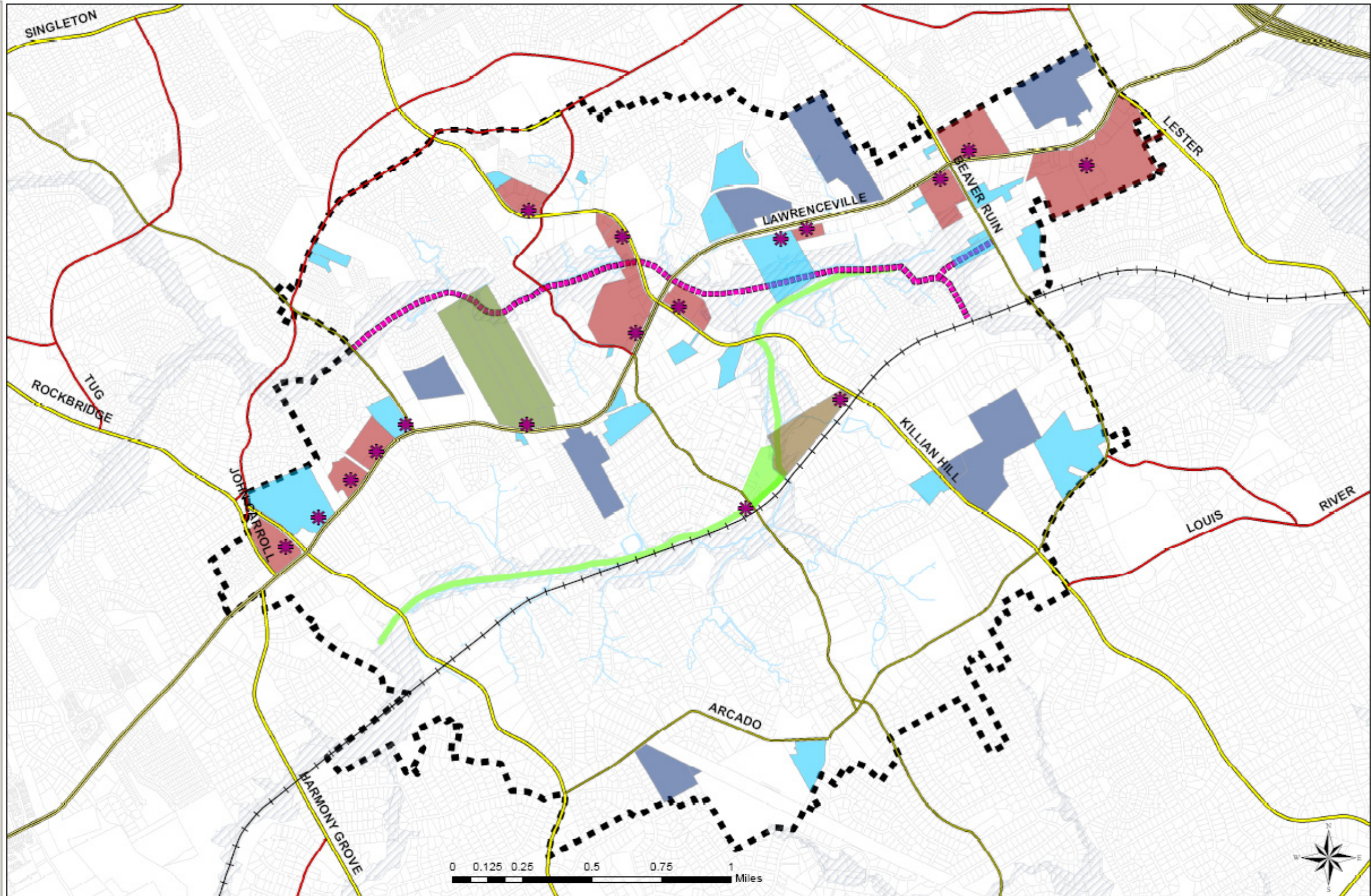


Major Local Destinations

City of Lilburn - Alternative Transportation Facilities Study

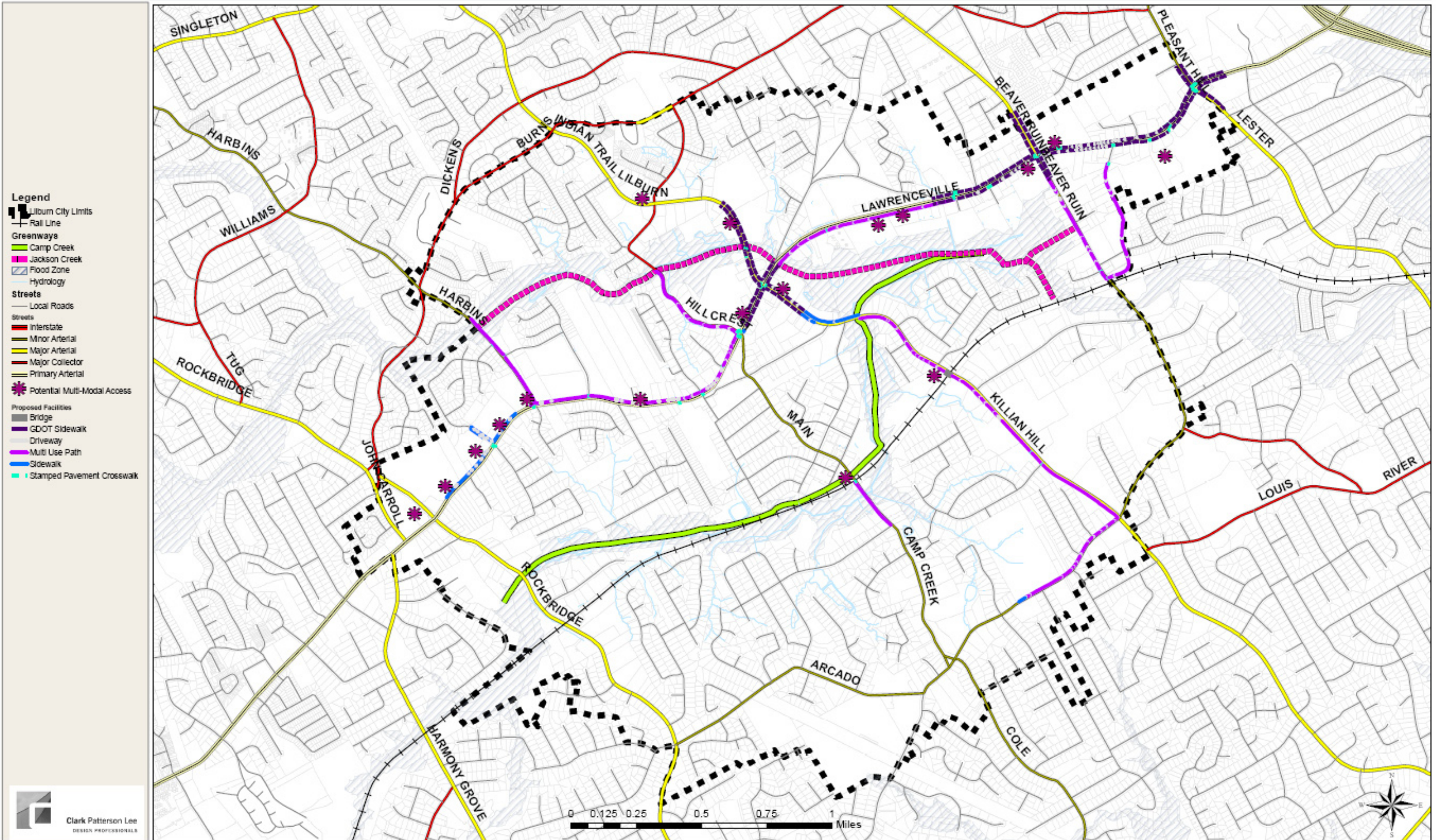


- Legend**
- ▣ Lilburn City Limits
 - Rail Line
 - ▣ Future Park
 - ▣ Existing Park
 - ▣ Religious
 - ▣ Schools
 - ▣ Potential TOD
 - ▣ Shopping Centers
 - Greenways**
 - ▣ Camp Creek
 - ▣ Jackson Creek
 - ▣ Flood Zone
 - ▣ Hydrology
 - Streets**
 - ▣ Interstate
 - ▣ Minor Arterial
 - ▣ Major Arterial
 - ▣ Major Collector
 - ▣ Primary Arterial
 - ✱ Potential Multi-Modal Access



Arterial & Collector Alternative Transportation Facilities Proposed

City of Lilburn - Alternative Transportation Facilities Study



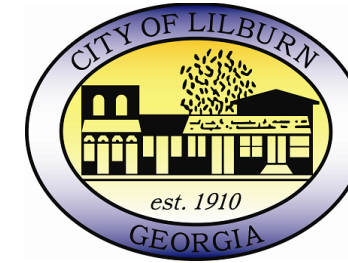
Proposed Alternative Transportation Facilities

Proposed Facilities

The facilities inventory illustrated a number of deficiencies in the sidewalk system and virtually no bicycle accommodations beyond the greenway system. Deficiencies were found in the consistency of the sidewalks, many are isolated and were simply installed along a property frontage regardless of neighboring facilities and were done so to meet zoning recent zoning regulations. Sidewalks are also almost exclusively located along one side of the road, where present. This patchwork of sidewalks may eventually result in a continuous system, however, this could take decades to complete. Also, sidewalk regulations only affect new construction along Lawrenceville Hwy. (US 29) and mixed-use projects along the major and minor arterials. As mixed-use projects are very limited, only US 29 can be expected to develop into a fully-served pedestrian environment. Main St. and the downtown area can also be expected to be continually improved, however, few improvements are forecasted beyond these areas. The reason for this is the expectation of the majority of public funds and efforts to improve the alternative transportation facilities will most likely be focused on the greenway system. The greenway system has a high recreational value, the ability to attract public attention and can serve a large number of residents. In addition, the greenway system will be continuous, serve a significant portion of the City and be used as a quality -of-life attraction for recruiting residential and non-residential investors. Sidewalks have limited effectiveness outside the downtown area and main commercial shopping districts and cannot reasonably be expected to offer non-vehicular connections from neighborhoods beyond a quarter-mile or half-mile distance. Therefore, proposed facilities need to complement the planned greenway system and offer bicycle as well as pedestrian options to connection neighborhoods and local destinations.

The most effective way of providing bicycle and other non-vehicular access is through the provision of multi-use paths, or a surface ranging from ten feet (10') wide to fourteen feet (14') wide. A surface of this width can allow for cyclists to co-exist with pedestrians and greatly reduce the potential for conflicts or accidents. Installation of such facilities is generally less difficult than re-striping existing roadways or installing bikelanes in a thoroughfare, especially major ones. If the Right-of-Way (ROW) is available, a separate multi-use path can be installed with minimal need for Department of Transportation coordination and minimal disruption of traffic patterns. This study presents a number of multi-use path options based on careful consideration of greenway connections, ROW availability, local destinations and neighborhood access. New sidewalks are also proposed, however, the majority of the suggested improvements consist of multi-use paths.

In total, four (4) multi-use paths are presented (*Arterial & Collector Multi-Use Paths Proposed figure*). They are labelled "Northern Loop", "Middle Loop", "Southern Loop" and "Eastern Loop". They are not technically loop paths, however, they access a number of destinations and allow for continuous travel, especially if seen as extensions of the greenways and existing sidewalks. Detailed studies of the proposed multi-use paths show these to be effective in connecting important destinations and neighborhoods while remaining feasible and complementary to existing facilities.



Northern Loop

The focus of this multi-use path loop is to connect the Jackson Creek Greenway with local destinations along Lawrenceville Hwy (*Intersections & Connections Segments Snapshot - Northern Loop Figure*). A connection from the greenway intersection at Harbins Rd. would allow for cyclists to exit the Greenway and continue to the Calvary Baptist Church at the intersection with US 29. Access to the neighboring commercial center would have to be accomplished by sidewalk. However, replacing newer sidewalks with multi-use paths may or may not be warranted for this shopping center, therefore the proposed multi-use path does not extend past the Church. From there, a multi-use path East, along US 29, would access the proposed Gwinnett County park, two schools, and smaller commercial establishments East of the proposed park. The path would also complement the sidewalks on the South side of US 29. Larger parcels with development potential are also located along this section, increasing the need for a path to serve this area. Also, the proposed park will also be able to be accessed directly from the North, through the greenway, so southern bicycle access might be redundant. Finally, the path would connect to the greenway intersection with Hillcrest Rd. and would serve the homes and business along this road, including a larger shopping center at the intersection with US 29. A reasonable amount of ROW is available for this project. There are some limitations at certain areas, however, a multi-use path at this location would be feasible and beneficial to local residents and to users of the greenway. One aspect of this proposed facility would be to provide a crosswalk and user-activated signal in order for greenway users to cross Hillcrest. As this crossing point is not located at a roadway intersection, special provisions should be made to ensure safe crossings. Also, enhanced crosswalks and bicycle provisions at the Harbins/US 29 and Hillcrest/US 29 intersections would allow for cyclists to cross the Highway and/or access the two nearby shopping centers. Extensions beyond the Hillcrest Rd./US 29 intersection are not feasible due to planned Georgia Department of Transportation (GDOT) improvements extending from the Indian Trail Rd./US 29 intersection. Finally, this loop would include a multi use path connecting the intersection of Lawrenceville Hwy. (UW 29) and Rockbridge Road to the terminus of the Camp Creek Greenway.

Middle Loop

This multi-use path is proposed for the section of Lawrenceville Hwy. from the end of GDOT improvements along the Indian Trail/US 29 intersection to Berkmar Middle School (*Intersections & Connections Segments Snapshot - Middle Loop Figure*). The GDOT has traffic and sidewalk improvements planned for the portions of the US 29 corridor on both sides of this segment and while providing new sidewalk facilities, they will also constrain the ability of the City to install multi-use paths beyond the identified segment. The proposed multi-use path will connect to the Jackson Creek Greenway where the GDOT improvements end. Crossing the Highway at this point will be difficult as the area is heavily congested and too close to an intersection to install a pedestrian-activated crossing signal. Cyclists will have to use sidewalks and cross the street at the intersection unless the GDOT improvements can be altered.

Sufficient ROW exists for the remainder of the segment and no easements or ROW acquisitions are anticipated. Sidewalks exist along the Northern edge of the Highway and allow for a consistent connection between the shopping centers and the Indian Trail/US 29 intersection, Berkmar Middle School, Providence Christian Academy, and Pilgrimage Presbyterian Church. However, this sidewalk does not allow for bicycle access. An isolated segment of sidewalk is also located along the Southern edge of the Highway, in front of the Hawthorne Baptist Church. However, this sidewalk is unconnected to other sidewalks and the Greenway access point. A multi-use path would allow for bicycle access to the church and commercial destinations along the Southern edge as well as the schools along the Northern Edge. Careful arrangement of crosswalk and pedestrian-signals would be important to ensure safe crossing to the Berkmar Middle School, however. This multi-use path would require either removal of the isolated sidewalks along the Southern edge, as well as the proposed GDOT improvements near Berkmar, or parallel surfaces could be installed to separate pedestrians from cyclists and retain existing and proposed infrastructure.

Southern Loop

The Southern section of the City is served by new sidewalks along Camp Creek Rd. and isolated/unconnected sidewalks along Arcado Rd. Killian Hill Rd. is unserved by pedestrian facilities of any kind (*Intersections & Connections Segments Snapshot - Southern Loop Figure*). Important destinations, such as a new school and the Crossview Baptist Church, are located along this route. In addition, a new subdivision, Legends at Parkview, is under construction along Arcado Rd. and vacant properties as well as properties with redevelopment potential are located along Killian Hill Rd. The potential for development as well as the important destinations creates a need for alternative transportation facilities. With sufficient ROW available, a multi-use path can be constructed along these segments and connect these areas with local neighborhoods, the intersection of the Camp Creek Greenway and the GDOT improvements planned for the intersection of Killian Hill Rd. with US 29. Finally, a multi-use path extending from the Railroad Tracks along Camp Creek Rd. would allow for a neighborhood connection to Joy Road and provide pedestrians and cyclists safer access to the City Park and to the Camp Creek Greenway.



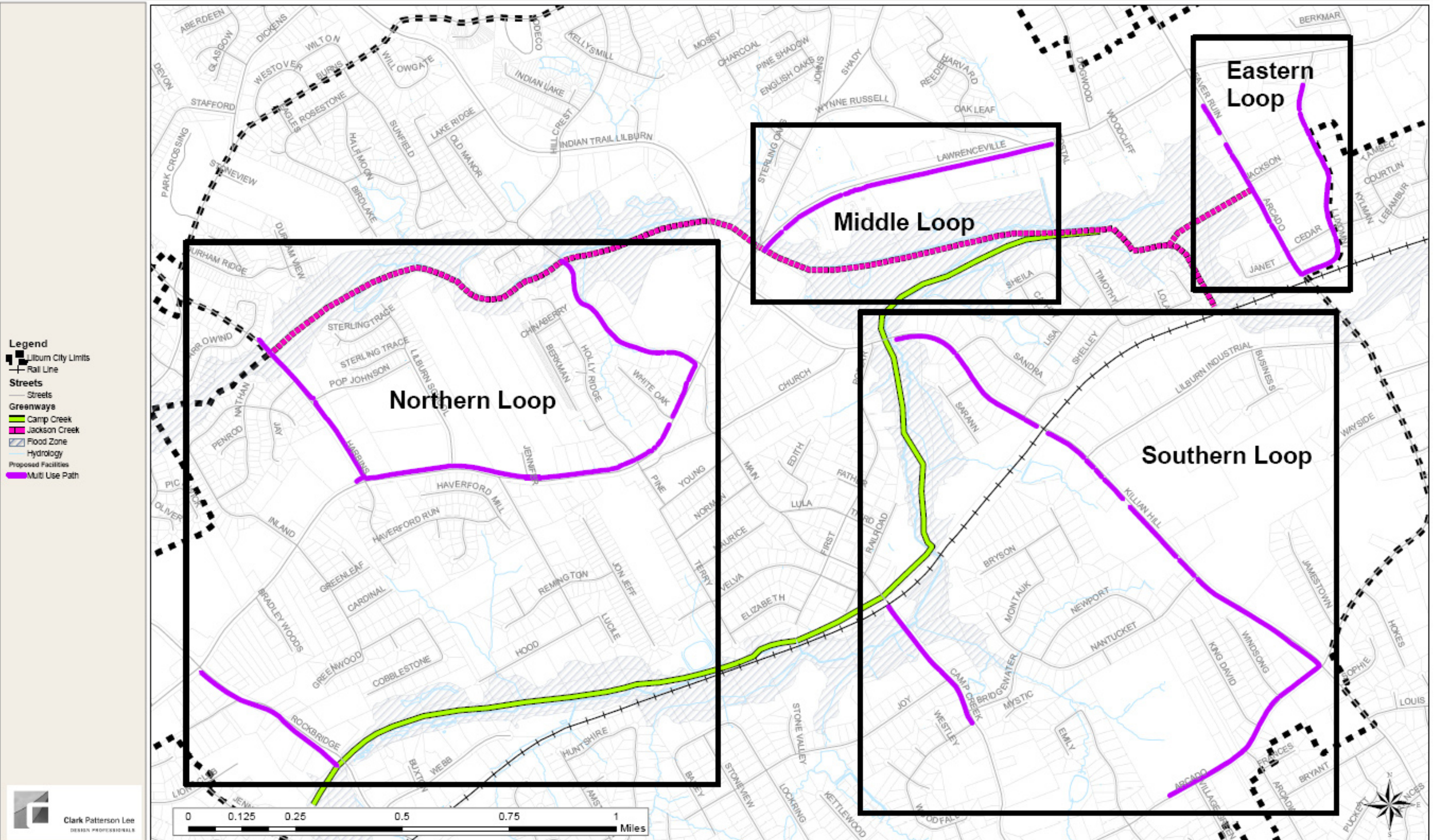
Finally, the Jackson Property is located along Killian Hill Rd. This area is anticipated to become a commuter rail stop for the “Brain Train” and would be an important destination for pedestrians or bicyclists. This property is a good location for a park and ride express bus stop as well as could be utilized well before development of commuter rail for this area. A multi-use path would allow for neighborhood access as well as a direct route from the Camp Creek Greenway.

Eastern Loop

These segments represent a side or rear access route to the Wal-Mart shopping center. Beaver Ruin Rd. is bordered by a commercial shopping center, property with redevelopment potential, and the proposed eastern terminus of the Jackson Creek Greenway (*Intersections & Connections Segments Snapshot - Eastern Loop Figure*). The City Limits begin on the eastern side of Beaver Ruin Rd., limiting the number of accessible Lilburn neighborhoods. The intersection of US 29 and Beaver Ruin Rd. is planned for improvement by GDOT and will include the installation of standard sidewalks. Therefore, a logical connection would be to install a multi-use path along Beaver Ruin from the end of the GDOT improvements to Luxomni Rd. and along Luxomni to the side entrance of the Wal-Mart shopping center. This multi-use path would be an effective means of allowing bicyclists access to the shopping center. Pedestrian would be able to use sidewalks along US 29, however, these facilities will not be wide enough to accommodate cyclists. The GDOT improvements cannot be altered at this point, therefore, another route to the shopping center is necessary. Sufficient ROW is available along most of these segments, with some constraints located along Beaver Ruin. The only existing facilities along this route are isolated sidewalks along the eastern edge of Beaver Ruin and the western edge of Luxomni.

Arterial & Collector Multi Use Paths Proposed

City of Lilburn - Alternative Transportation Facilities Study



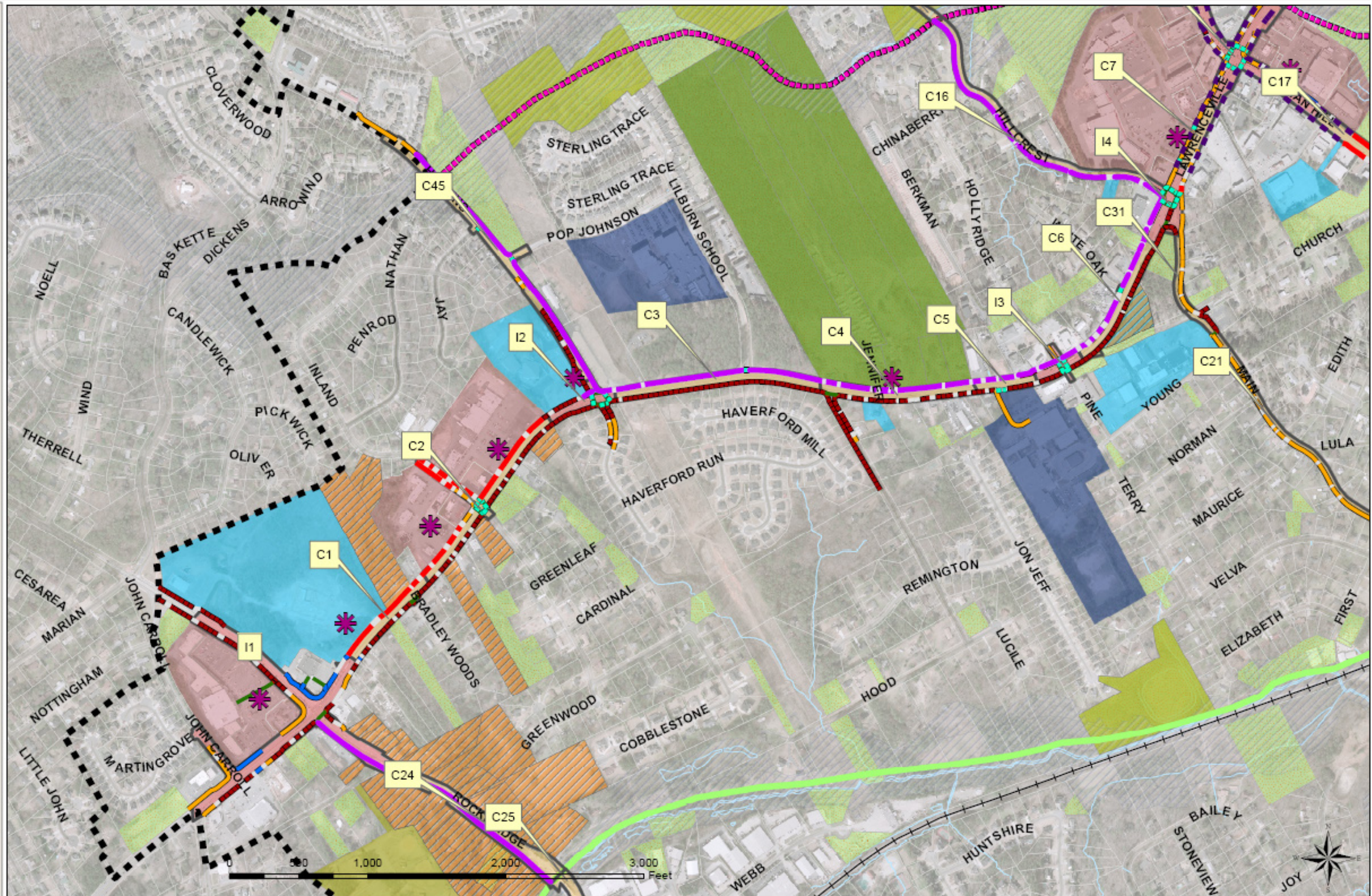
Intersections & Connecting Segments Snapshot

City of Lilburn - Alternative Transportation Facilities Study



Legend

- Flood Zone
- Rail Line
- Future Park
- Existing Park
- Religious
- Lilburn City Limits
- Greenways**
- Camp Creek
- Jackson Creek
- Hydrology
- Relev. Potential Non-Vacant
- Schools
- Shopping Centers
- City Owned Parcels
- Undeveloped Land
- Potential TOD
- Streetscape Enhancement Areas**
- Facility Section
- Intersection
- Segment
- Existing Inventory**
- Crosswalk
- Drive/Street Crossing
- Sidewalk - Ramp Enhanced
- Sidewalk - Fair Condition
- Sidewalk - Existing New
- Proposed Facilities**
- Bridge
- GDOT Sidewalk Project
- Driveway
- Multi Use Path
- Sidewalk
- Stamped Pavement Crosswalk
- Potential Multi-Modal Access



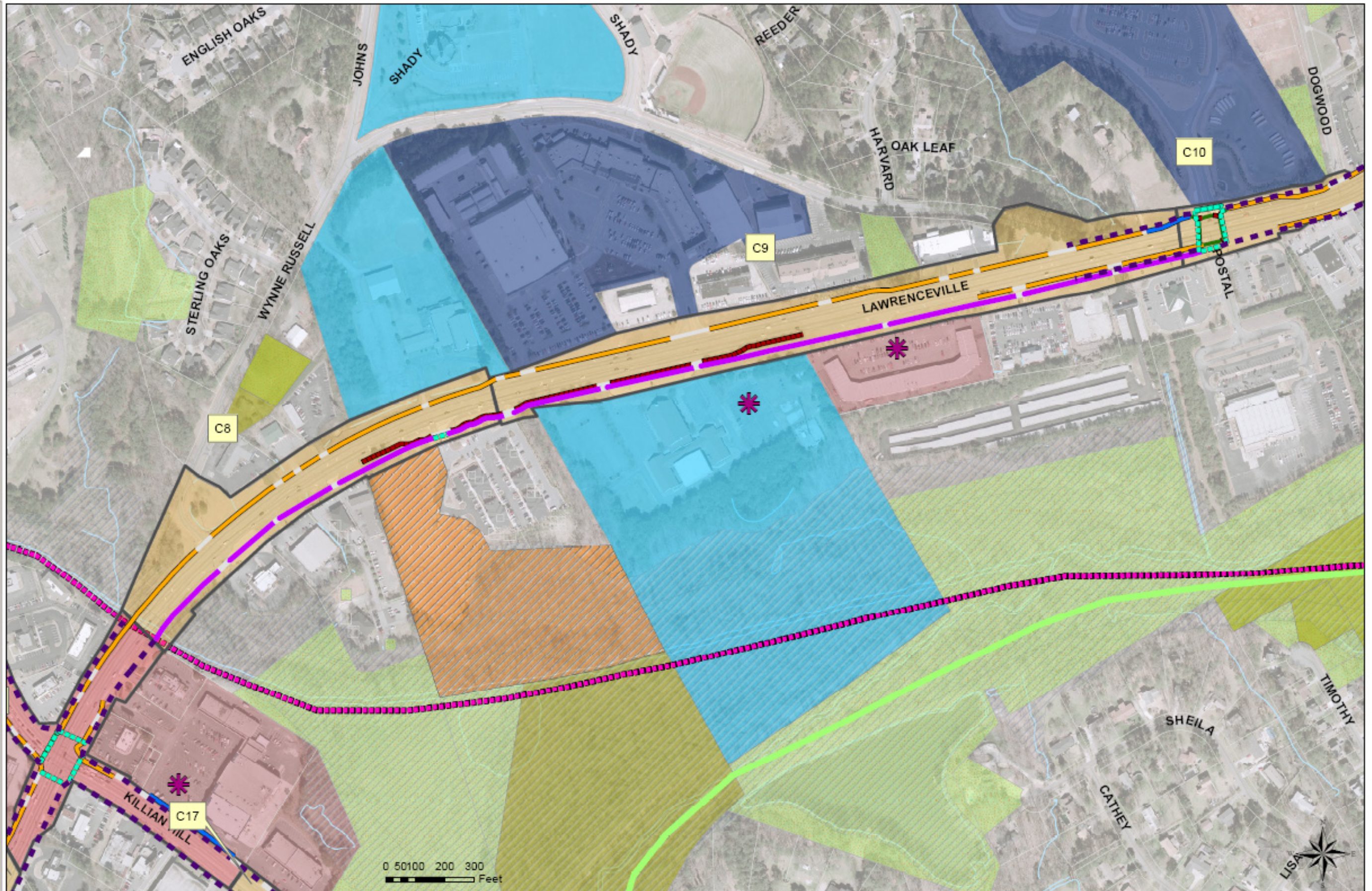
Intersections & Connecting Segments Snapshot - Middle Loop

City of Lilburn - Alternative Transportation Facilities Study



Legend

- Flood Zone
- Rail Line
- Future Park
- Existing Park
- Religious
- Lilburn City Limits
- Greenways**
- Camp Creek
- Jackson Creek
- Hydrology
- Redevel. Potential Non-Vacant
- Schools
- Shopping Centers
- City Owned Parcels
- Undeveloped Land
- Potential TOD
- Streetscape Enhancement Areas**
- Facility Section**
- Intersection
- Segment
- Existing Inventory**
- Crosswalk
- Drive/Street Crossing
- Sidewalk - Ramp Enhanced
- Sidewalk - Fair Condition
- Sidewalk - Existing New
- Proposed Facilities**
- Bridge
- GOOT Sidewalk Project
- Driveway
- Multi Use Path
- Sidewalk
- Stamped Pavement Crosswalk
- Potential Multi-Modal Access

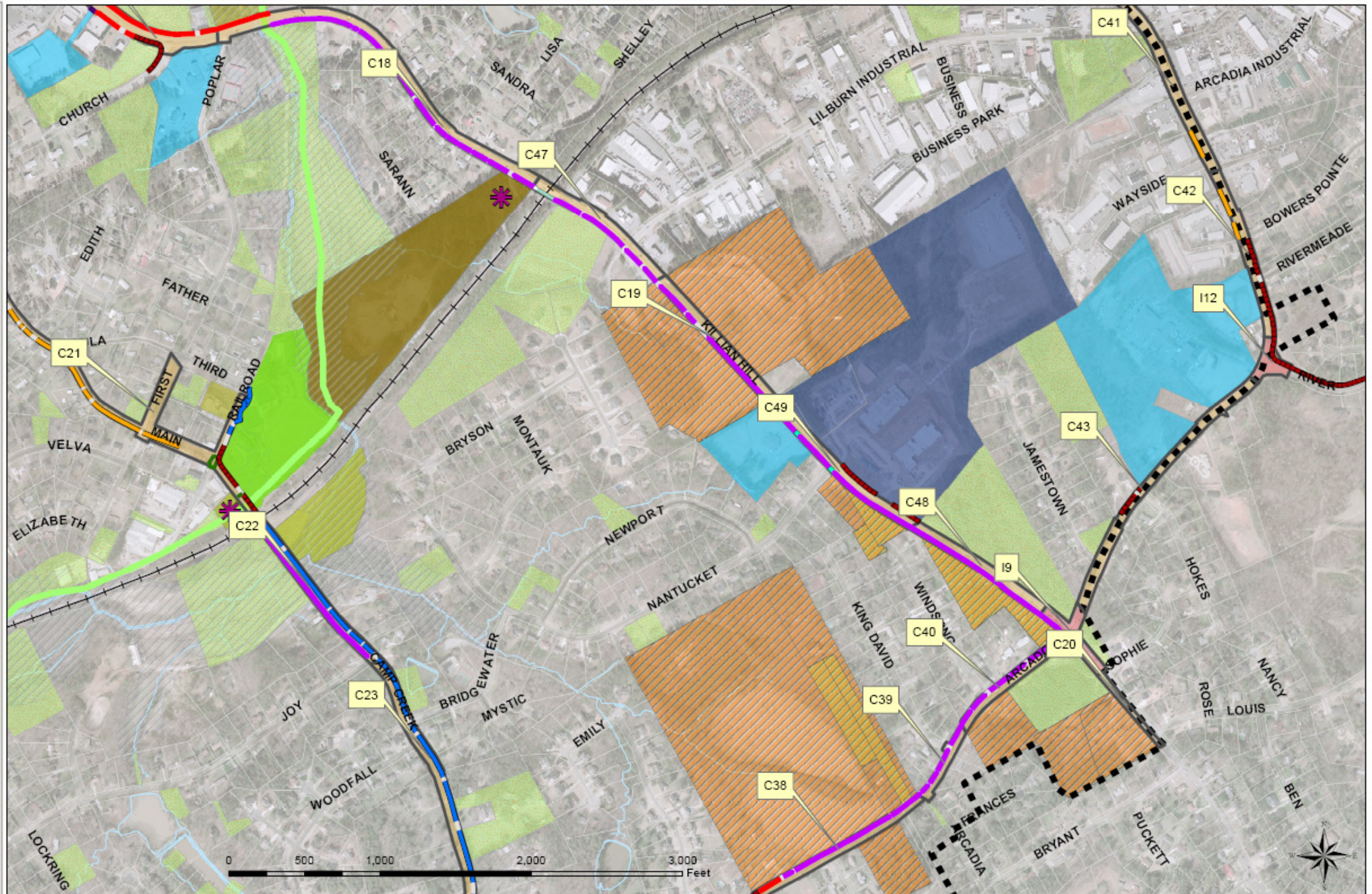


Intersections & Connecting Segments Snapshot

City of Lilburn - Alternative Transportation Facilities Study

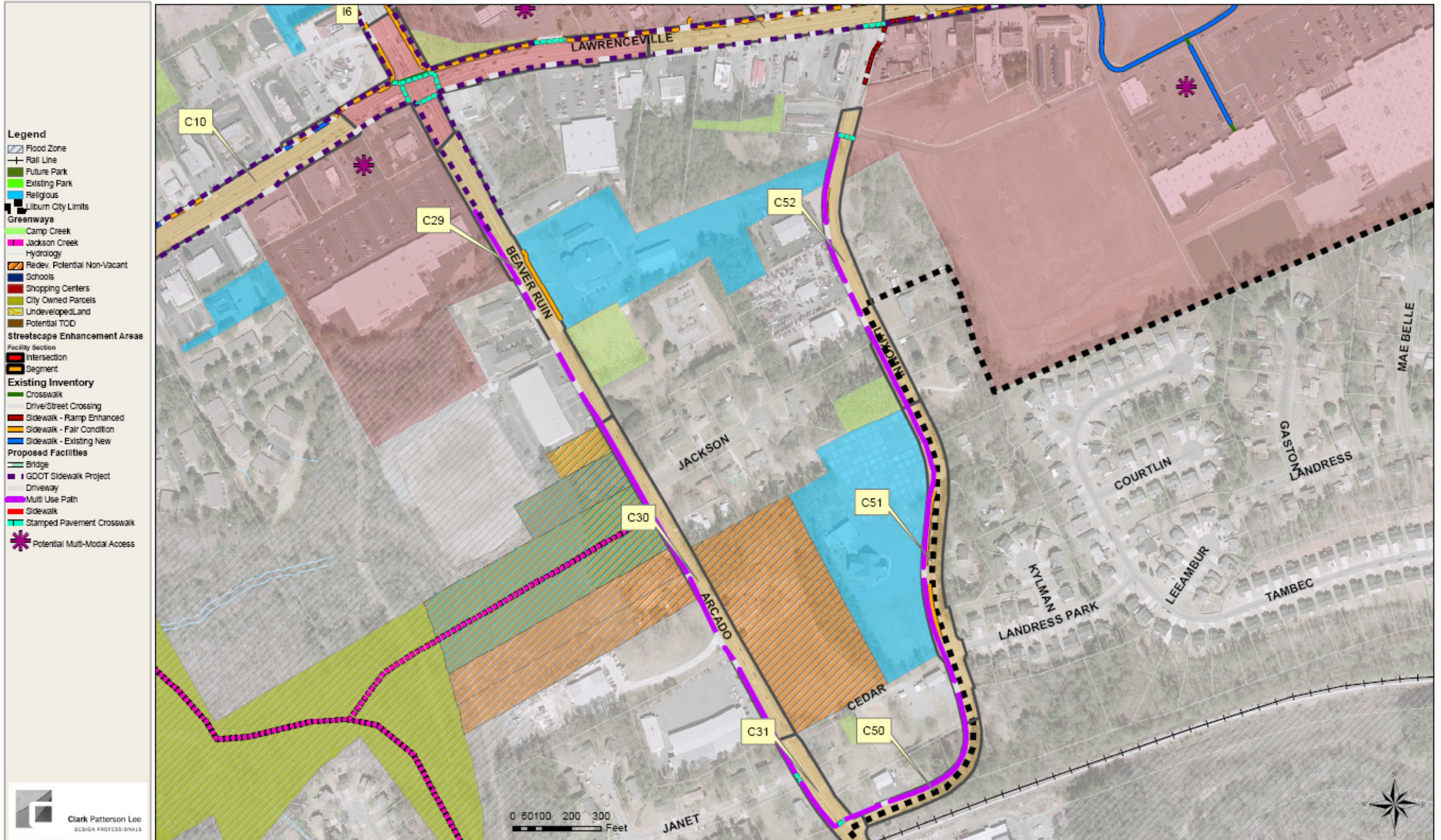


- Legend**
- Flood Zone
 - Rail Line
 - Future Park
 - Existing Park
 - Religious
 - Lilburn City Limits
 - Greenways**
 - Camp Creek
 - Jackson Creek
 - Hydrology
 - Redev. Potential Non-Vacant
 - Schools
 - Shopping Centers
 - City Owned Parcels
 - Undeveloped Land
 - Potential TOD
 - Streetscape Enhancement Area**
 - Facility Section**
 - Intersection
 - Segment
 - Existing Inventory**
 - Crosswalk
 - Drive/Street Crossing
 - Sidewalk - Ramp Enhanced
 - Sidewalk - Fair Condition
 - Sidewalk - Existing New
 - Proposed Facilities**
 - Bridge
 - GDOT Sidewalk Project
 - Driveway
 - Multi Use Path
 - Sidewalk
 - Stamped Pavement Crosswalk
 - Potential Multi-Modal Access



Intersections & Connecting Segments Snapshot - Eastern Loop

City of Lilburn - Alternative Transportation Facilities Study



Intersections & Segments

In order to more accurately assess the potential costs as well as the constraints, such as steep topography and limited Right-of-Way (ROW), for each proposed multi-use path route, the study area has been divided into intersections and segments. There are a total of forty nine (48) segments and ten (10) intersections, although some of the segments may contain intersections with minor streets. The segments are generally labelled in sequential order along a proposed multi-use path, however, edits and re-delineation of segments throughout the process have caused non-sequential numbering in some cases. Segments containing proposed improvements have been provided with detailed study and analysis. Analysis includes an assessment of availability of ROW, existing facilities, neighboring uses and potential connections to other facilities or destinations (*Segment maps available on CD*).

Implementation

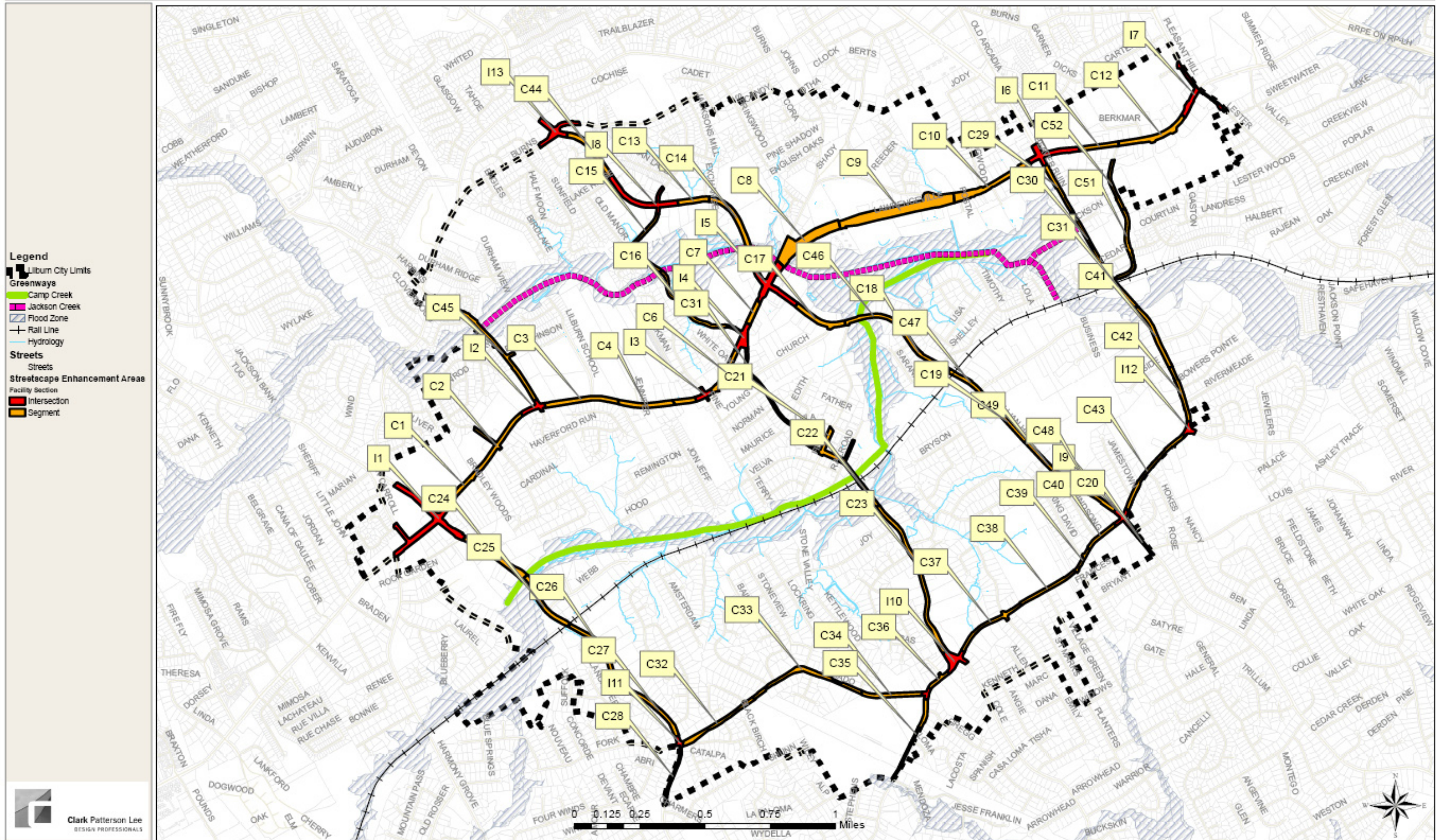
This study is intended to compliment the 2030 Comprehensive Plan and supplement the information regarding transportation, community facilities, natural resources and parks, as contained in the Plan. The Comprehensive Plan provides for a 5-year Short-Term Work Program to prioritize, assign responsibility and identify funding for a number of tasks addressing the issues and opportunities gathered throughout the Comprehensive Planning process. Implementation of the Alternative Transportation Facilities Plan will require additional public input and would benefit from the formation of an oversight group or committee. Including the project in the Comprehensive Plan Short-Term Work Program will allow the City to pursue implementation through a public input process, seek funding and organize support for the initiative.

The most significant aspect of this study is the inclusion of multi-use paths, as opposed to sidewalks. Sidewalks are the most practical option in certain areas, however, multi-use paths provide significant advantages and should be pursued as priorities. A public input group and City-led initiative to develop the proposed facilities in this study should begin with the selection of one of the proposed multi-use path loops. The loop could be developed one segment at a time and should include a fund raising campaign to include public funds and private contributions from individuals and businesses along the route. Amendments to zoning overlay requirements, particularly the Lawrenceville Highway Corridor overlay district, should include provisions for multi-use paths instead of sidewalks in applicable areas.

The City's commitment to this project is extremely important for both transportation and recreational needs. Lilburn has invested heavily in Greenway and Park facilities, however, access to these facilities is still predominantly by private automobile. Access to existing facilities and to other local destinations can be difficult and unsafe in many parts of the City. A system of multi-use paths would create recreational opportunities, access to local destinations and alternative methods of transportation for local residents and visitors.

Intersections and Connecting Segments

City of Lilburn - Alternative Transportation Facilities Study





City of Lilburn

#342-09

in Gwinnett County
State of Georgia

Date of Resolution: February 9, 2009

At the meeting of the Lilburn City Council held at 76 Main Street, Lilburn, Georgia.

A RESOLUTION TO ADOPT THE CITY OF LILBURN 2030 COMPREHENSIVE PLAN COMMUNITY AGENDA

Whereas, the State of Georgia adopted Planning Legislation, effective May 1, 2005, containing Standards and Procedures for Local Comprehensive Planning “Local Planning Requirements”, and;

Whereas, the “Local Planning Requirements” require Community Assessment, Community Participation Program, and Community Assessment Planning Elements, and;


Whereas, the Gwinnett Unified Plan Joint County-Cities Community Assessment has been completed and satisfies the Community Assessment Planning Element requirement of the “Local Planning Requirements” for this City of Lilburn Comprehensive Plan update, and;

Whereas, the City of Lilburn has completed and the Atlanta Regional Commission has approved the Community Participation Program Planning Element, and;

Whereas, all public participation events listed in the Community Participation Program have been held;

IT IS HEREBY RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF LILBURN, GEORGIA, that the Community Agenda Element of the 2030 City of Lilburn Comprehensive Plan be adopted by the City of Lilburn.

This resolution shall be effective immediately upon approval, and is so ordained this 9th day of February, 2009, by recorded vote of the Mayor and Council of the City of Lilburn.



DIANA PRESTON, Mayor, City of Lilburn

ATTEST:



KATHY MANER, City Clerk