

4. Action Plan & Projects



ACTION PLAN AND PROJECTS

The Action Plan organizes the list of transportation projects described in the Mobility Framework Plan section into short-term (0-5 years) and long-term (6-10 years) projects. The project list is included at the end of this section and includes a wide variety of transportation, pedestrian, bike, and trail projects. The list also highlights potential costs, implementation years, and funding sources. Conceptual level costs were based on recently completed projects of similar scale and type. They include estimated engineering, construction, and right-of-way (ROW) costs based on the conceptual designs described in this plan. It should be noted that these are “planning-level” cost estimates and intended to be used for budgetary purposes only. More detailed cost estimates will be generated and updated as the implementation of individual projects is pursued.

4.1 5-YEAR ACTION PLAN

Considering the limited availability and competitive nature of LCI funding and the City’s resources, it may be difficult to implement all the projects listed in the short-term recommendations. Hence, projects have been prioritized to indicate the top three projects deemed to have the most impact and highest feasibility for early success. Based on conversations with the City staff, city stakeholders, ARC staff, and the planning team, the following projects are the most likely to be competitive for LCI funding in short-term.

Level Creek Road

Level Creek Road is not only a significant north-south (parallel to PIB) street within downtown but it also extends beyond the City limit to the City of Suwanee via Moore Road. It is a less congested alternate route between Suwanee and Sugar Hill connecting many neighborhoods and major community assets such as North Gwinnett High School, EE Robinson Park, Sugar Hill Elementary School, The Suite Spot, E Center, The Bowl, and future Broadstone mixed-use project. The phase 1 portion of the 16-mile loop, Sugar Hill Greenway, runs along Level Creek Road connecting downtown with two parks. The City has already allocated implementation funds for the first phase of the Greenway and it is currently in the final construction documents stage for phase 1 and going through the right-of-way acquisition process.

Through Downtown, the Greenway will be constructed as a multi-use path within the existing right-of-way of Level Creek Road from EE Robinson Park to West Broad Street. In order to complete the loop, Level Creek Road needs to be extended

across Highway 20 and continue from Stanley Street to Hillcrest Drive. Currently, the portion of Level Creek between West Broad and Highway 20 does not exist. Furthermore, this new crossing over Highway 20 would require a pedestrian bridge that is seamlessly integrated with the Greenway loop without any conflict with vehicular traffic. Once the E Center opens in the Summer 2018 and Broadstone is complete, Level Creek Road could be envisioned as an “urban” street that includes pedestrian and bike infrastructure leading to a better integrated and connected Downtown. The streetscape improvements and a multi-use path on Level Creek could encourage more dense and mixed-use development on currently underutilized and undeveloped properties. The overall improvement of Level Creek road would require a



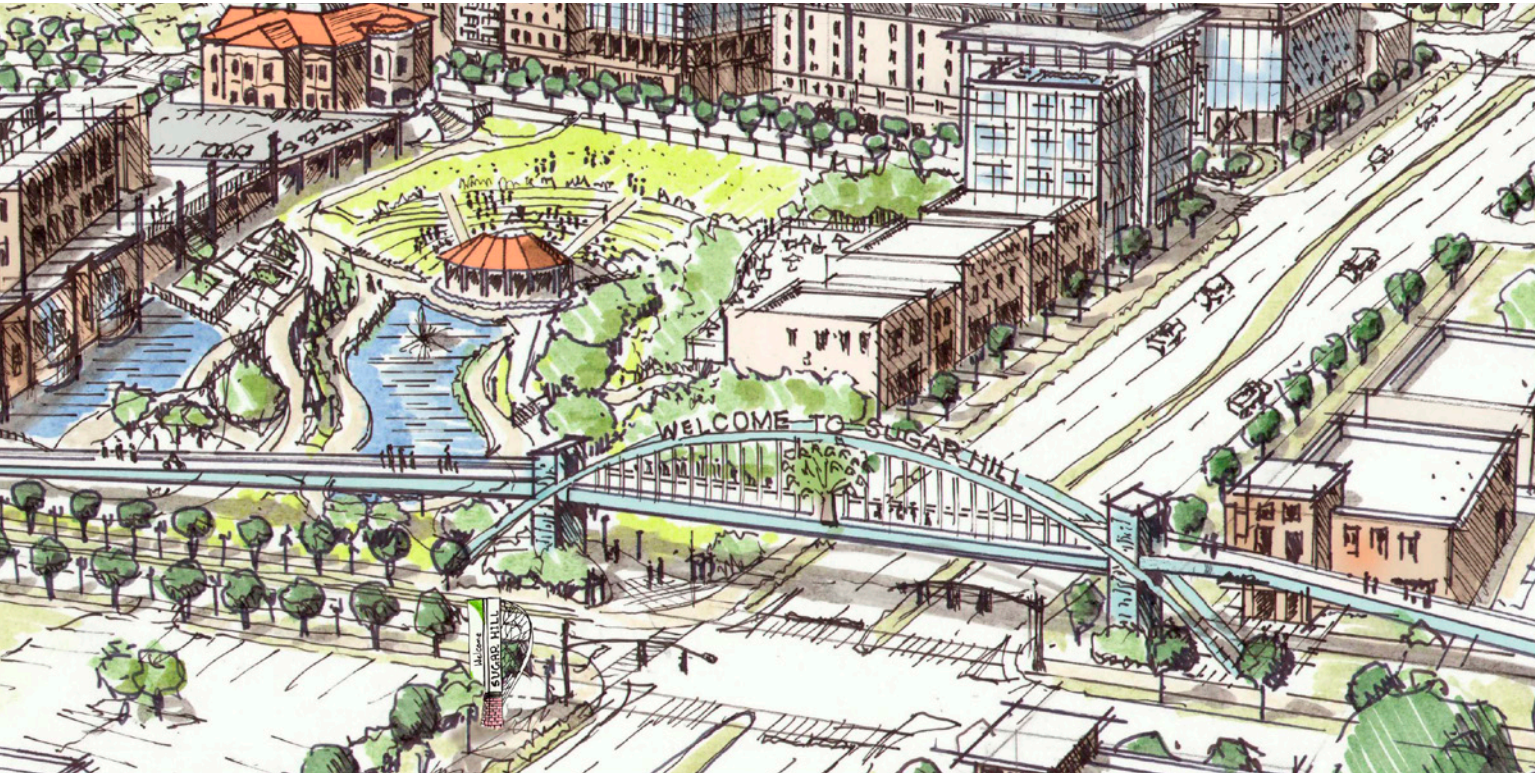
separate supplemental study for transportation engineering and pedestrian & bike infrastructure. For the purpose of this LCI plan, the Level Creek project could be broken into multiple recommendations in the short-term work program:

- Streetscape improvements from Sugar Hill ES to West Broad Street (see FIG. 21)
- Realignment of Level Creek Road at the intersection of West Broad and potential round-about; considering the location of E Center, the existing Level Creek Road and the intersection may have to be realigned
- New street to extend Level Creek Road between West Broad Street and Highway 20; this may require right-of-way acquisition for both the new street and the multi-use path/greenway as part of the new pedestrian bridge.
- New intersection and traffic light at Highway 20 per GDOT design regulations; the new intersection is a mid-point (little more than 1,000 feet) between Hillcrest Drive and PIB, and it could provide an additional gateway into downtown.

Pedestrian Bridge on Highway 20

As described above, the new pedestrian bridge on Highway 20 will provide a critical connection to completing the Greenway loop around the city. Furthermore, it will help in expanding the Downtown core on the north side of Highway 20 which is currently a huge barrier for pedestrian crossing and development. The new pedestrian bridge combined with the Level Creek extension and new traffic signal on Highway 20 could create a new “gateway” into downtown. The bridge could become an iconic feature and a major landmark for motorists passing through Highway 20 and also for cyclist using the greenway providing a stunning skyline view of Downtown. Collectively, the potential streetscape enhancements on Highway 20 and the pedestrian bridge could turn the suburban traffic thoroughfare into a “downtown” highway with a signature pedestrian experience.

Based on preliminary visual analysis of the topography along the new Level Creek extension, it is appears that the slope works in favor of creating an at-grade pedestrian bridge beginning at West Broad Street. The multi-use path will continue on the bridge with the appropriate gentle slope and will slope down along Stanley Street. The bridge could have a vertical connection using an elevator on both sides of Highway 20. A detailed engineering study is required to test the feasibility and implementation of the bridge.



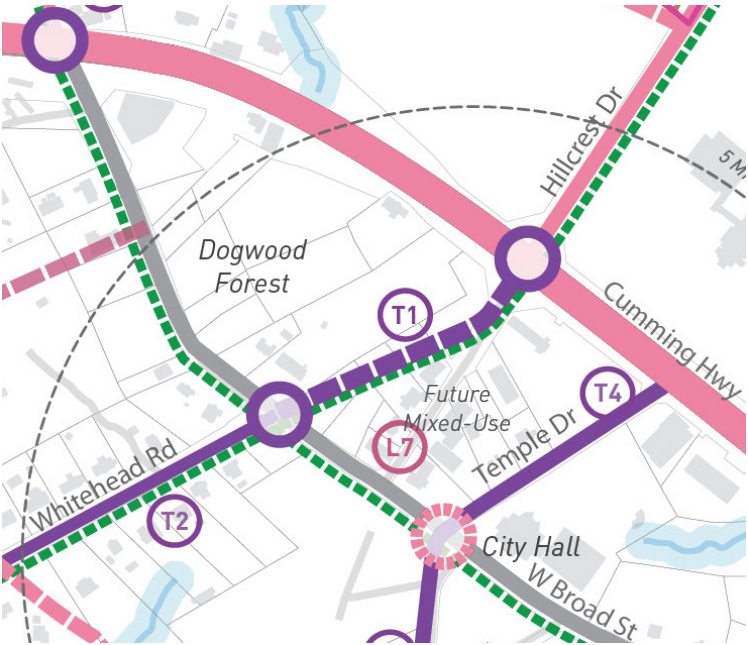
Hillcrest Drive

The realignment of Hillcrest Drive was recommended in the study conducted by the City in the Downtown Commercial Void Analysis and Master Plan Review, 2015 and the Downtown Sugar Hill Traffic Study 2016. From a traffic standpoint, the intent is to eliminate the existing Hillcrest intersection that is too close to Temple Drive. This would help in improving vehicular and pedestrian flow along West Broad and in the Downtown core. The realignment will also serve to square off the block to make future development more efficient and likely. The new Hillcrest Road will be aligned at the existing round-about at Whitehead but it will not alter the existing alignment near the Highway 20 intersection. The new street could include pedestrian and bike infrastructure along with the future development of the Hillcrest Drive, Temple Drive, Hwy 20 and W Broad Street block.

During widening of Highway 20, GDOT recently incorporated a major upgrade to the Hillcrest intersection by including pedestrian safety islands and signal lights. As Downtown continues to grow with, Dogwood Forest and future development on the north side of Highway 20, there will be a need for increased pedestrian & bike safety around the intersection. Following the GDOT regulations and NACTO standards, there is a potential to include better signage, pedestrian safety island in the median, and painted crosswalks to avoid any conflicts.

4.2 LONG-TERM PROJECT RECOMMENDATIONS

In addition to the short-term transportation projects, the master plan also lays out long-term projects to achieve the future land use vision, housing, and economic development in the next 10-20 years. The vision and long-term recommendations help City council and staff during the review, approval, and implementation process for new developments.



SHORT-TERM TRANSPORTATION PROJECTS (0-5 YEARS)				
Project Number	Description	Units	Engineering year	Engineering Cost
	Realignment/New Street/Streetscape Improvements			
T1	Hillcrest Drive Realignment	765	2020	\$381,000
T2	Whitehead Road Streetscape Improvements	2,475	2021	\$347,250
T3	Level Creek Road Extension	515	2018	\$372,300
T4	Temple Drive Streetscape Improvements	695	2020	\$256,500
T5	Church Street Streetscape Improvements	1,105	2019	\$233,250
T6	West Broad Street and Hwy 20 Intersection Improvements	1	2020	\$75,000
T7	Peachtree Industrial Blvd and Alton Tucker Blvd	1	2021	\$75,000
T8	Pedestrian Bridge at Highway 20		2019	\$300,000

ROW Year	ROW	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source Match & Amount
	\$0		\$2,540,000	\$2,921,000			
	\$35,000		\$2,315,000	\$2,697,250			
	\$0		\$2,482,000	\$2,854,300			
	\$0		\$1,710,000	\$1,966,500			
	\$25,000		\$1,555,000	\$1,813,250			
	\$0		\$500,000	\$575,000			
	\$0		\$500,000	\$575,000			
	\$750,000		\$2,000,000	\$3,050,000			

LONG-TERM TRANSPORTATION PROJECTS (6-10 YEARS)				
Project Number	Description	Units	Engineering year	Engineering Cost
L1	Bailey Avenue extension Highway 20 to Whitehead Road	2,096	2022	\$289,248
L2	Springhill Drive extension Hwy 20 to Whitehead Road	2,700	2022	\$372,600
L3	Stanley Street NE extension to Hillcrest Drive	982	2023	\$135,516
L4	E-W connection West Broad Street to Spring Hill Drive extension	1,650	2022	\$227,700
L5	Connect Hillcrest Drive to Sycamore Road	1,817	2023	\$250,746
L6	Alton Tucker Boulevard streetscape improvements	3,560	2025	\$503,562
L7	West Broad Street ped/bike improvements			
L8	Roosevelt Circle streetscape improvements	1,360	2024	\$187,680
L9	1st Avenue streetscape improvments	1,117	2025	\$154,146
L10	Spring Hill Drive conversion two-way street Whitehead Road to Level Creek Road	2,030	2022	\$12,180
L11	Wages Way ped/bike improvements	1,500		
L12	Sycamore Road ped/bike improvements			
L13	Mulit-use trail Stanley Street to Hillcrest Drive			
L14	Multi-use trail W Broad Street to Sugar Hill Elementary			
L15	Multi-use trail Sugar Hill Elementary to Peachtree Industrial Boulevard			
L16	Multi-use trail south side Peachtree Industrial Boulevard, on Georgia Power / Gwinnett County easements		2027	
L17	Multi-use trail north side Peachtree Industrial Boulevard, Sugar Maple Drive to Alton Tucker Boulevard			

ROW Year	ROW	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source Match & Amount
	\$0		\$1,928,320	\$2,217,568			
	\$0		\$2,484,000	\$2,856,600			
	\$0		\$903,440	\$1,038,956			
	\$0		\$1,518,000	\$1,745,700			
	\$0		\$1,671,640	\$1,922,386			
	\$0		\$3,357,080	\$3,860,642			
	\$0		\$1,251,200	\$1,438,880			
	\$0		\$1,027,640	\$1,181,786			
	\$0		\$81,200	\$93,380			
				\$1,500,000			
				\$1,500,000			

4.3 25-YEAR GROWTH PROJECTIONS

The Sugar Hill LCI plan sets forth an ambitious blueprint that, if executed, will transform the study area into an appealing semi-urban mixed use town center capable of capturing larger share of the Atlanta region’s growth.

The 25-year growth projections for the study area, shown below, reflect the transformative nature of the LCI plan. Current year population, household, and employment numbers reflect estimates for the study area based on data from the Atlanta Regional Commission, Claritas, and the US Census. The projections are based on the development capacity established in the LCI plan as well as the market demand potential determined as part of the planning process for the area by land use and housing type.

Upon 25-year build out of the plan, population in the study area triples to over 5,750 from the current 1,800 residents. Because most of the planned housing units in the study area will be higher-density single family, townhomes, or multifamily, they will likely attract much smaller households on average than are currently present in the area. Thus, the average household size will drop from just over three currently, to approximately 1.7. Attracting new, smaller households to the area will be a key to the success of the residential development depicted in the plan.

Employment in the study area is projected to grow nearly ten-fold. Not only will new employees hold positions in the expanded retail and service offerings in the study area, new office development is also projected to attract higher-income professional employment to the area.

Sugar Hill LCI 25 Year Growth Projection

	2018	2023	2028	2033	2038	2043	25-Year
Total							Growth
Population	1,880	3,034	4,188	5,341	6,495	7,649	5,769
Households	610	1,278	1,945	2,613	3,280	3,948	3,338
Employment	219	643	1,068	1,492	1,916	2,341	2,122