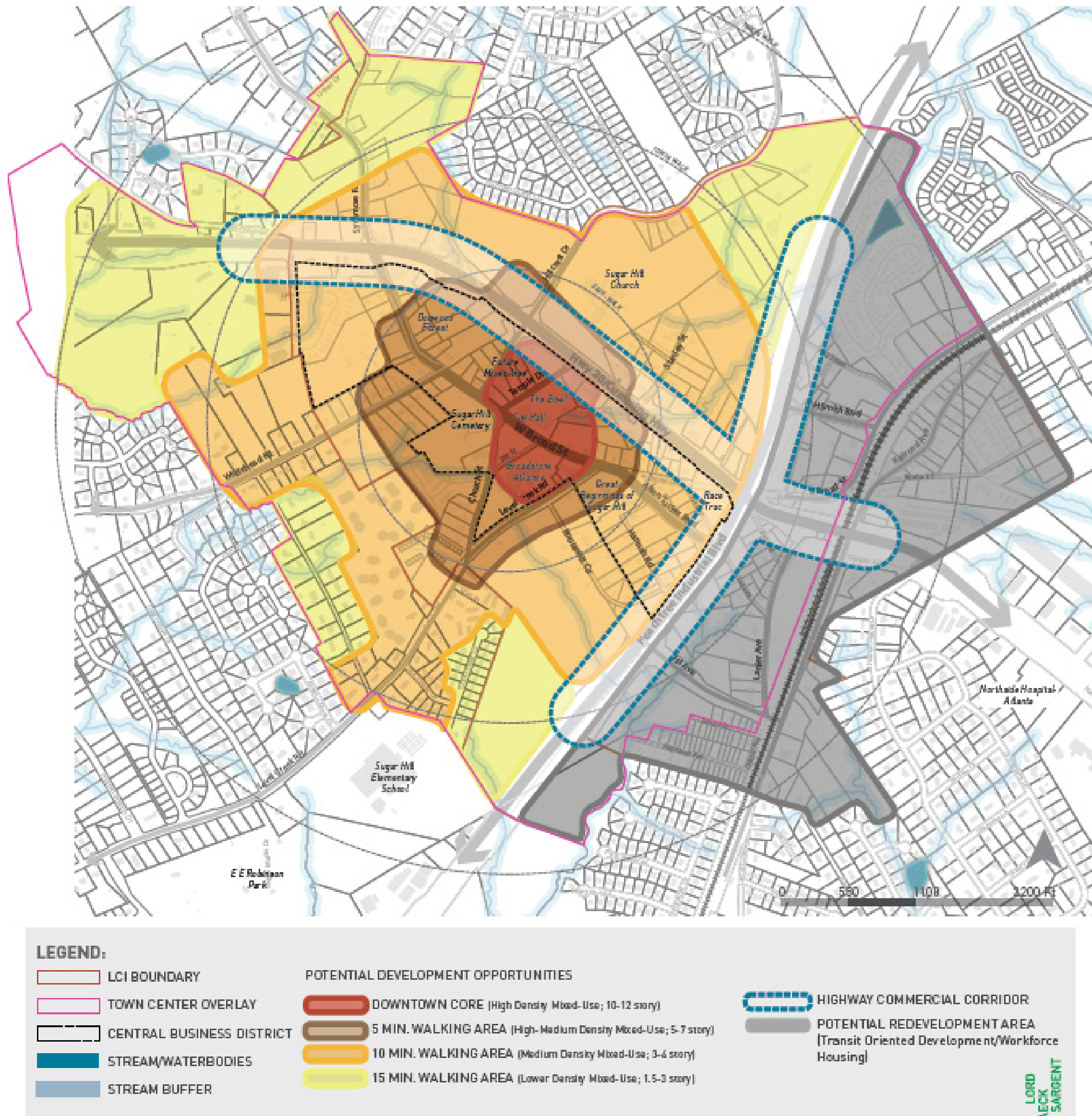


OTHER PLANS TO KNOW ABOUT

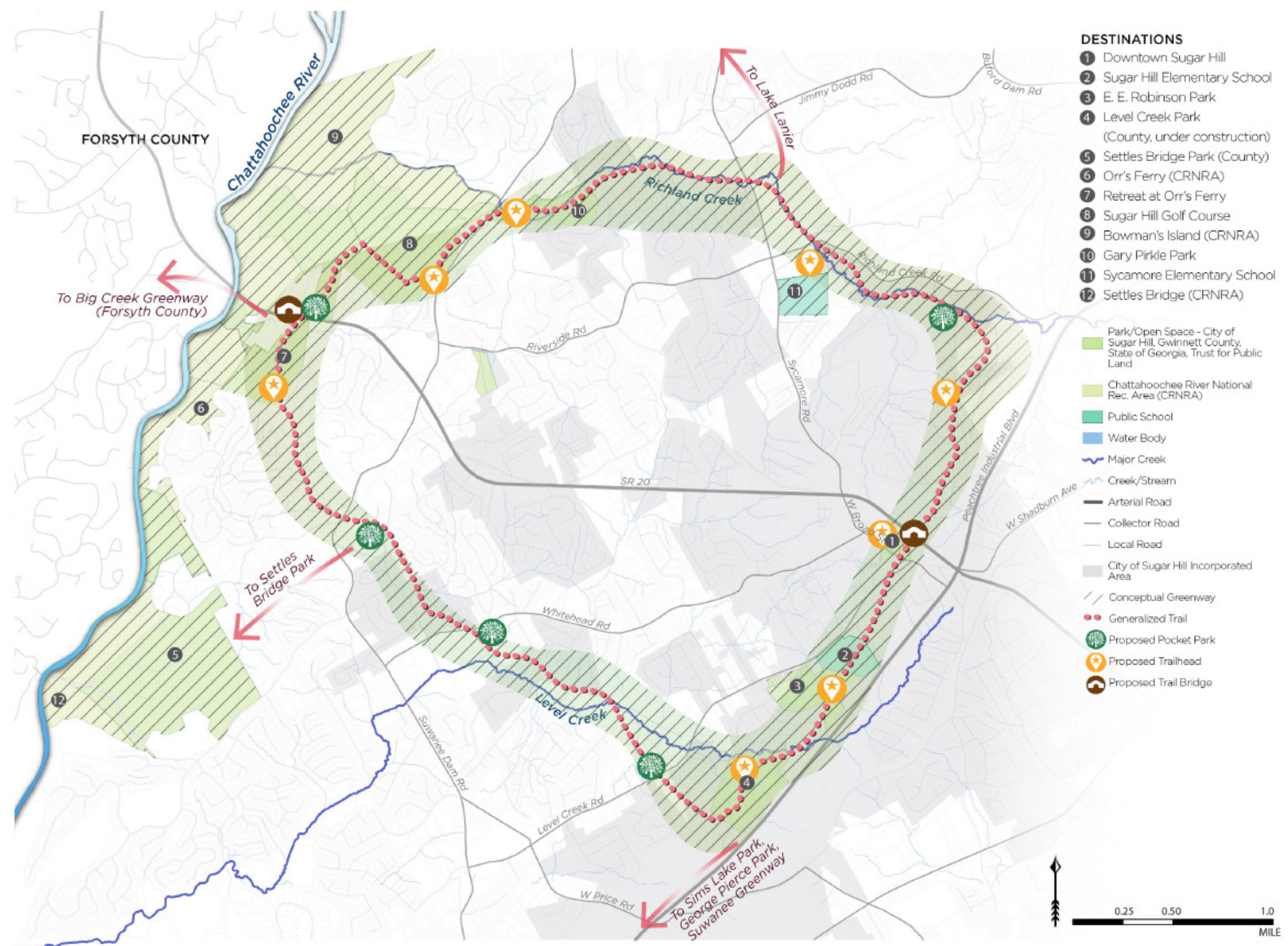


DOWNTOWN MASTER PLAN

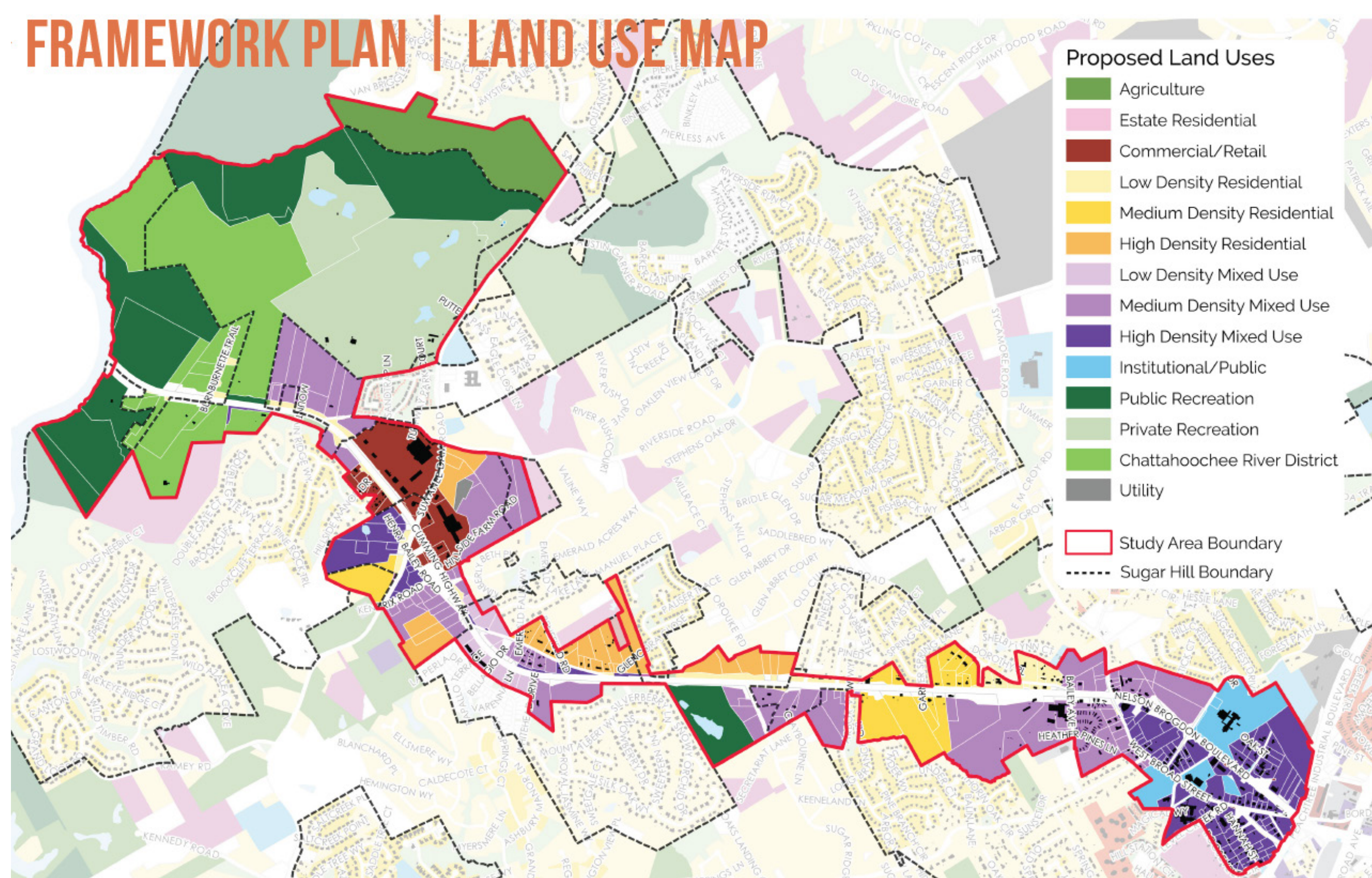
The City of Sugar Hill received a Livable Centers Initiative grant in 2017 to update the original 2005 Town Center Master Plan based on recent construction that has transformed downtown into an urban place. The goals of this update were to create a vision for future growth opportunities beyond the core, improve connectivity, and enhance the quality of life throughout downtown. A number of assets were identified for downtown Sugar Hill and the city as a whole, such as community support for progressive growth strategies, a strong sense of community, local events, and high-performing schools. The most substantial challenges facing downtown are the connectivity issues that come from the intersection of Highway 20 and Peachtree Industrial Boulevard in the heart of the area. These major corridors divide downtown and make it difficult to create a sense of cohesion. A market study suggests that when the planned developments in downtown (E Center and Broadstone) are complete, a significant portion of retail and office demand will be met. The plan highlights the prevailing need for an increase in the housing stock and greater diversity in housing types in downtown to support the planned retail development. The study area has been categorized for future development types based on a walkability analysis, as seen in the map attached. The plan includes a list of priority transportation, pedestrian, bike, and trail projects for the City of Sugar Hill.

SUGAR LOOP GREENWAY MASTER PLAN

The plan for Sugar Loop Greenway highlights the City's commitment to quality of life as the driving force behind this initiative. Benefits of constructing a greenway for residents relate to a variety of issue areas, such as economic development, health, environment, transportation, and community. Unlike much of Gwinnett County, Sugar Hill has undeveloped space currently owned by GDOT that can be used for a trail. The City's location adjacent to the Chattahoochee River is also an asset for constructing a greenway that embraces the natural landscape. In determining potential locations for the trail, current land use and ownership, utility easements, and slopes & streams were considered to form a conceptual corridor. A key goal for the greenway centers around connectivity – whether to nature, parks, schools, or other trails in the region. Design considerations for the trail include ensuring safe and convenient use by a variety of users, achieving accessibility, connecting users with nature, maintaining a safe environment, and appropriate branding and signage. Looking to the future, the City will continue to do public outreach and build partnerships, as well as searching for further funding sources.

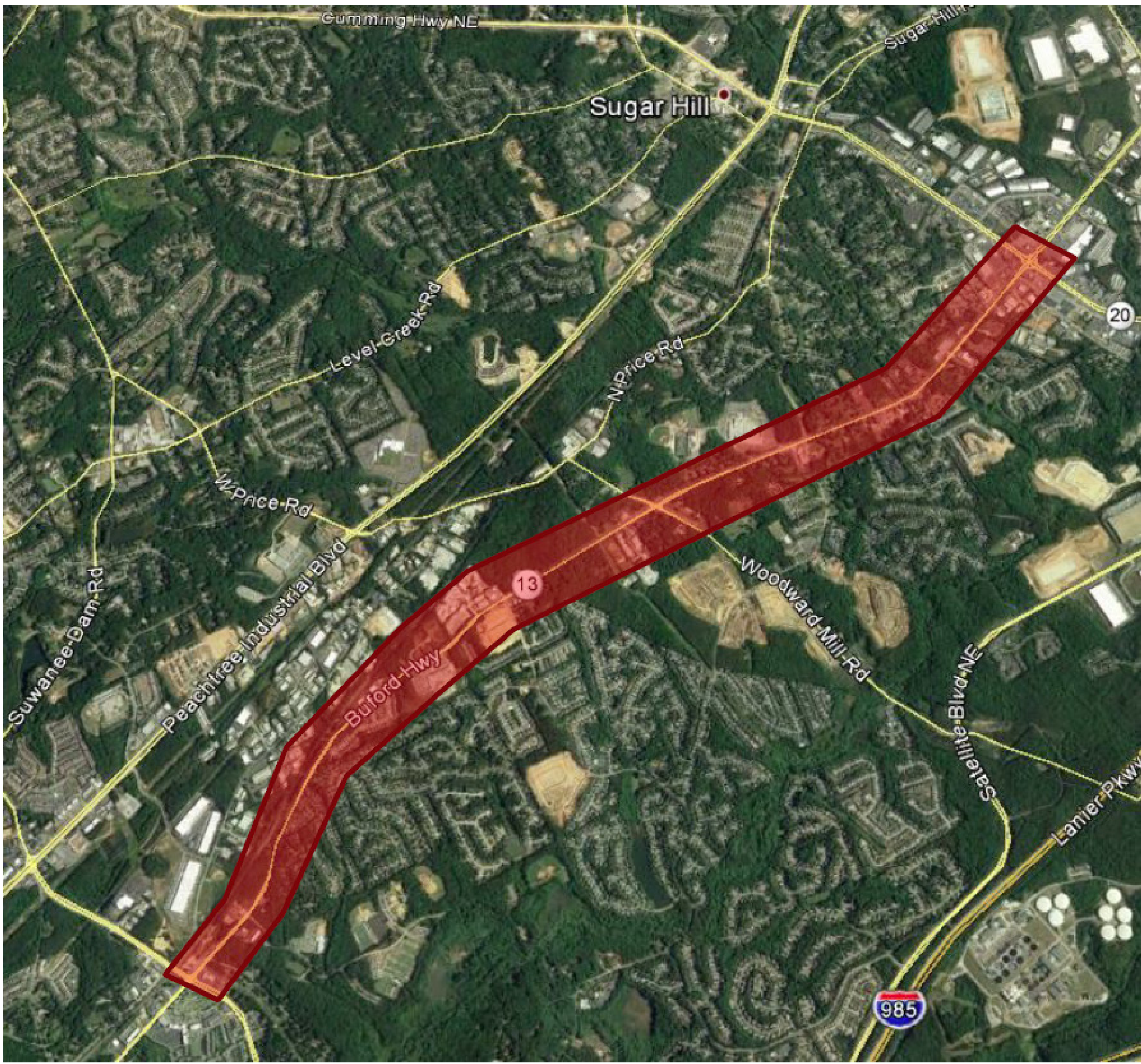


SR-20 CORRIDOR STUDY



The study of Highway 20 details existing conditions of the corridor in Sugar Hill, which accommodates the highest number of vehicles in the city and is crucial to the city's ongoing development efforts. The vision for Highway 20 includes improving pedestrian and bicycle infrastructure, as well as promoting a variety of land uses well suited to the area. Through a couple of public meetings, residents' thoughts on the futures of four specified nodes along Highway 20 were collected. In general, the discussions suggested that building design is of great importance to residents, and that parks and green spaces should be less structured and programmed. Additionally, residents placed a greater emphasis on walking and leisure than on bicycling. The study also highlights the "missing middle housing" options in Sugar Hill. Housing types such as duplexes, townhouses, and multiplexes are less prevalent, in large part due to the city's existing zoning laws. This prevents Sugar Hill from developing a healthy range of housing options to meet current and future demands, especially along Highway 20. This study also discusses the goal of redefining Highway 20 as a parkway with greater space and infrastructure for pedestrians and bicyclists.

Buford Highway Corridor Market Analysis



This market analysis was conducted in 2016 to provide the City of Sugar Hill with a basis for establishing land use policies that encourage a mix of land uses to benefit all users. The study area encompasses four miles of Buford Highway located just south of downtown Sugar Hill. Existing land uses along the corridor include light industrial, retail and office, housing developments, and a high school. The most attractive future land uses have been defined as light industrial/flex, active adult/senior housing, and residential housing. While there is currently a lack of flex space currently in Sugar Hill, the existence of flex product along nearby segments of Buford Highway and this corridor’s access to the highway suggests that placing flex space for light industrial/office use here may be successful. Additionally, active adult/senior housing has been found to have high potential along the corridor. The need for this type of housing will continue to grow as the population of Sugar Hill ages, and this location may provide a quality of life, cost of living, and access to amenities that make it attractive for active adult/senior housing. Population growth in Sugar Hill has declined somewhat since 2000-2010, but is still greater than the Gwinnett average. Between 2010 and 2016, the percent of population over 55 has increased 3.8%, and is expected to continue to grow. This study area contains the largest cluster of jobs in the zip code, at the intersection of Buford Highway and GA Hwy 20, which highlights the potential for flex/industrial space along the corridor.

Home for Life Housing Study

The housing study was conducted to inform City leaders in their policy decisions surrounding housing, community, and economic development. The results of the study identified three key issues that are important to Sugar Hill residents: the need for diverse housing choices, maintaining visually appealing neighborhoods, and ensuring walkability of the City. An aging population and the desire to attract young professionals necessitate the need for a variety of housing choices, primarily townhomes and apartments. Input from the community suggests strong support for new code enforcement to ensure maintenance of neighborhoods. The promotion of a diversity of housing choices will aid in improving walkability through the increase of mixed-use development. Based on forecasts in housing for Sugar Hill, the demand for assisted living facilities is expected to exceed the current supply. Additionally, the median home value is expected to increase from \$193,000 to \$341,00 by 2030, which suggests that the median income of Sugar Hill residents will also increase. There are currently some shortages in affordable housing, and the barriers for low and moderate income households have been categorized as relating to lending, housing stock, societal and governmental issues, rental and homeownership, and special needs and assisted housing. The results of a community survey and public meeting show that residents strongly prefer diversity in housing types that help improve walkability, proximity to amenities, and social interaction. Opportunities for Sugar Hill noted in the study include significant space for residential development, potential for redeveloping older neighborhoods, home buyer education programs, development of affluent active adult communities, and improved landscape design and upkeep standards. Meanwhile, the study also indicated some constraints, such as a lack of plan to address some deteriorating conditions in certain parts of Sugar Hill, absence of affordable/workforce housing, anticipated aging population, and potential annexation of surrounding land. These opportunities and constraints were used to develop a set of recommendations for the City, which includes a list of tasks surrounding issues of code enforcement and amendments, creation of a foreclosure registry, older adult housing/services, Complete Streets standards, affordable/workforce housing, special needs services, barriers to home ownership, and possible annexations.

Figure 5. – Distribution of Percentage of Owner Occupancy

