



Norcross Comprehensive Plan Update & Town Center Livable Centers Initiative Update

Summary of Online Feedback for Implementation Strategies

Overview

The Online Feedback Surveys were open to the public from September 7 to September 30, 2023. Table 1 lists the total participation on each feedback mechanism.

Table 1. Feedback Survey Participation

Feedback Mechanism	Total Participants
Future Development Survey (SurveyMonkey)	<ul style="list-style-type: none"> 56 participants on English version 2 participants on Spanish version
LCI Map Survey (ArcGIS Feedback Map)	<ul style="list-style-type: none"> 129 comments
Webform on Project Website	<ul style="list-style-type: none"> 9 comments

Future Development Survey

The Future Development Survey gathered community input on the following aspects of the City’s future development policy:

1. Vision and Needs/Opportunities by Character Area
2. Character Area Boundaries
3. Buford Highway Nodes

The survey also captured general input about the future growth and development of Norcross. A transcript of all open-ended responses is included in the summary that follows.

The English and Spanish survey responses have been aggregated, so the summary figures and open-ended responses capture all the respondents’ feedback.

Respondent Demographics

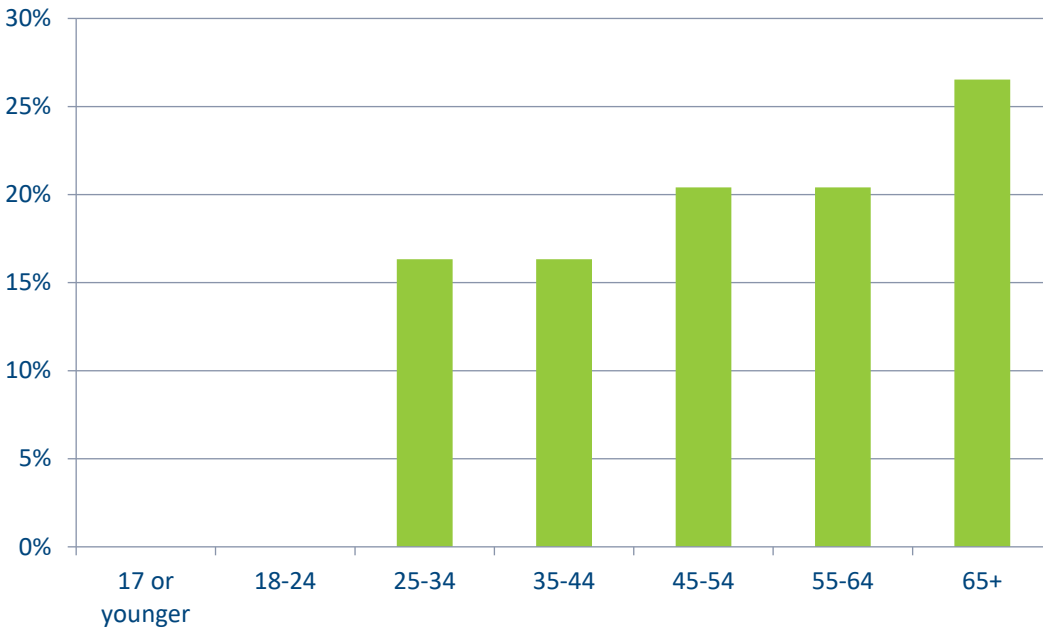
Age

Most participants were 45 or older, with the 65 and up category comprising the largest percentage of the participant pool (approximately 27 percent). No participants were younger than 25.

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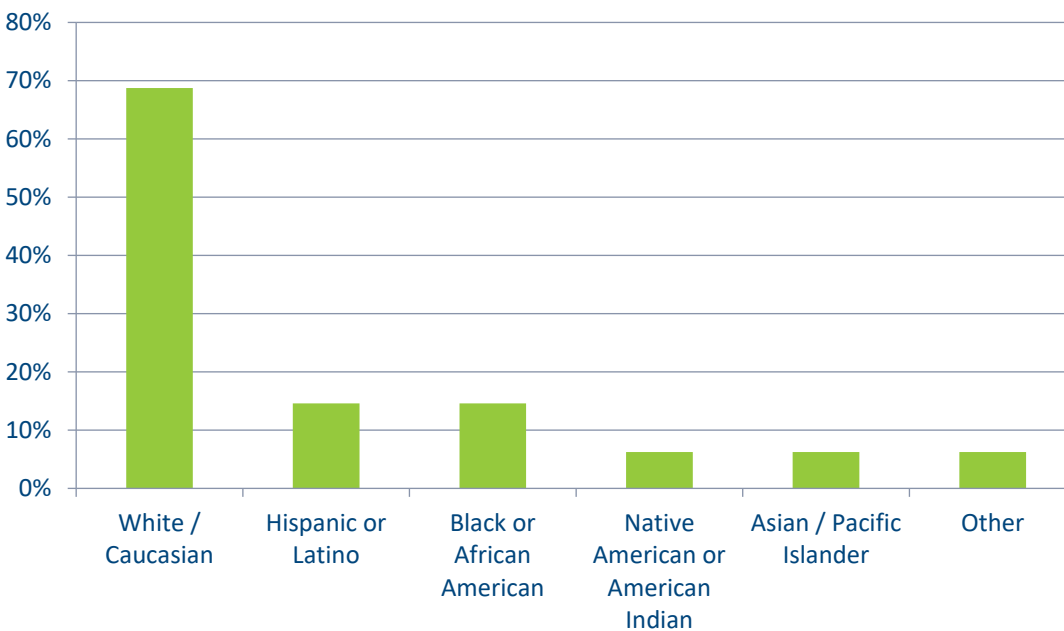
Figure 1. Respondent Age Distribution



Race/Ethnicity

69 percent of respondents were White/Caucasian. 15 percent of respondents were Hispanic/Latino, 15 percent were Black, 6 percent were Native American/American Indian, 6 percent were Asian/Pacific Islander, and 6 percent identified as “Other.”

Figure 2. Racial and Ethnic Distribution of Respondents



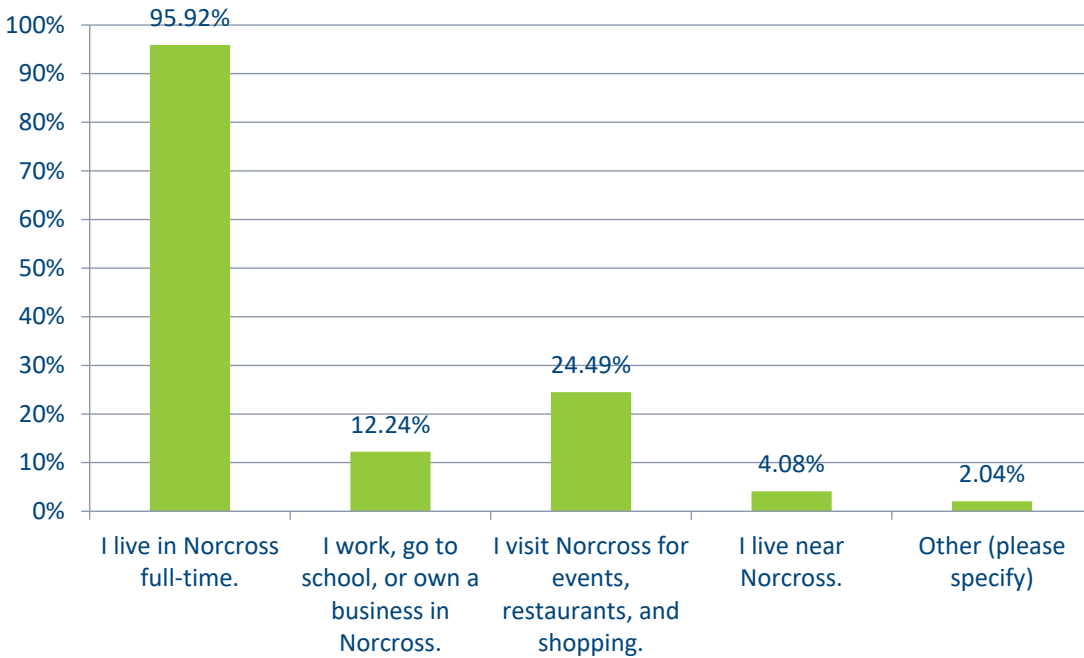
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Relationship to Norcross

95 percent of the participants live in Norcross. Only 12 percent of participants work, go to school, or own a business in Norcross. 25 percent of respondents indicated that they visit Norcross for events, restaurants, and shopping.

Figure 3. Breakdown of Respondents' Relationships to Norcross



Open-Ended Responses:

- I lived in downtown Norcross for 30 years until 2022 and may return in the near future. I currently live in Duluth.

ZIP Code

92 percent of respondents indicated that they live in the ZIP code 30071. Other residential ZIP codes included 30092 (6percent) and 30096 (2percent).

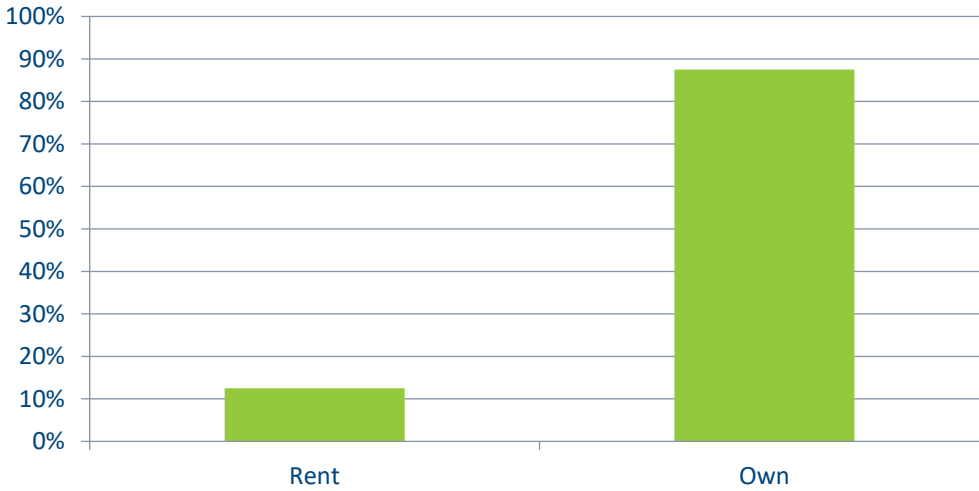
Residential Type

88 percent of respondents indicated that they own their place of residence, while 12 percent are renters.

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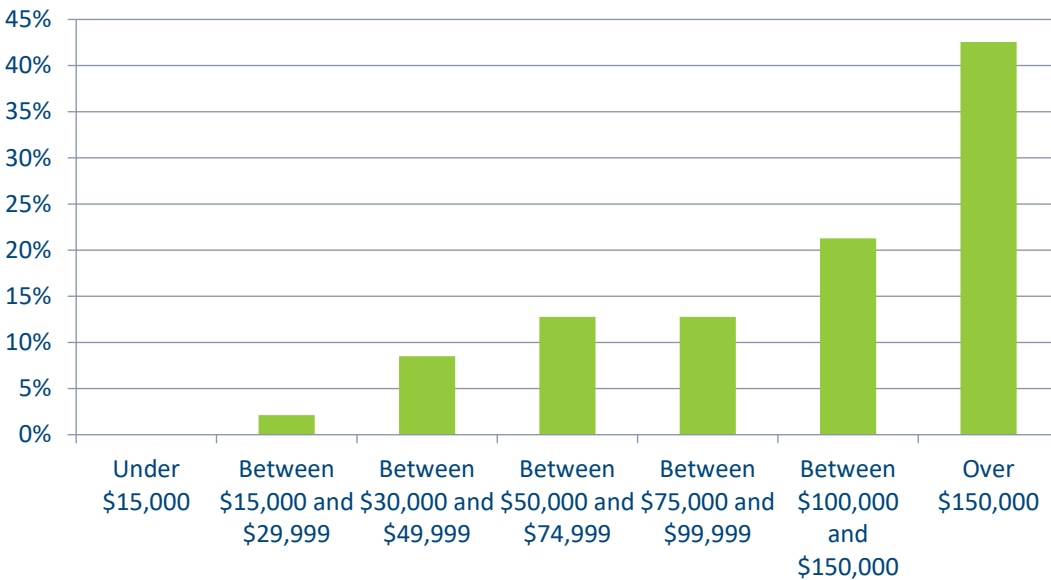
Figure 4. Homeownership Status Among Participants



Income

Survey respondents spanned all income brackets other than the lowest tier (less than \$15,000). However, the largest share of participants (43 percent) fell into the highest income category, making more than \$150,000 annually.

Figure 5. Income Distribution of Respondents



Validating the Visions for the Character Areas

This section of the survey asked participants to consider the current vision for the character areas and weigh in on whether it is still relevant. Links to the Character Area pages from the 2040 Comprehensive Plan provided additional context. Participants could use the comment box

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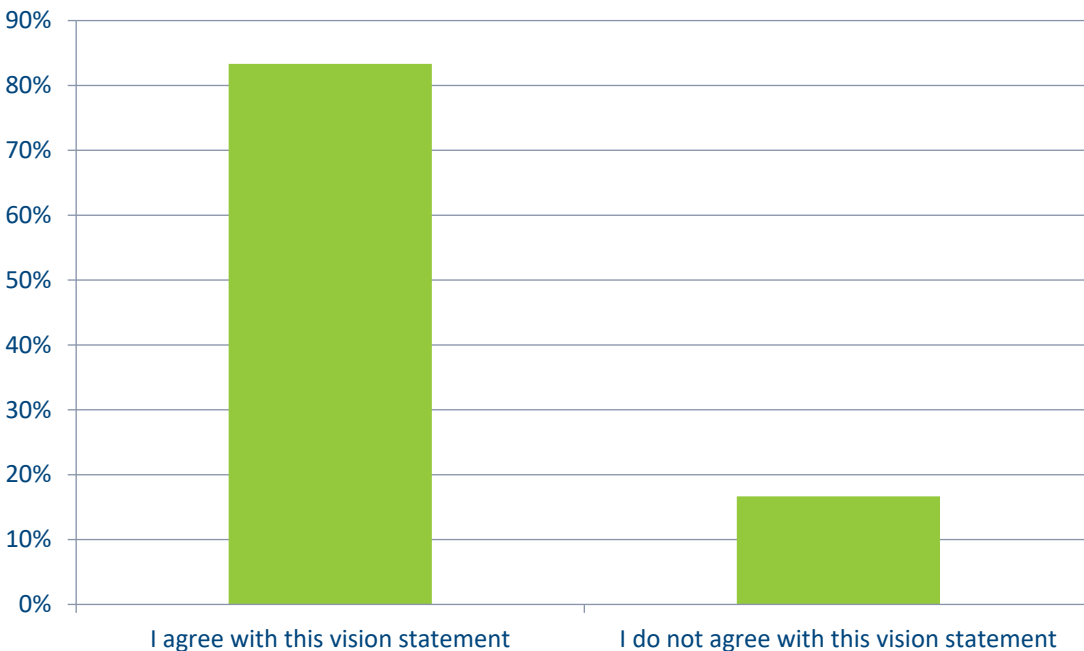
to share potential tweaks to the vision statement or give input on area-specific needs and opportunities.

The open-ended responses are copied exactly as provided; the planning team has not made any adjustments for grammar or spelling.

Character Area 1: Atlantic/Peachtree Industrial Boulevard

Current Vision: The Atlantic/Peachtree Industrial Boulevard gateway area is a welcoming entrance to the city and a major employment center focused on Jimmy Carter Boulevard.

Figure 6. Total Agreement or Disagreement with the Vision Statement



Open-Ended Responses to “Share your feedback on the vision for this area or other needs/action items that you want the City to address in this area”:

- I need to be clear that I would like for that vision statement to be true as soon as possible and until 2040. It is far from the truth now. In fact, it is an area that I avoid. It seems to be a constant traffic jam and the industrial properties on either side of Jimmy Carter are not attractive - some are empty and appear to be unkept. Landscaping is worn out, if not dead. Signage is absent that might identify the area would be helpful (but frankly I wouldn't want signage there until improvements have been made. We recently renovated our Norcross home and I had to visit businesses on Jimmy Carter throughout the process. I dreaded going over there because I knew that there would be significant time lost in my schedule. Note ornamental shrubs and trees have a lifespan of 25 to 30 years max. Crepe Myrtles that have been hacked back year upon year look like ugly, knarled stumps for at least half of the year. Boxwood shrubs that have been sheered over and over again are hollow inside if they have leaves at all. It is past time to refresh the landscape in the area.

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- Worried about more traffic congestion. Show us that plan first.
- Jimmy Carter is a thorough fare with I would guess the majority of traffic passing through or using local businesses. It could perhaps use some “branding”and beautification (tree planting, banners, etc) that could define it as being Norcross and perhaps some signage on a road heading North East to downtown as a sort of gateway towards the city? What we don’t need is to increase the amount of transit traffic coming though the city!
- Are you serious, that area is a dump.
- This area needs to be cleaned up and beautified. Current businesses stay. No additional are needed. The new apartment complex behind the gas station is going to add so many more cars at this traffic point. Possible new or added traffic signals?
- I drive this part of town daily. It’s well kept and not congested. There are actual trees which seems to be an enormous problem when discussing development
- include high density residential to support employment center
- Conserve nature based assets and enhance.
- Jimmy Carter is too industrial and only a cut-through for motorists. Do not spend money in this area.
- Definitely need to work on the "welcoming entrance" along JCB. 1) I would never know this was part of Norcross and 2) it is pretty industrial and bleak currently. Agree with the proposed scale of development and land use plans.
- Please add, "nature-based assests are conserved and enhanced across the landscape."
- Algunos complejos en esta zona, necesitan un poco de renovation y poner mas plantar en sus jardineras. (Approximate Translation: Some complexes in this area need a little renovation and more planting in their flower beds.)

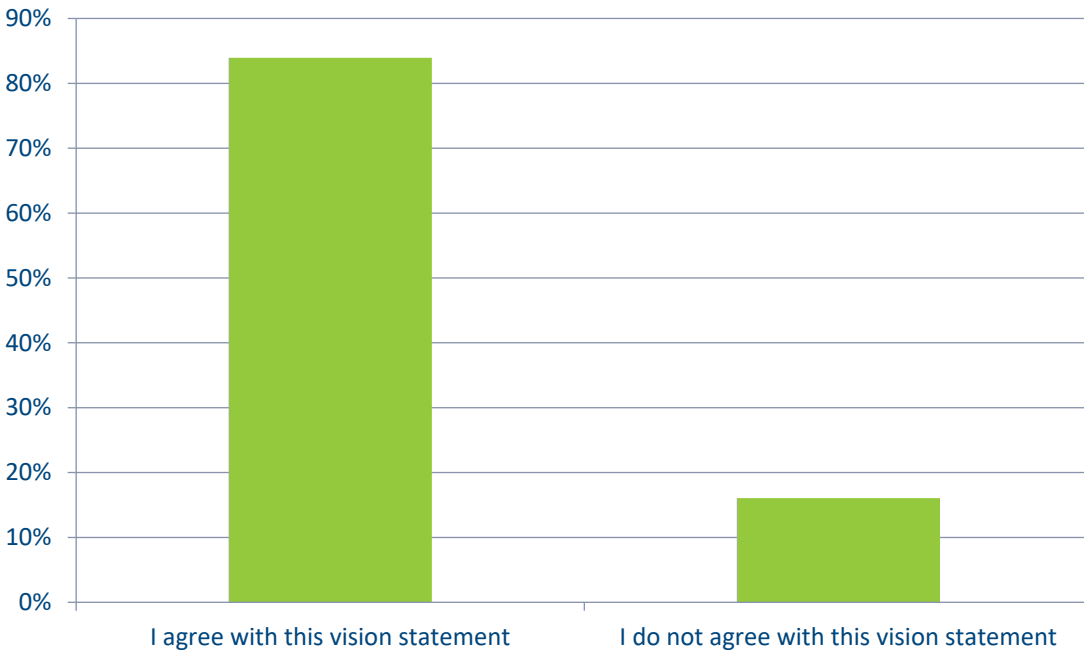
Character Area 2: Medlock/Peachtree Industrial Boulevard

Current Vision: The Medlock/PIB area is a mix of professional and institutional uses creating an established and aesthetically pleasing boundary along Peachtree Industrial Boulevard, the City of Peachtree Corners and adjoining residential areas.

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Figure 7. Total Agreement or Disagreement with the Vision Statement



Open-Ended Responses to “Share your feedback on the vision for this area or other needs/action items that you want the City to address in this area”:

- The mission statement certainly does not represent the area now. Buildings along Medlock Bridge are run down. Landscaping looks old and unmaintained. Trees have been cut away from power lines so often that they are deformed and leaning out over the street. Also people loiter and beg in this busy intersection (especially between the gas station and around the Burger King. On more than one occasion, my car has been approached by individuals walking around the cars, holding signs and begging. It is unsafe for them and the drivers.
- Again, please address traffic.
- By and large agree. Need to maintain and develop the green areas along the Norcross side. However the intersection of Medlock Bridge and PIB is a scrappy mess, particularly the area around Waffle House and the short stay hotels (Days Inn etc)
- Again, you have to be kidding.
- the boundaries are most definitely not pleasing
- looks a little rundown
- include high density residential at major nodes - PIB & HBR; PIB & RMR
- Conserve nature based assets and enhance.
- The extended stay is not pleasing.
- Remove the extended stay communities
- The get the many businesses are difficult to get into or pull back into traffic.
- Housing in this area should be limited and the business should be aimed at servicing the new apartment in PTC

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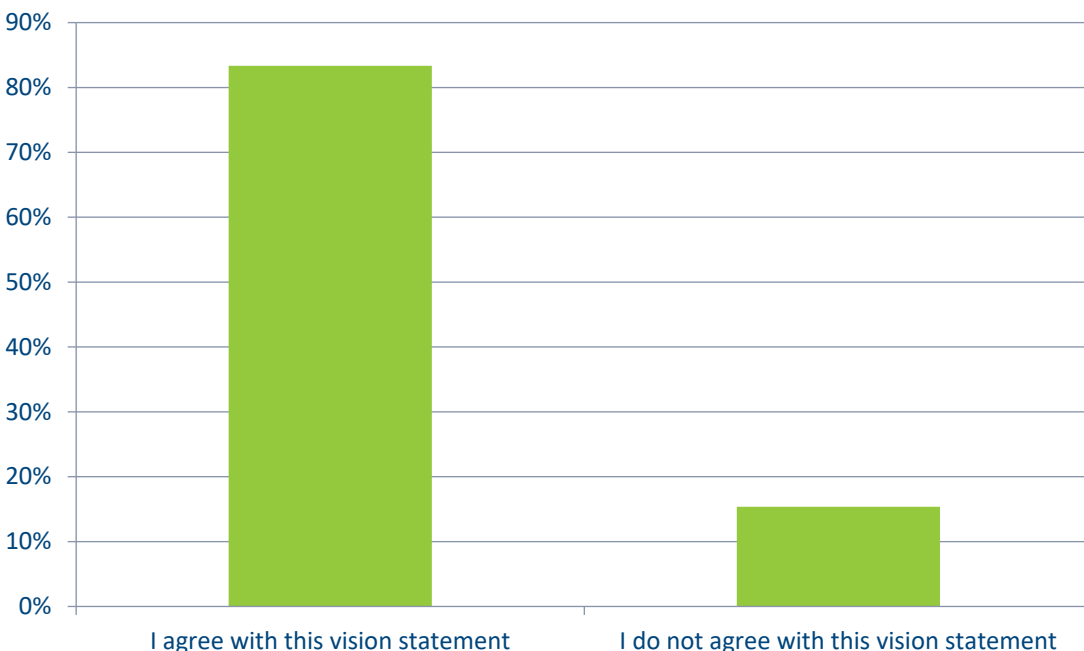
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- Please NO roundabout for Atlantic Boulevard and Holcomb Bridge Road - there is way too much traffic considering people do not understand how to use roundabouts appropriately - plus the traffic backing up from downtown norcross on HB when the train comes through at rush hour would be a disaster on a roundabout.
- The proposed roundabout for Atlantic Boulevard and Holcomb Bridge Road is not appropriate to this highly-travelled area especially given the proximity of UPS, Fed-EX, and Amazon distribution centers. These roundabouts are more suited to "traffic-calming" in mostly RESIDENTIAL areas.
- This area is prime for commercial/multi unit dwellings
- Please add, "nature-based assests are conserved and enhanced across the landscape."
- Estacarea industrial hay Mucha basura, que las personal que laboratory ahi Tirana al piso y no ponen en bones de basura, attractive Para roedores y plastics que pueden Comer lo venados y los pueden enfermar, atlas del hotel quevestaven esquire con Peachtree industrial y Holcom bridge y las original al rededor asi Como la Bodega de autonpartes que esta junto a lavescuela Paul Duc tiene Mucha basura. (Approximate Translation: In this industrial area there is a lot of garbage, which the personnel who live there throw on the floor and do not put in garbage bins, attractive for rodents and plastics that can eat the deer and can make them sick, near the hotel at Peachtree industrial and Holcom bridge and The original ones around as well as the auto parts warehouse that is next to the Paul Duc school has a lot of garbage.)

Character Area 3: Pinckneyville – Norcross High School

Current Vision: Pinckneyville - Norcross High School is the hub of this small activity center that has redeveloped as an accessible and safe location with a mix of residential, institutional, and small scale commercial and office uses.

Figure 8. Total Agreement or Disagreement with the Vision Statement



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Open-Ended Responses to “Share your feedback on the vision for this area or other needs/action items that you want the City to address in this area”:

- I dont think the highschool should be in the same location as commercial use
- Speed control along Medlock bridge between old Peachtree and PIB needs to be enforced. Better signage on the westbound approach to the traffic lights at old Peachtree and Medlock Bridge is needed. Right lane drivers are frequently unaware that they need to be in the left lane if they intend to continue straight on Medlock Bridge and creates a confrontational situation. Lots of kids walk from Norcross High to apartments on Medlock Bridge and there often seems to be unsafe pedestrian situations. Does there need to be a pedestrian crossing slightly short of the Old Peachtree/Medlock Bridge intersection opposite the entrance to the apartments on the north side of Medlock Bridge. Also the crosswalks at Medlock Bridge and Old Peachtree need to be made significantly safer, with proper crossing signs, street markings and warning signs etc
- What is going on with this survey? None of these places are any of the words you are using.
- I would like to agree with this vision but we are far from it. I think we need a smaller, achievable goal before jumping to this one.
- Absolutely untrue
- Everything looks a little rundown except for the school and new Mexican dessert spot
- Conserve nature based assets and enhance.
- I don't think this area has changed much in the last decade with little improvement
- The area closest to PIB is ripe for some re deveolpment
- Please add, "nature-based assests are conserved and enhanced across the landscape."
- Me ha tocado ver personal deabulando que parecen venderes de algo raro?
(Approximate Translation: Have I seen staff wandering around who seem to be selling something strange?)

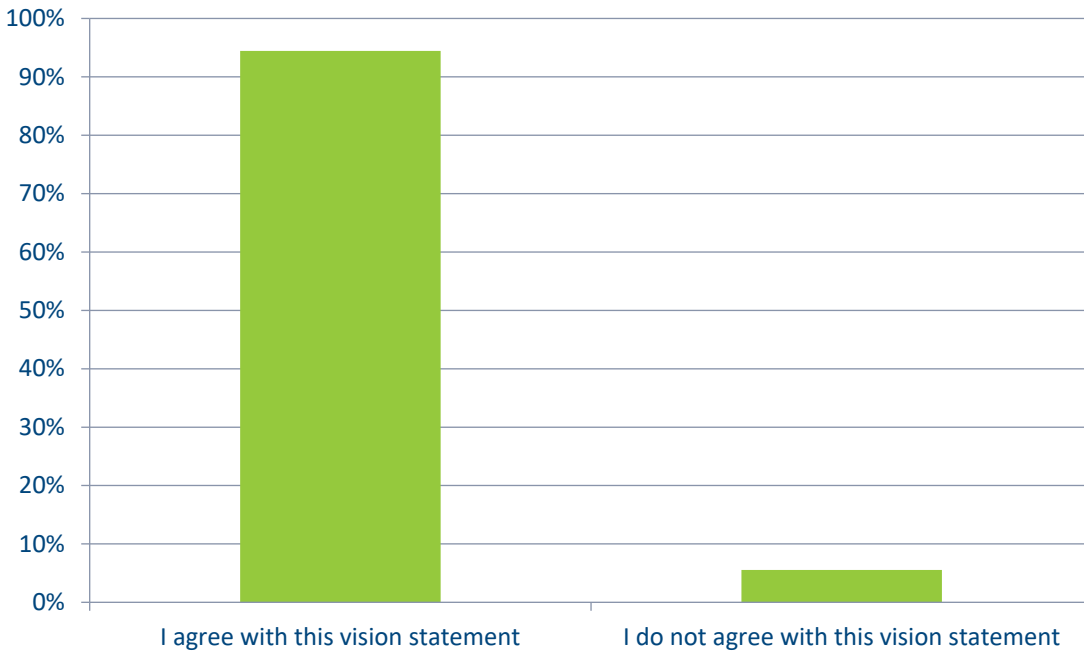
Character Area 4: North Peachtree Street Neighborhoods

Current Vision: With a large concentration of historic homes and resources, this residential area remains a strong residential location in the city.

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Figure 9. Total Agreement or Disagreement with the Vision Statement



Open-Ended Responses to “Share your feedback on the vision for this area or other needs/action items that you want the City to address in this area”:

- Speeding and noise continue to be disruptive to homes in this area, particularly between Chastain Manor and Medlock Bridge. Stop Signs have helped a little but downtown speed limits were reduced to 25 while speed limits in this area remain 35 so drivers step on the gas when they pull away from the new stop signs. Speed limit should be reduced to 25 at least from Reps Miller Drive all the way to town. There are many walkers (man with children and dogs) it is not safe.
- I agree with this statement BUT the speed limit needs to be dropped from 30mph to 25mph all of the way into town from the intersection of North Peachtree and Reps Miller road. There needs to be much more of a clear statement entrance signage at that junction that clearly states that speed limit. There is currently little to no speed enforcement on North Peachtree. Traffic seems to frequently use the new stop sign at N Peachtree and Oak Terrace as the start point to speed in either direction in and out of town. This comment applies to all of the city but it’s particularly noticeable in the North Peachtree/Reps Miller areas. What can be done about Noise Abatement? Particularly vehicles with loud mufflers etc? Major cities globally are now recognizing that noise is a health hazard (Paris is even setting up automatic vehicle noise detection and license capture technology and prosecuting) and if nothing else detracts from a pleasant living environment. Reps Miller is a particular sore point. In terms of positives the park/green space on Barton is a great project and the city should strive to continue to look at green space possibilities
- OK I stand corrected. You have one right
- provide diversity of housing types beyond large lot SFR

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- Conserve nature based assets and enhance.
- Should make effort to add to the historic preservation district
- Thanks for the four-way stop signs in the area. Definitely a huge help with controlling of traffic both auto & walkers.
This is large concentration of historic homes and resources, this residential area remains a strong residential
- Better traffic control on N. Peachtree St. Greater protection and preservation of structures in the historical district!
- Do NOT allow any builder to cut down all trees. As people begin to sell their houses in this area with land, it's important to not allow large scale demolition of trees.
- Large lots and single family homes should be preserved
- Bicycle improvements needed, connect the PIB bike trail
- I agree with everything except "Discourage cut-through traffic from using Holcomb Bridge Road." If by this you mean you intend to cut off access to Holcomb Bridge from South Barton, Queens Court, and West Peachtree Street, I think this is a huge error. When downtown streets are "shut down" for the many events held there, there is often NO other way to get through than these streets. Plus, the RESIDENTS of these streets have the right to ease of access to PIB so as to shop at Publix or other shops in that area.
- By far the most inviting section of Norcross
- Please add, "nature-based assets are conserved and enhanced across the landscape."
- Large lots of single family homes, no apartments.
- Necesita Nuevoasfalto, especialmente Sunset ([Approximate Translation: Needs New Asphalt, Especially Sunset](#))

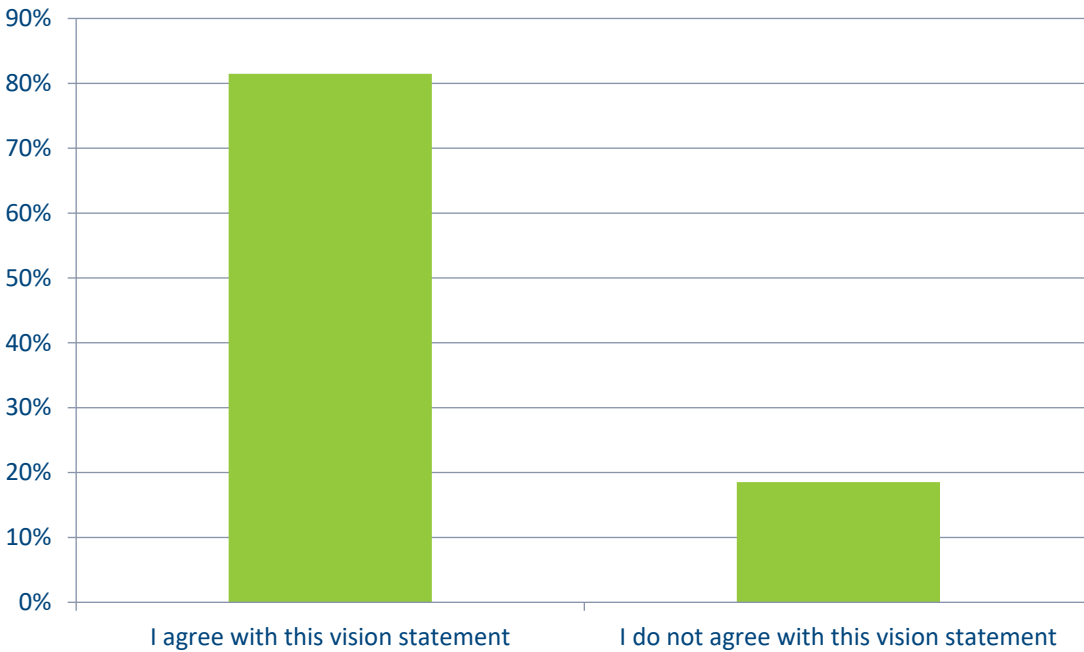
Character Area 5: Hopewell Woods

Current Vision: Hopewell Woods continues to develop as a mixed-use area – with a diversity of housing types, institutional and office uses as well as limited commercial to support residents and area employees.

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Figure 10. Total Agreement or Disagreement with the Vision Statement



Open-Ended Responses to “Share your feedback on the vision for this area or other needs/action items that you want the City to address in this area”:

- Only single family homes., otherwise agree
- I dont think this area should be less mixed housing and more single family
- Speeding on West Peachtree continues to be a problem.
- Nope, your building 750,000+ dollar houses
- Improve walkability to downtown shops and improve lighting for security reasons along Holcomb Bridge Road and on Olde Town Park Drive.
- The residential footprint has grown exponentially in the last 8 years. A look at traffic safety for residents, school staff-students-parents, church family, and park visitors must be addressed. Speed bumps, more police attention, and maybe more “green” in the park? Maybe a trail way to connect the trail behind Rosie B Park?
- Too too many housing inclosed in the are
- The Seven community had an amazing vision. What has followed has been a concrete jungle. It is not mixed use but developers allowed to do whatever they want. I’m sad what has transpired in this section of the city.
- unfamiliar with this location
- Conserve nature based assets and enhance.
- This area should remain as is. However long term planning for the future of the Hopewell site is vital. The development authority should be working hand in hand to what the future will look like.
- Limit cut through traffic

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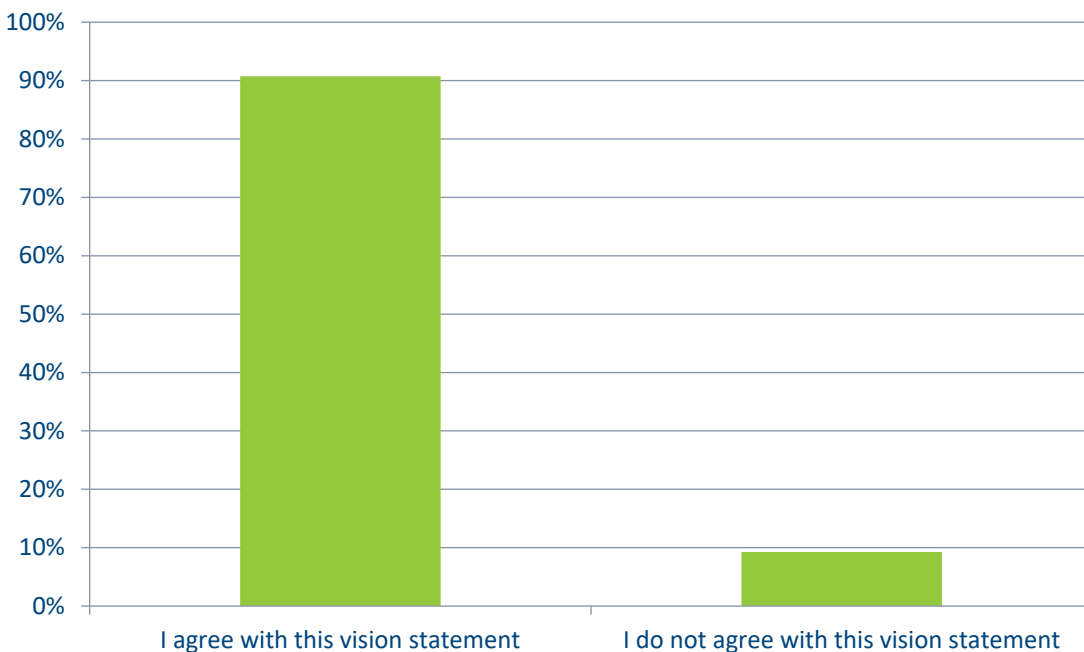
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- Love the idea of landscaping and design that would make this area look more cohesive as being part of the downtown Norcross area. Also, PLEASE NO MORE APARTMENTS or large scale rentals (not just here but in downtown Norcross in general)!!! From experience, the more of these that go up, and the more renters there are, the more crime increases and the more shabby areas begin to look as renters generally do not take as good of care of their dwelling and surrounding areas as property owners do.
- "Hi-End Infill" is nothing more than an allusion to "gentrification" of an established historic African American residential area, which would eventually cause raised property values that might drive these minority homeowners out of a neighborhood they had inhabited for YEARS. Plus the additional traffic congestion caused by replacing homes with multi-family housing could NOT be alleviated by "bicycle trails". NOT a good idea!
- Please add, "nature-based assets are conserved and enhanced across the landscape."
- No more townhomes and apartments in the character area.
- Algunas viviendas necesitan ser relocalizadas , en otra area. (Approximate Translation: Some homes need to be relocated to another area.)

Character Area 6: Buford Highway/Jimmy Carter Boulevard Activity Center

Current Vision: A medium density mixed-use node, consistent with the Jimmy Carter Boulevard/Buford Highway Redevelopment Plan.

Figure 11. Total Agreement or Disagreement with the Vision Statement



Open-Ended Responses to "Share your feedback on the vision for this area or other needs/action items that you want the City to address in this area":

- I'm hopeful that the development plan will address the unkept look of this area, including landscape improvements and signage.

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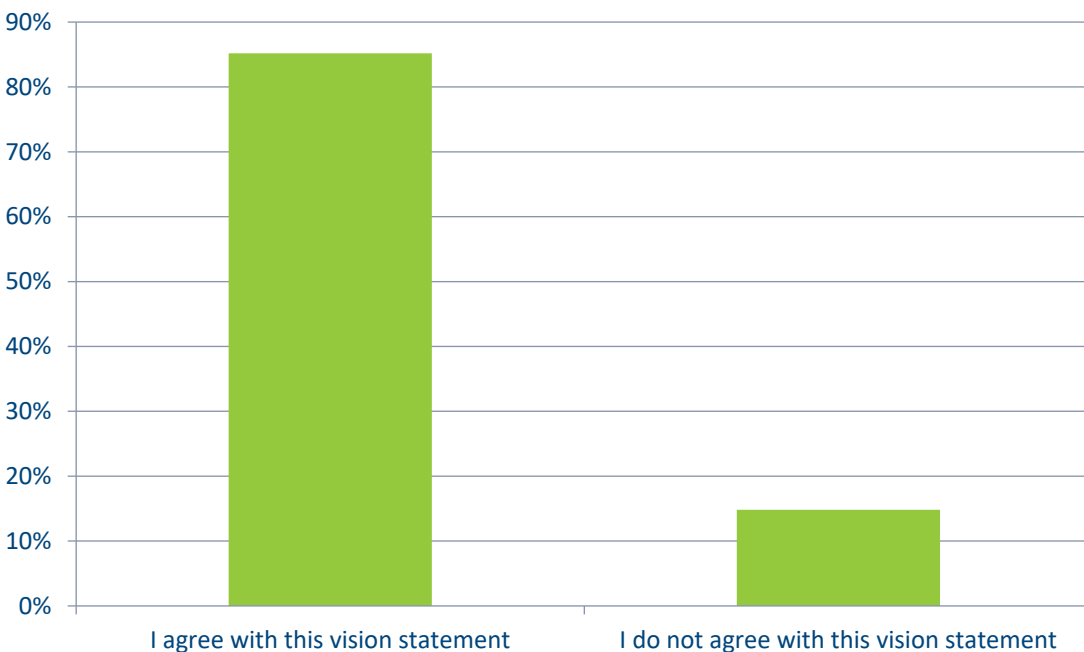
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- I don't understand any of those words
- I'm not familiar enough to comment.
- Please do not remove all ethnicity in the area. Please be mindful of green space.
- high density mixed-use area at nodes - BUHI & JCB; BUHI & NNTR
- Conserve nature based assets and enhance.
- Agree with the statement but this area needs help
- Definitely needs to clean up that area.
- Like the idea of of mixed residential over commercial and freestanding retail here as it is a busier road that could benefit from this type of construction and create a more community feel
- Heaven knows SOMETHING needs to be done with Buford Highway and Jimmy Carter Blvd, as well as Buford Hwy and North Norcross-Tucker Road--an area that has become extremely run-down (plus full of all the small used-auto dealerships that the City not only approved by encouraged in the 1980's!) A mixed-use node that redeems the character of this area would be wonderful.
- Please add, "nature-based assests are conserved and enhanced across the landscape."
- La Zona de Jimmy Carter y Biufor H WY, necesita ser renovada. (Approximate Translation: The Jimmy Carter and Buford Hwy Area needs to be renovated.)

Character Area 7: Town Center

Current Vision: The civic heart of the community, the Town Center offers a wide variety of entertainment, dining, recreational and shopping options. Through redevelopment and public investment, the Town Center character area is a destination for the Greater Norcross community.

Figure 12. Total Agreement or Disagreement with the Vision Statement



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Open-Ended Responses to “Share your feedback on the vision for this area or other needs/action items that you want the City to address in this area”:

- Parking Parking Parking has still not been resolved. I have great concerns about all the new development without additional parking added.
- While you say you want to maintain our quaint historical little town you are destroying that by adding the new corridor plus I am concerned with all of this comes more crime and we do t have the police and fire department personnel to support all of this. I feel like our resources are not being properly spent. There are 1 yea structure problems to address first and we need to offer top pay for police and fire fighters to draw the best people in. Changing those tree lights downtown is an example for wasting money and they look tacky with the crazy colors. Let’s help get more shops and less offices downtown.. are there no ordinances for what goes into the buildings?
- Increase parking. Also let’s ensure we’re vetting businesses. The facade on the new nail salon is garishly out of keeping with the city.
- The area is much smaller than what is shown in this graphic
- Parking needs to be - more - and accessible! Please pay more attention
- Balance development with small town feel. Every lthing need not be “business”
- The town center is old & has not been updated in over 20 years. There are no new high quality eating establishments, no new high quality shopping and no new market stores
- Don't forget the (few) homeowners in this area!
- Green space green space. Mark the parking we already have. People that visit are unaware there are more spaces than meets the eye. We need to direct them and not just create more concrete.
- Love this area
- provide medium density mixed internal and high density mixed use along BUHI
- Conserve nature based assets and enhance.
- Still needs more
- Should expand the historic preservation district to areas not already covered
- Yes, that area need to be redeveloped
- Need to watch any further building on Bufrod Highway. Some of the smaller shopping areas are getting derelict. The city needs to monitor these business owners.
- This area needs to be persevered development for the sake of development should not be considered.
- Too much focus on Buford Hwy, need the focus on downtown to support our existing businesses ant add walkable parking
- No more apartments on the downtown side of Buford Highway. Smash and Grabs are already an issue at the Brunswick. I don't want that finding its way into the single family residential areas where families live. Also, for the love of God, STOP impeding the growth of business in downtown! It should not take over a year for the city to approve permits to open a coffee shop and icecream shop. Every small business owner has said dealing with Norcross is a nightmare - how can we attract new businesses in downtown with the kind of reputation?!?! You are doing the whole city a disservice by not allowing the growth of small business in our city.

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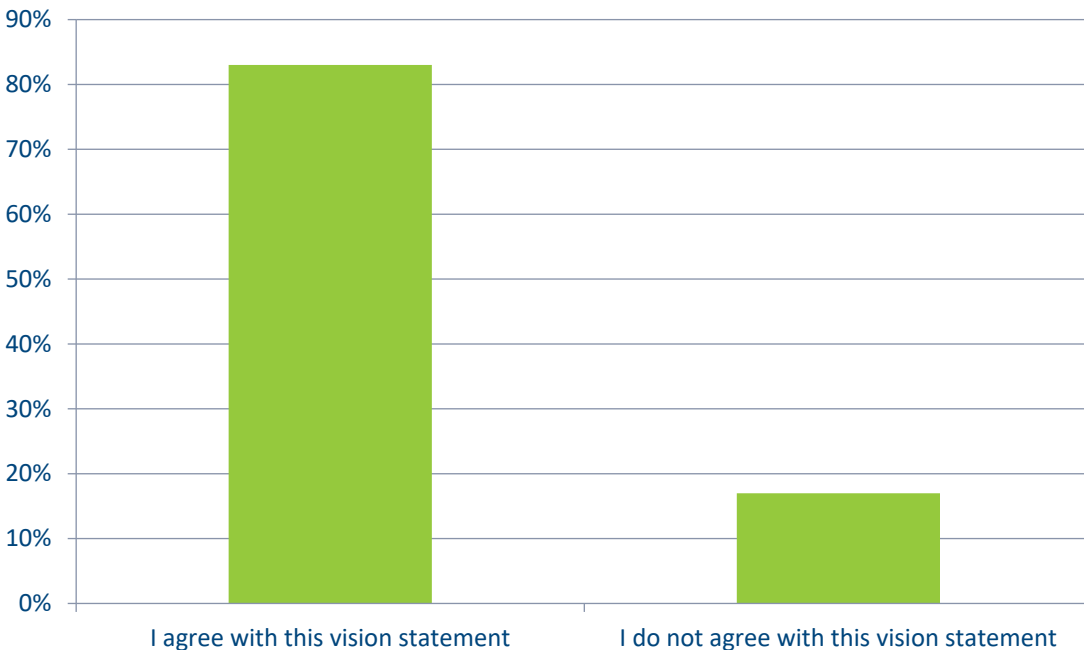
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- First--WE JUST BUILT A NEW LIBRARY! Why on earth do we need a NEW ONE!!! (unless you're planning to tear that one down for a parking deck--which no one will want to use because they are DANGEROUS in terms of crime and you CAN'T make a parking deck "pretty"). Plus--WHEN will we get the NEW Police Station that was promised for the OLD Library site (before our new one was recently built on Buford Hwy)? Finally--re the "structured parking"--again, parking decks are UGLY and a crime-magnet, and if the city would STOP cramming every possible live body into every possible space, you wouldn't HAVE such a problem with parking as you'd have less traffic and more AVAILALBE LAND for parking lots! Finally--you have NO LINK to your "City Center East report", so I can't respond to what that may possibly contain--???
- It needs additional parking
- Please add, "nature-based assests are conserved and enhanced across the landscape."
- Condos and townhomes, no more apartments
- Un lugar donde se vendan pastels y gallery's con tamales y champurado, seria attractive por ahi. (Approximate Translation: A place where cakes and gallery's with tamales and champurado are sold would be attractive there.)

Character Area 8: Langford Road Industrial Center

Current Vision: The Langford Road Industrial Center character area is a hub of business and industrial innovation and creativity.

Figure 13. Total Agreement or Disagreement with the Vision Statement



Open-Ended Responses to "Share your feedback on the vision for this area or other needs/action items that you want the City to address in this area":

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- I like the statement for the future but it sounds like a very long stretch. Businesses in that area are unkept. Even the CVS building is run down, roofing hanging off in some places. The inside of the store appears to be filthy, rugs stained with globs of gum and candy mashed into them. It is the closest pharmace to our home and I have stopped going there. We try to support Norcross businesses but this area is very unappealing, I turn toward Peachtree Corners now.
- A scrappy ugly area. Also can traffic flow be improved to decrease the amount of transit traffic coming down NPeachtree then through the city? The intersection of Langford and Buford needs improvement. CVS needs to clean up its store.
- take away the word, creativity, and maybe
- I do not know enough about this area.
- Please take a better look at this road and the industries there
- If this is true, please do sometime influence the business owners on Cole Ct to clean up their street, which is apparently a private street. This area continues to decline.
- Conserve nature based assets and enhance.
- I don't know what this area represents but I would categorize it like that
- Better businesses is a must for the areas.
- The high density building that is going on in this area should be stopped.
- Empty link
- Can't agree with this BECAUSE YOUR FILE FOR THIS CENTER WILL NOT OPEN
- Please add, "nature-based assests are conserved and enhanced across the landscape."

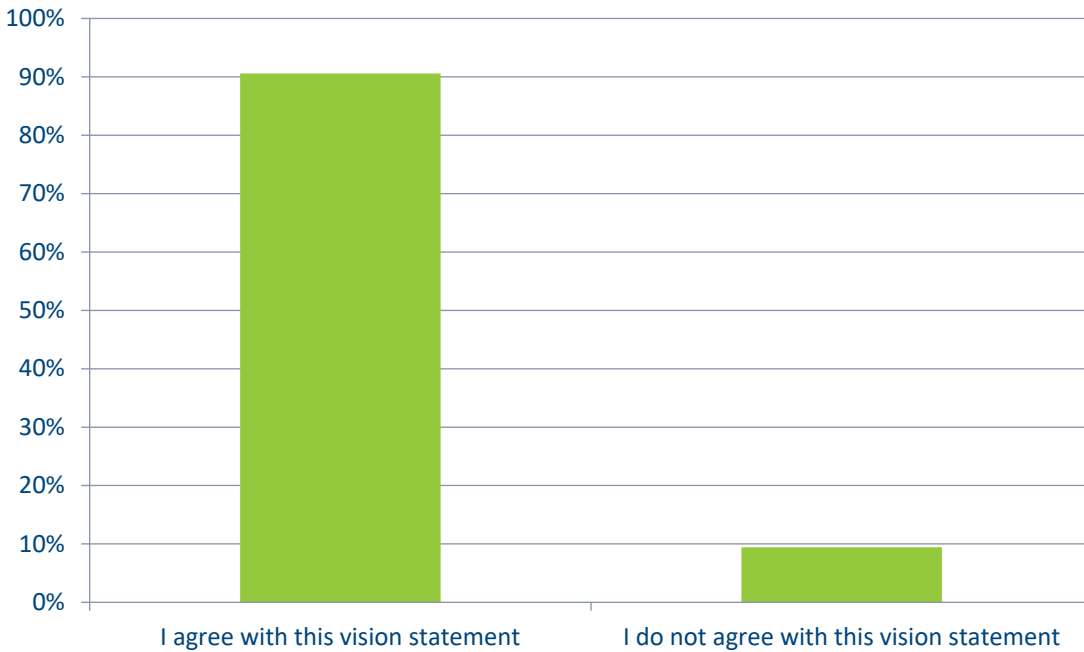
Character Area 9: Summerour

Current Vision: An activity hub serving the common needs of Norcross residents with education, recreation, retail.

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Figure 14. Total Agreement or Disagreement with the Vision Statement



Open-Ended Responses to “Share your feedback on the vision for this area or other needs/action items that you want the City to address in this area”:

- I like the vision statement, the area needs a lot of work and traffic speed and volume do not seem safe, especially with pedestrians moving about to the various retain shops.
- It's mostly old apartments
- High emphasis on connecting both sides of Buford Highway with safe walking options
- We do need to incorporate a safe way for pedestrians and public transportation riders to get from this area to the downtown.
- Improve look and feel, safety add public art
- The poorest of school education is found here
- Needs to be more developed to assist the people in the community, instead of putting all the money in downtown Norcross
- include medium and high density residential
- Conserve nature based assets and enhance.
- Needs help. Not pedestrian friendly.
- Please add, "nature-based assests are conserved and enhanced across the landscape."
- Poner algun Centro donde los jovenes puedan appended picture y Danza serial muy bueno, despues de la escuela. (Approximate Translation: Put some Center where young people can watch movies and dance after school.)

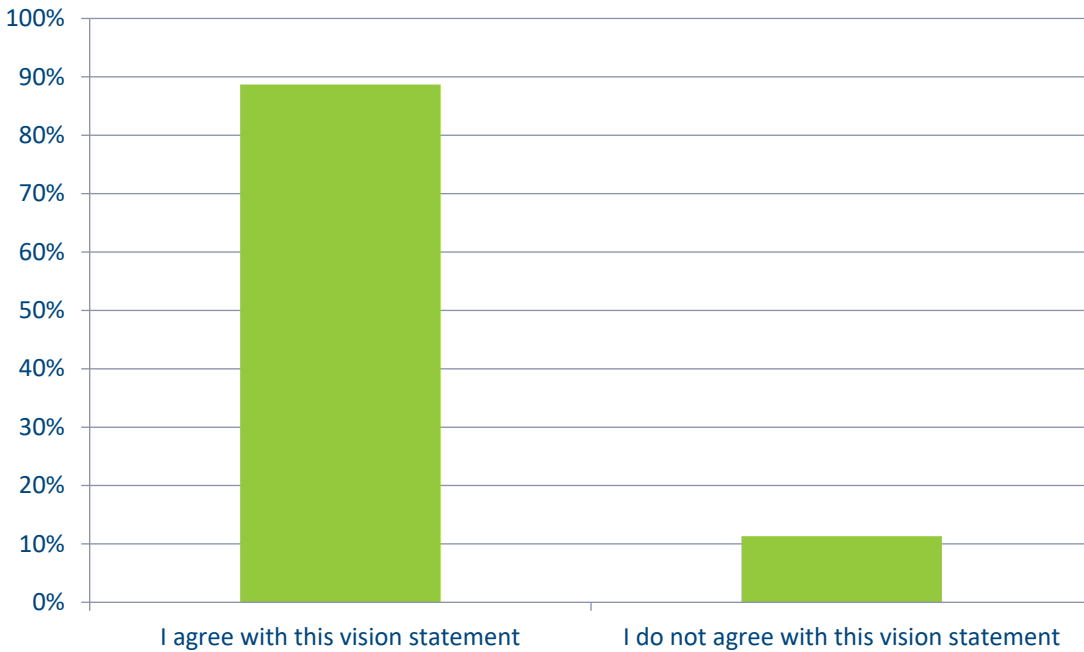
Character Area 10: South Cemetery Street

Current Vision: This is a unique district in Norcross providing a mix of public and private spaces.

Norcross Comprehensive Plan Update & Town Center Livable Centers Initiative Update

Summary of Online Feedback on Implementation Strategies

Figure 15. Total Agreement or Disagreement with the Vision Statement



Open-Ended Responses to “Share your feedback on the vision for this area or other needs/action items that you want the City to address in this area”:

- Same comments as I shared previously. The area, including the post office appear to be run down and unkept. Landscaping (if any remains) is old and worn out. It is uninviting today.
- It's a county park in the middle of nowhere
- Improve this area.
- There are no unique spaces here that have turned into ideal ideas
- include reference to industrial and commercial centers
- Conserve nature based assets and enhance.
- Please add, "nature-based assests are conserved and enhanced across the landscape."
- Tal vez renovation los apartamentos serial mejor. (Approximate Translation: Maybe renovate the apartments better.)

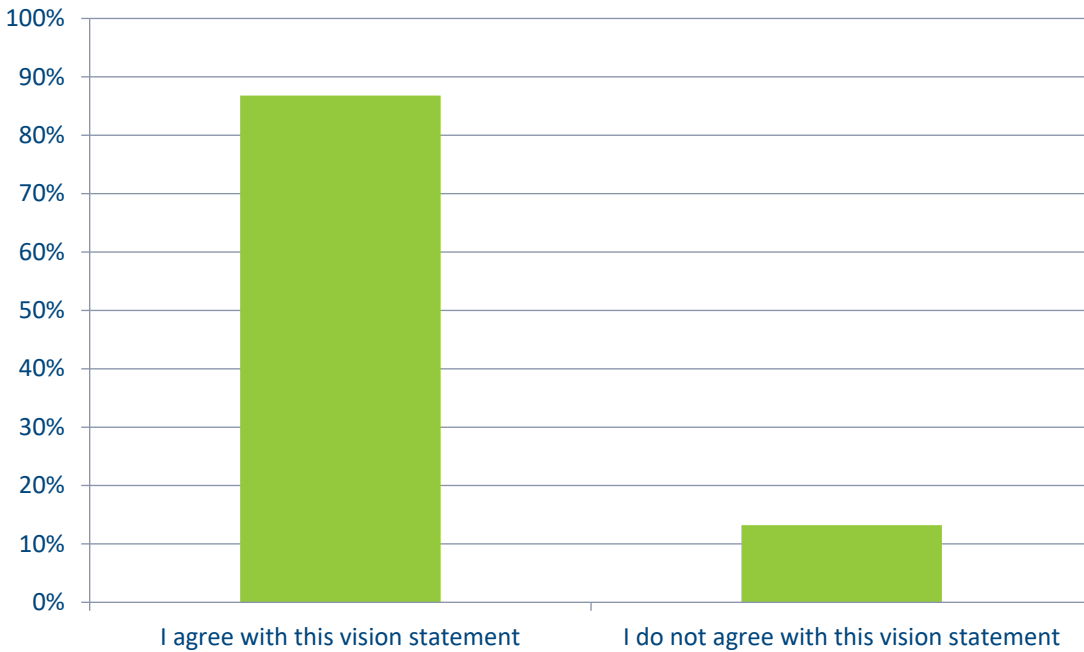
Character Area 11: Jimmy Carter Boulevard/North Norcross Tucker Activity Center

Current Vision: This Activity Center consists of high density and mixed-use developments that serve as a regional attraction and a strong employment center for the city and greater Atlanta region.

Norcross Comprehensive Plan Update & Town Center Livable Centers Initiative Update

Summary of Online Feedback on Implementation Strategies

Figure 16. Total Agreement or Disagreement with the Vision Statement



Open-Ended Responses to “Share your feedback on the vision for this area or other needs/action items that you want the City to address in this area”:

- Heavy traffic, tired buildings and landscapes make this area uninviting today.
- It’s not close to being a regional attraction- to my knowledge?
- Jimmy Carter Blvd is definitely not a strong attraction it is more of a distraction than attraction
- Conserve nature based assets and enhance.
- Over selling regional attraction
- Please add, "nature-based assests are conserved and enhanced across the landscape."

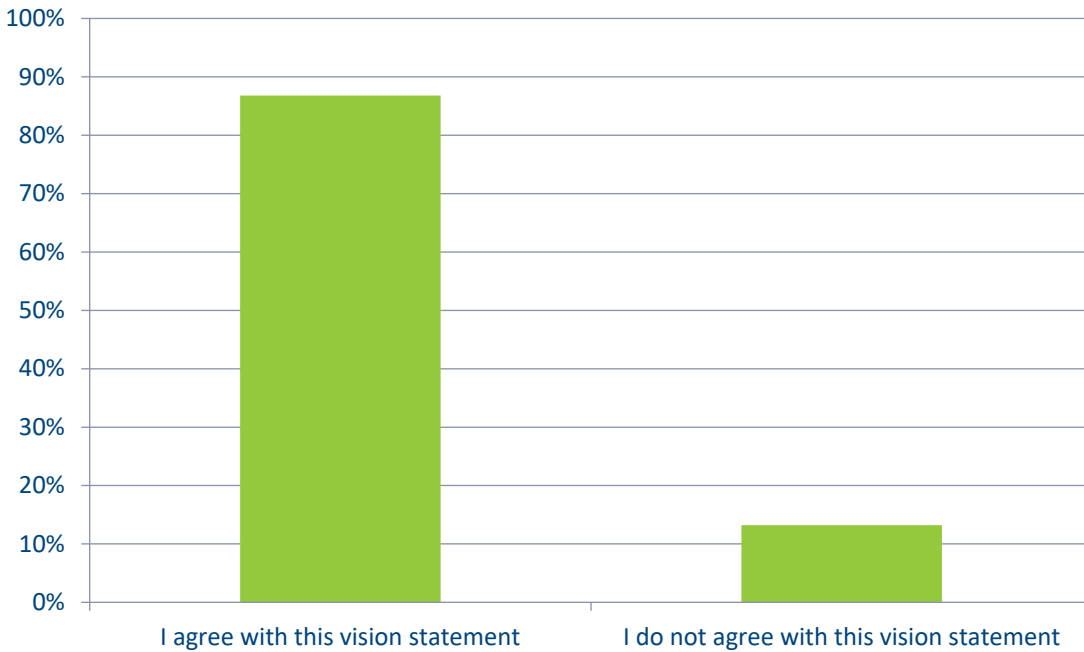
Character Area 12: South Norcross Neighborhoods

Current Vision: The South Norcross Neighborhoods are a mix of master planned medium density housing, along with single-family affordable units in a culturally diverse area.

Norcross Comprehensive Plan Update & Town Center Livable Centers Initiative Update

Summary of Online Feedback on Implementation Strategies

Figure 17. Total Agreement or Disagreement with the Vision Statement



Open-Ended Responses to “Share your feedback on the vision for this area or other needs/action items that you want the City to address in this area”:

- Are there affordable units?
- Increase beauty and services
- Way too many mixed housing developments and too many trees cut down & taxes have only risen even with new housing. Nothing of benefit has been added for residents to equal the tax costs
- There is nothing affordable in this area. Landlords take advantage of rental residents. Code Enforcements really needs to fine owners to do their part.
- Conserve nature based assets and enhance.
- Yes, but needs cleaning up
- This area is ripe for upgrades and re development
- Please add, "nature-based assets are conserved and enhanced across the landscape."
- Mas vigilancia, por ahi Para nuestros jovenes, Para que no se involvment en pandillas. (Approximate Translation: More vigilance, there for our young people, so that they do not become involved in gangs.)

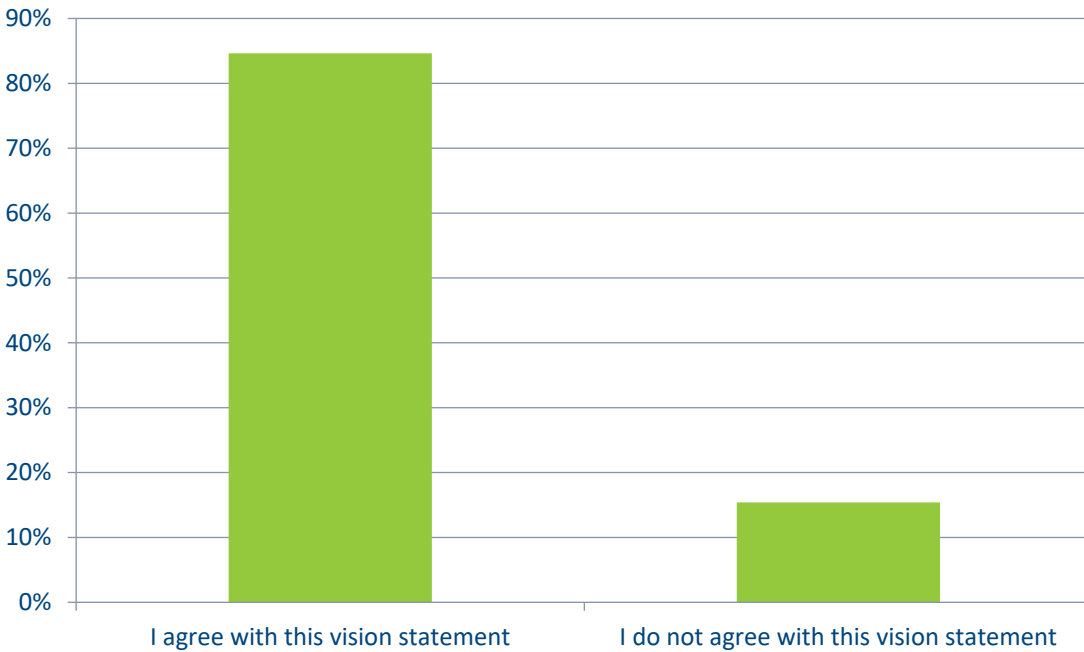
Character Area 13: I-85 Activity Center

Current Vision: I-85 Activity Center is a growing regional center that has convenient access to I-85, is supportive of a major transit hub, and celebrates the cultural diversity of the area.

Norcross Comprehensive Plan Update & Town Center Livable Centers Initiative Update

Summary of Online Feedback on Implementation Strategies

Figure 18. Total Agreement or Disagreement with the Vision Statement



Open-Ended Responses to “Share your feedback on the vision for this area or other needs/action items that you want the City to address in this area”:

- I'd like to see this area revitalized, cleaned up, buildings and landscape updated
- I think this is where the apartment buildings should be
- Same, you have to be kidding
- Really?? Who are you kidding?
- include high density mixed-use
- Conserve nature based assets and enhance.
- Yes, but traffic is terrible
- Need to increase police in this area.
- Please add, "nature-based assets are conserved and enhanced across the landscape."
- En las gasoline-powered ha habido robos, mas vigilancia. (Approximate Translation: In the gas-powered ones there have been robberies, more surveillance.)

Proposed Changes to Character Areas

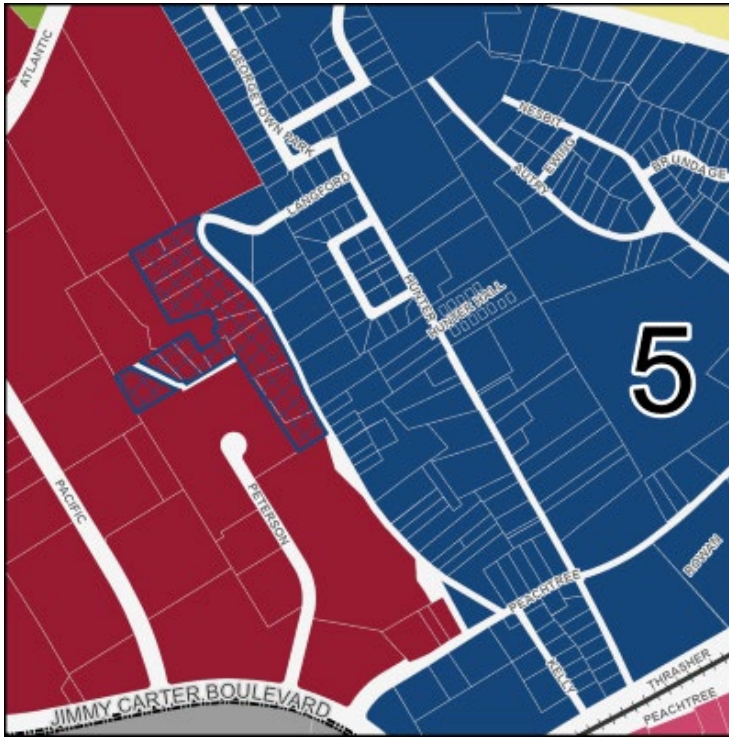
The survey invited community members to give feedback on four potential boundary changes to existing Character Areas. Figures 19, 21, 23, and 25 show the proposed boundary changes.

Norcross Comprehensive Plan Update & Town Center Livable Centers Initiative Update

Summary of Online Feedback on Implementation Strategies

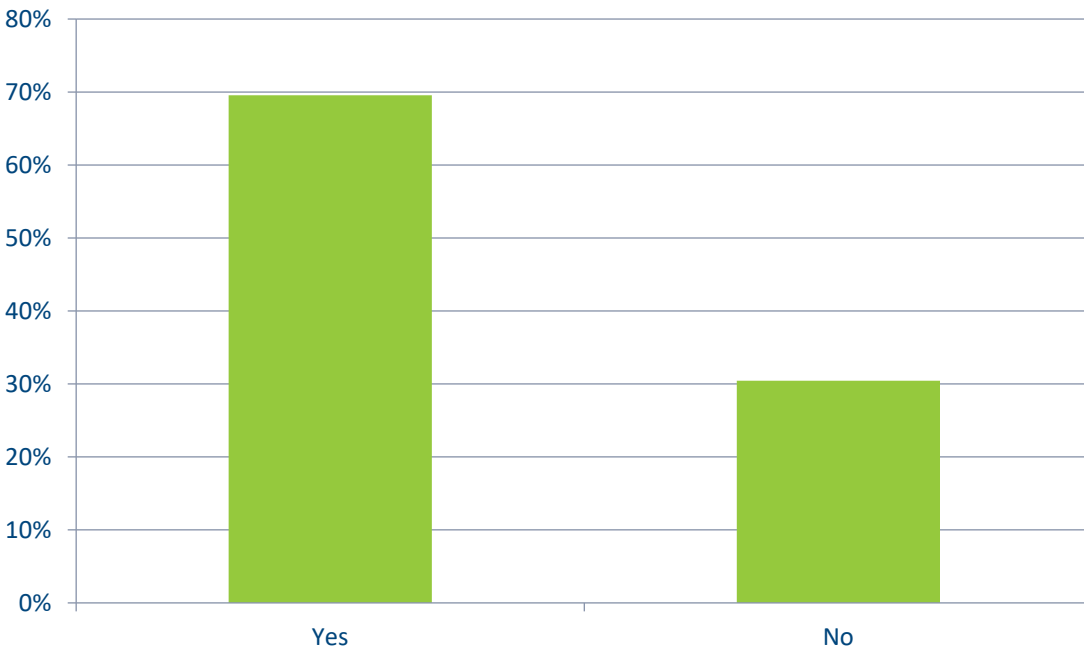
Proposed Boundary Change 1

Figure 19. Proposed Boundary Change



Do you feel that the future of the property along Langford Drive is more similar to the neighborhood character that Hopewell Woods seeks?

Figure 20. Total Agreement or Disagreement with Boundary Change



Norcross Comprehensive Plan Update & Town Center Livable Centers Initiative Update

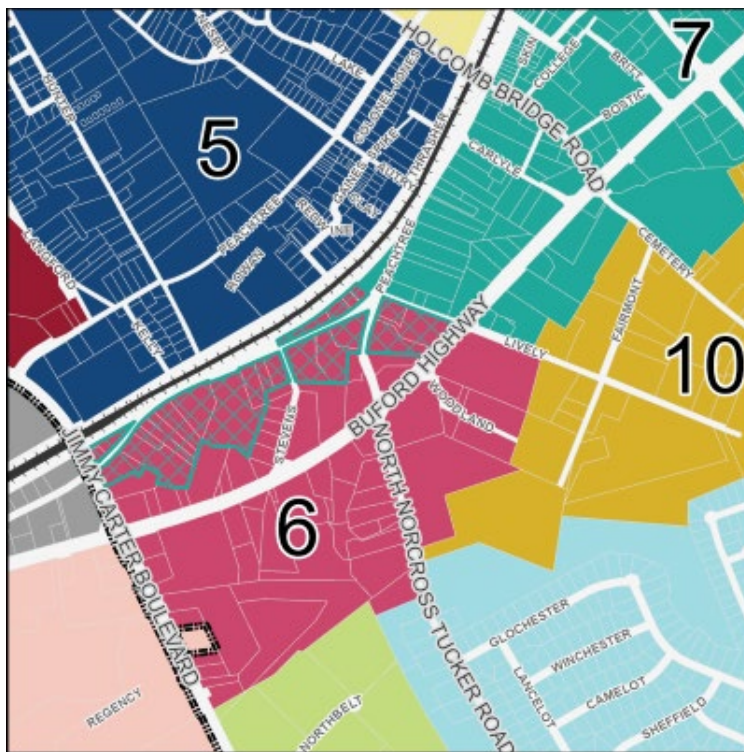
Summary of Online Feedback on Implementation Strategies

Open-Ended Responses:

- That would be great.
- Langford Drive is a mess. The property lines are terrible. I don't understand what this question is.
- Not sure.
- It is improving in the right direction
- Not sure
- I don't believe the (mostly) minority residents of Hopewell want to be "gentrified" out of their neighborhoods as Atlanta has done to their people.
- Hopewell Woods seeks a type of nature-based, compact residential redevelopment and in general is less busy, and of a more secluded and environmentally insulated character. The upper reaches of Rosie Brundage Creek readily lends itself to ecological habitat/stormwater detention & streambank restoration.

Proposed Boundary Change 2

Figure 21. Proposed Boundary Change

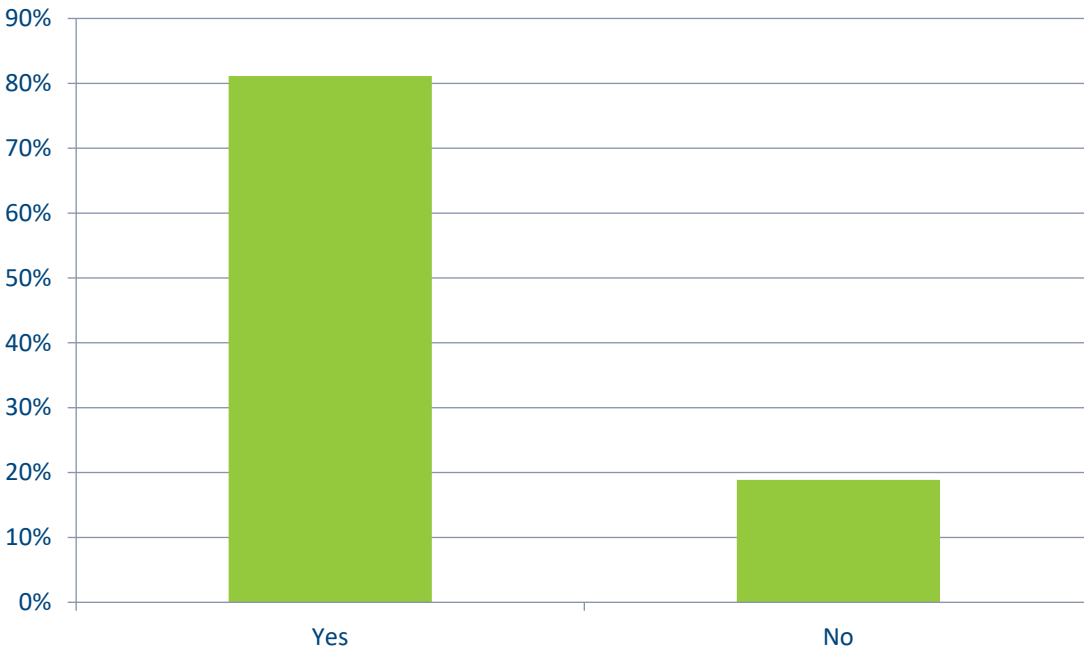


Do you agree that the area along S Peachtree Street currently in Buford Highway/Jimmy Carter Boulevard Activity Center should resemble more of what is occurring in the Town Center, e.g., sit-down restaurants and apartments?

Norcross Comprehensive Plan Update & Town Center Livable Centers Initiative Update

Summary of Online Feedback on Implementation Strategies

Figure 22. Total Agreement or Disagreement with Boundary Change



Open-Ended Responses:

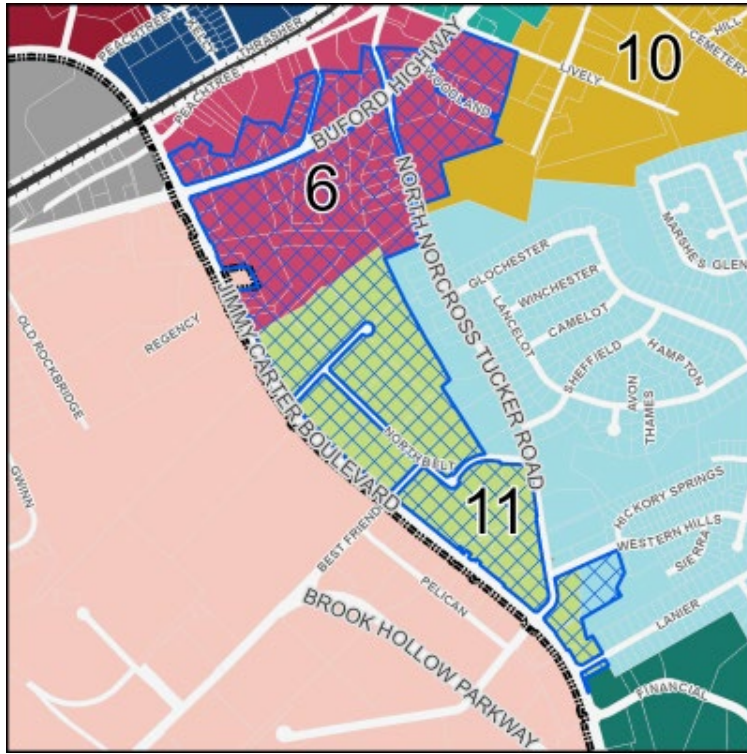
- That would be great as long as adequate parking is provided.
- Absolutely
- Sit down restaurants showing the diversity of the community in the standing buildings already there.
- But - no more apartments!!!
- Apartments along Buford Highway will cause that much more congestion. No to more apartments.
- Yes to restaurants, no to apartments on South Peachtree. Apartments should be located off Buford Hwy
- It is too far away from the city center. Only if your going to spend money on transportation to move people along this area. The ciyt purchased an Electric Bus. Are you actually using it? I do not see it,often.
- NO APARTMENTS - yes to businesses & restaurants
- Isn't the City CROWDED ENOUGH NOW? What we NEED are NOT more "boutiques" and "restaurants" but plain old GROCERY STORES and DRUG STORES! Do you realize that NO City of Norcross resident can go grocery shopping IN the City Limits or near them, of NORCROSS? We have to drive all the way to Peachtree Corners (unless you cut off our road access to get there easily) or Duluth, or Lilburn. It's RIDICULOUS that I have to drive 20-30 minutes to BUY GROCERIES!
- Yes, while evaluating and conserving the area's nature-based assets.

Norcross Comprehensive Plan Update & Town Center Livable Centers Initiative Update

Summary of Online Feedback on Implementation Strategies

Proposed Boundary Change 3

Figure 23. Proposed Boundary Change 3

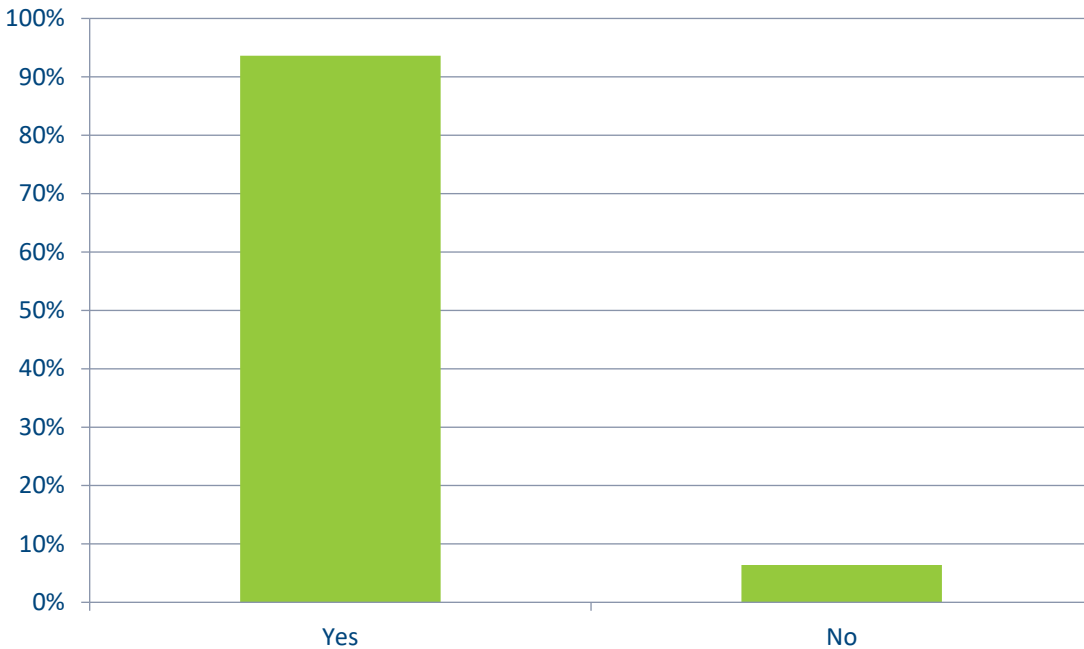


Do you think the Buford Highway/Jimmy Carter Boulevard Activity Center and the Jimmy Carter Boulevard/North Norcross Tucker Activity Center should have similar development and character in the future?

Norcross Comprehensive Plan Update & Town Center Livable Centers Initiative Update

Summary of Online Feedback on Implementation Strategies

Figure 24. Total Agreement or Disagreement with Boundary Change



Open-Ended Responses:

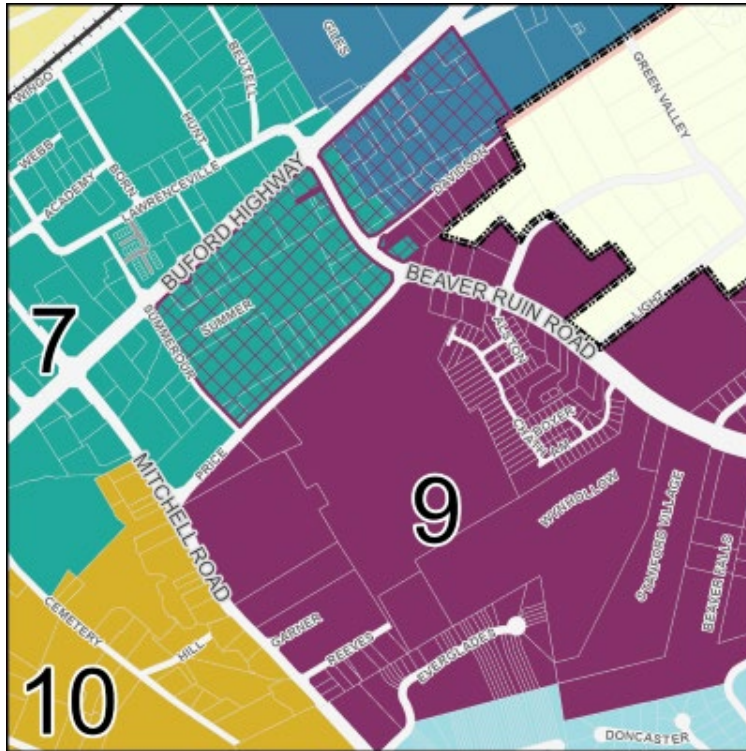
- Absolutely not! Keep Buford Hwy and Jimmy Carter totally separate including excluded area of Area 6
- It should, but the cost may outweigh the goal.
- Maybe
- The area adjoining Buford Hwy and Jimmy Carter is highly BUSINESS-oriented, while the neighborhoods behind them on North Norcross Tucker are RESIDENTIAL (going back to the 60's). Two TOTALLY DIFFERENT areas. What applies to one would not apply to the other--unless your intention is to bulldoze the houses to build more development = more crowding = more choked streets? But then of course it also means "more taxes" for the City so that may trump ALL other considerations.
- Remodelar. (Approximate Translation: Remodel.)

Norcross Comprehensive Plan Update & Town Center Livable Centers Initiative Update

Summary of Online Feedback on Implementation Strategies

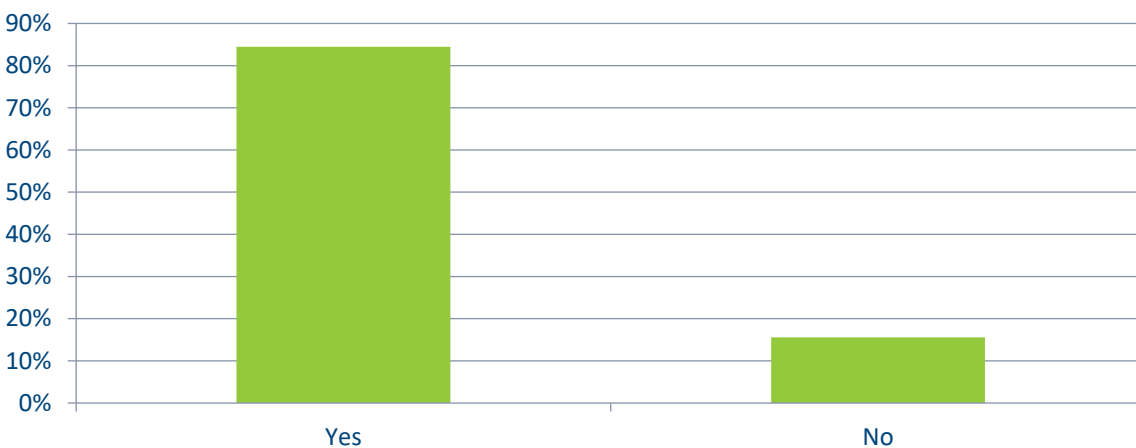
Proposed Boundary Change 4

Figure 25. Proposed Boundary Change



Do you think the area east of Summerour St and south of Buford Highway should be included in Character Area 9 (Summerour) to preserve the character of ongoing and upcoming development?

Figure 26. Total Agreement or Disagreement with Boundary Change



Open-Ended Responses:

- Many events this area is not really included

Norcross Comprehensive Plan Update & Town Center Livable Centers Initiative Update

Summary of Online Feedback on Implementation Strategies

- As long as there is No more high density development.
- Maybe
- unsure
- These are established residential neighborhoods of very nice homes that have rejected being forcefully inducted into the City Limits numerous times over the past 20 years. They are well-maintained, attractive brick ranch homes on LARGE lots, adding green space, beauty, and value to the area. The only thing the city has to offer this area is higher taxes for not ONE additional service than they already receive from Gwinnett County. PLEASE LEAVE THEM ALONE!
- This area is RIPE for the age-old apartments to be torn down and rebuilt.

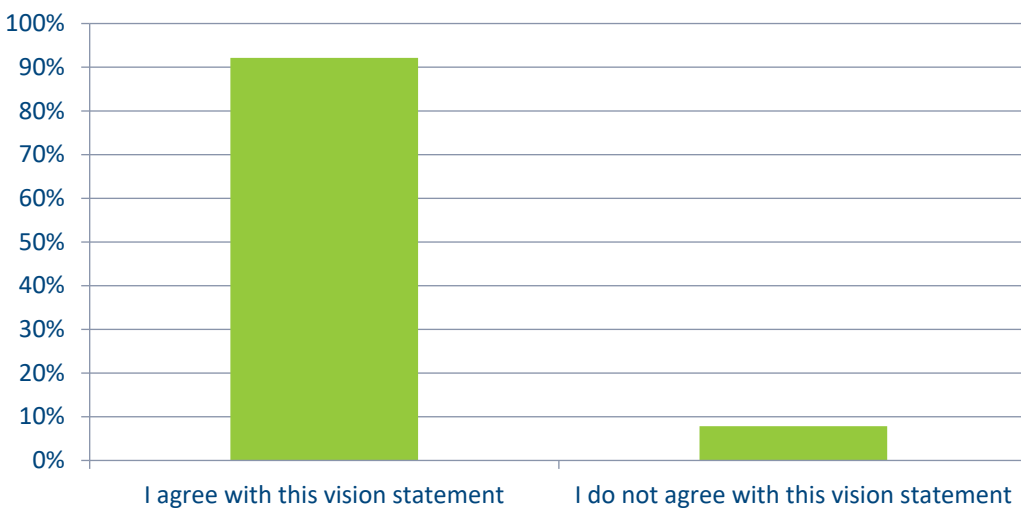
Buford Highway Nodes

This section sought feedback on the vision for the three Buford Highway nodes identified by the Buford Highway Master Plan.

Node 1: Jimmy Carter Node

Current Vision: The intent of the Jimmy Carter Node is to create higher density, walkable development along Buford Highway, focused on anchor sites that have the greatest potential for redevelopment and greatest visibility to improve the overall look and feel of the corridor.

Figure 27. Total Agreement or Disagreement with Node Vision Statement



Open-Ended Responses:

- Explain what are the 'anchor' sites
- Allow for higher building heights to maximize the development potential for the geographical height of the land.
- Conserve nature based assets and enhance them.
- Norcross has enough High Density. This is not a safe area. Complete waste of money/time.
- Better BUSINESSES I'd like to see--especially if you could bring in a good GROCERY store (as used to be at the corner of N Norcross-Tucker Road and Buford Highway, years ago). But

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Summary of Online Feedback on Implementation Strategies

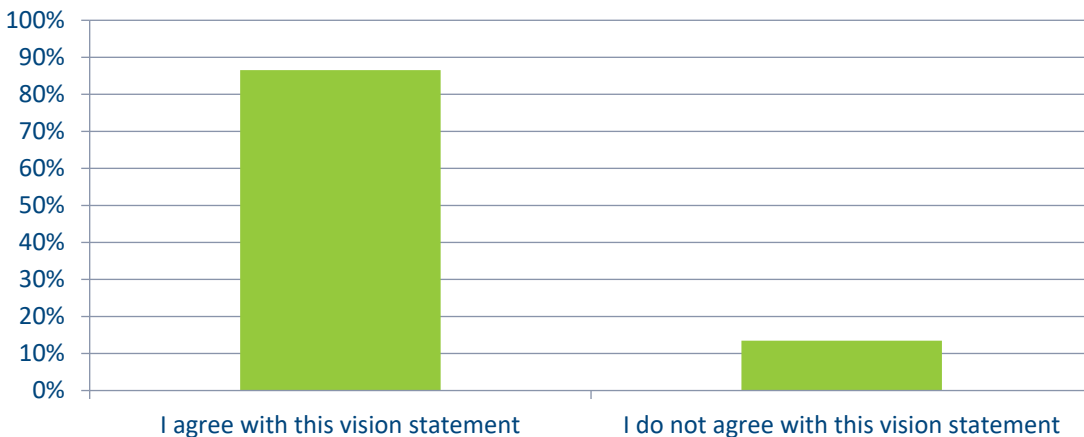
"greater density" as in more PEOPLE--again, isn't the traffic on Buford Highway at rush hour enough for City officials NOW? Or do you ever try to navigate Buford Hwy between 4 and 6 pm?

- Please add, "nature based assets are conserved and enhanced."

Node 2: Downtown Node

Current Vision: The Downtown Node is focused on building from the energy and investment in Downtown Norcross to infill underutilized sites, particularly around Lillian Webb Park, and to extend the downtown vision to Buford Highway.

Figure 28. Total Agreement or Disagreement with Node Vision Statement



Open-Ended Responses:

- Parking Parking Parking plans MUST be part of this development
- Anything changing anything around Lillian Webb Park is a concern where does this mean? In Buford Highway?
- More retails restaurants and parking
- Do not increase to Buford Hwy and explain thoughts of what to be added and where
- There has been enough development there
- Lilian Webb is dense enough. It needs to remain green.
- extend downtown to BUHI, but not the vision; BUHI is not compatible with dtwn vision
- Conserve nature based assets and enhance.
- As long as there is not more high density building.
- Infill should be limited to condominiums and businesses to explains the downtown
- You are trying to join disparate areas that are separated geographically, focus should be downtown, not Buford Hwy
- Definition of "under-utilized", please? What are you wanting to "infill" WITH?
- ... a state of the art pedestrian bridge connects the new library to east Buford Hwy; future development builds on the bridge's energy and investment to infill underutilized sites east of Buford Hwy; nature based assets are conserved and enhanced.
- More shops, less housing

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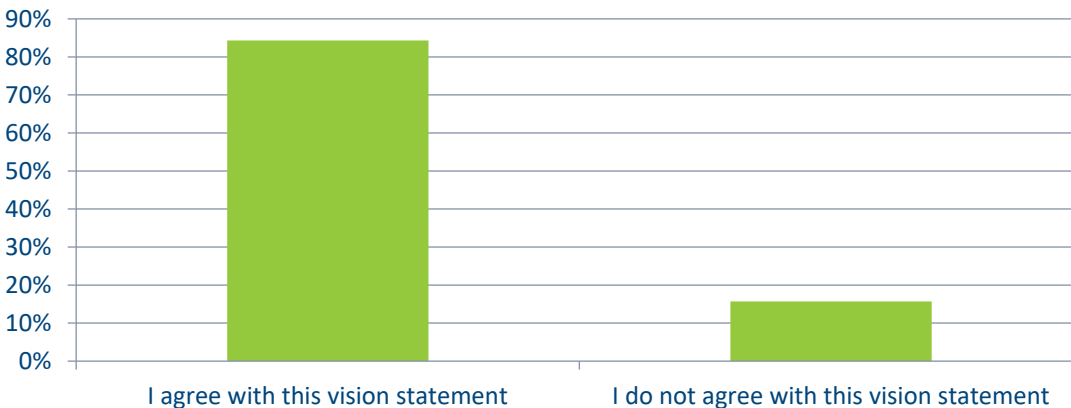
Summary of Online Feedback on Implementation Strategies

- Renovation incluida la official de Correos. (Approximate Translation: Renovation including the official Post Office.)

Node 3: Beaver Ruin Node

Current Vision: Similar to the Jimmy Carter Node, the Beaver Ruin Node is focused on creating higher density, walkable development along Buford Highway, focused on anchor sites that have the greatest potential for redevelopment and greatest visibility to improve the overall look and feel of the corridor.

Figure 29. Total Agreement or Disagreement with Node Vision Statement



Open-Ended Responses:

- Parking Plans must be part of the development (not just for housing but to support restaurants and retail establishments)
- This needs to be focused on getting more volume of traffic through then walk capability. In fact, workability is a massive safety concern.
- Beaver Ruin is a trash street with nothing of value for anyone except getting speeding tickets
- Enough development there
- This area needs attention. The residence deserve to feel safe, they deserve to have green space.
- Conserve nature based assets and conserve.
- This will be a complete waste of money. Take the time to focus on the roads/traffic in this area.
- I understand several developments are ALREADY approved for this area (the apt buildings going in near Old Norcross Road and the Senior Living hi-rise planned where the old roofing company is now). I would not want to see the "strip" shopping center at Beaver Ruin and Buford Highway done away with, but would like to see it improved to look more attractive, have a better parking lot, and attract more/better businesses. The homes already "in" the City, on Davidson Drive, are mostly rentals and the owners 'may' want to sell (I DO NOT support eminent domain-ing them!) and the homes in the Light Circle / Green Valley area, as already mentioned, are of a totally different character and are NOT currently in the City (and don't WANT to be, as all the City has to offer them

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Summary of Online Feedback on Implementation Strategies

that they don't already have from Gwinnett County) is higher taxes and more RULES about what color they can paint their house, what they can plant in their yard, the priveledge of paying the City a fee to cut down a tree (even a DEAD one!) on their property, and more taxes.

- ... "nature based assets are conserved and enhanced."

General Feedback about Future Growth and Development

This final question gave participants the opportunity to give additional open-ended feedback on the City's future development. Recurring topics in the responses include:

1. a desire for more greenspace, trails, and other bike/pedestrian facilities;
2. more density along key corridors such as I-85 and Peachtree Industrial Boulevard; and
3. more dining options and parking downtown.

Open-Ended Responses:

- Yes. I listened to the video of the last public meeting and I was glad to hear comments from Tixie Fowler and Connie Weathers, Sustainable Norcross. We sought property in Norcross for several years before we found the right home to purchase in 2020. I have been attending meetings and listening to learn more about the community before casting my opinions. However, The Platinum Green City Certifications and the actions required to maintain that should NOT be forgotten. It is concerning that these have not been written into the plans (I didn't mention previously because I presumed that work had already been done and would not change). A percentage of green space and protection of it should be part of the plan. This topic should have been included in prior planning meetings with questions on surveys. I believe there are a large number of Norcross who support sustainability and like me, may presume that the city's commitment to it is ongoing.
- Please ensure there are some affordable housing options in the immediate area. You are pricing young families who are just getting started and do not want to rent out of the area.
- More bike paths everywhere. Especially connecting PIB with existing paths and downtown Norcross
- Yes. The downtown Norcross has been promised upgrading to high quality restaurants and upgraded shopping and more desirable shops for over 20 years. NOTHING has happened - the buildings are old, water leaking, smelly and no upgrades - it is a sham
- Downtown Norcross needs to develop like surrounding areas (Duluth, Chamblee, Alpharetta). Norcross needs more restaurants and shops.
- The city needs to concentrate more money, restaurants, anchor stores, and shopping across Buford Hwy close to Summerour up to Brookhollow. Too much crime with gang tagging. Nothing is being done.
- "My additional feedback is regarding green space which I have echoed in a few comments.
Traffic downtown is a disaster near restaurants, parks and residences. I have not seen that policed and I walk downtown daily.

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Summary of Online Feedback on Implementation Strategies

Development is great but the planet is heating up so plant trees and make additional parking not just hot concrete. There are other solutions. "

- Nature based assets are equal in importance to any new and existing development.
- Pedestrian safety for walking. Over train crossings, and streets
- PLEASE give us more dining options downtown....no chain restaurants, chef curated, locally sourced food. Take a play out of downtown Duluth's playbook, so many good dining options there (a restaurant like falling rabbit) would be amazing in our downtown
- Less high density.
- The city should focus all apartments along the 85 corridor
- More support and focus on our town center, not on Buford Hwy, focus should be South Peachtree, existing businesses and merchants, better infrastructure, parking deck that is walkable like all the successful growing town centers in Gwinnett
- Again--do you realize there are NO DECENT LARGE GROCERY STORES within the area of Norcross? NONE. Publix and Aldi's are in Peachtree Corners; another Publix, a Kroger, and a Wal-Mart Supermarket in Duluth; and a Kroger in Lilburn ARE OUR NEAREST CHOICES. There USED to be at least three grocery stores right in Norcross--at N. Norcross-Tucker Road & Buford Hwy, at Jimmy Carter & Buford Hwy, and even a little grocery RIGHT DOWNTOWN (where the tavern is now). Boutiques and gift shops and taverns and beer joints and restaurants have their place--but does Norcross still want to be a FAMILY-FRIENDLY city---or not?
- Parking, parking, parking.
- Please bring more to the forefront the increasingly urgent need to conserve and enhance our dwindling naturally occurring "green infrastructure" -- since last Comp Plan Update, we've lost an alarming amount of tree canopy and stormwater mitigation is not keeping up with the pace of new development.
- Density is good. Please keep on PIB and 85 corridors
- Que no se tire la basura en las calcantarillas ni en zonas cerca de Basques y se haga recoger la basura en zonas de original y negocios, e veces eh Vista donde se collectable El Agua de arroyo Mucha basura (Approximate Translation: Do not throw garbage in sewers or in areas near Basques and have garbage collected in original and business areas, and sometimes eh View where it is collected Stream water A lot of garbage)

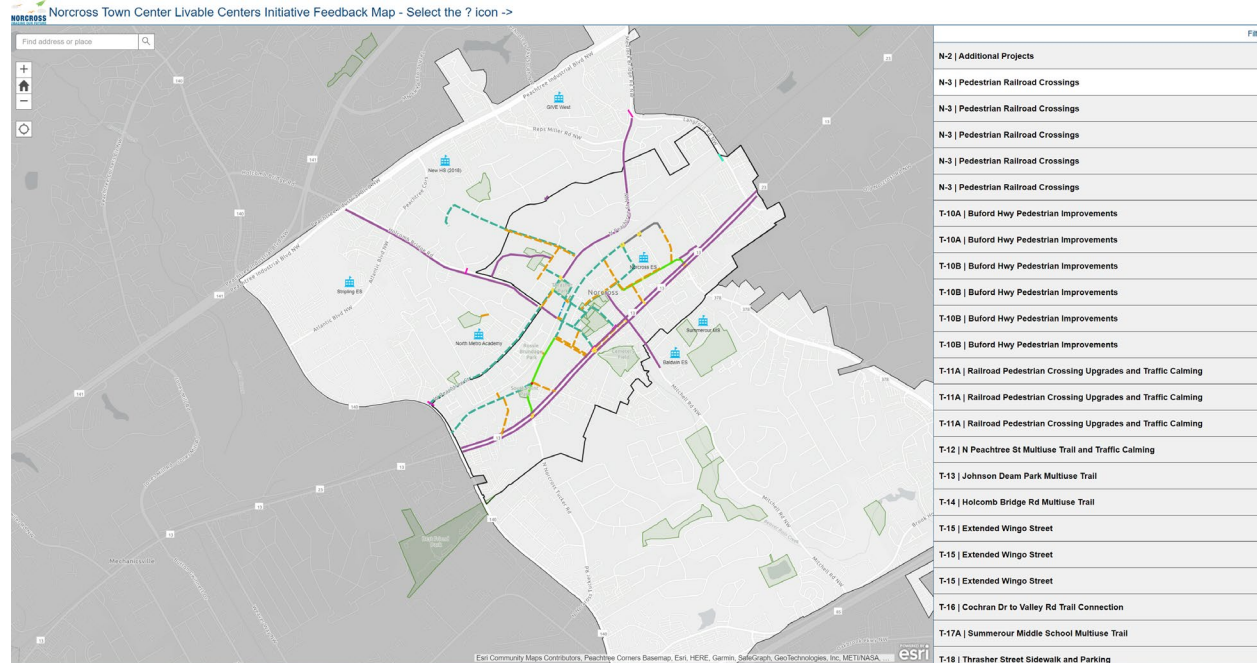
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Summary of Online Feedback on Implementation Strategies

LCI Map Survey

Participants submitted the following comments through the LCI Map Survey, which collected feedback on proposed LCI projects through a map interface, as shown in 30. For each proposed project, the survey asked participants to provide open-ended responses indicating support for or opposition to the proposed project. **The responses are copied exactly as provided; the planning team has not made any adjustments for grammar or spelling.**

Figure 30. Online Map Survey Interface



Additional Projects (N-2)

Project Description: Add a protected pedestrian crossing for the intersection Buford Highway at Summerour Street.

- 1) Yes
- 2) Support
- 3) support

Pedestrian Railroad Crossings (N-3)

Project Description: 5-ft sidewalk on northeast side of Holcomb Bridge Rd from Thrasher Street to S Peachtree Street (200')

- 1) Glad to see this "IF" it's ONLY a pedestrian crossing improvement. However, PLEASE do not imitate the foolishness of Duluth and put the City taxpayers to the HUGE expense of making downtown crossings "silent" (trains can't blow horns). I don't think people REALIZE what a DANGER this is, nor how the horns help make SURE that both cars and pedestrians crossing the railroad KNOW a train is coming! In a "game of chicken" between a car/person and a train--the train ALWAYS wins!

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So yes, make the CROSSING safer--but LEAVE the HORNS alone!!! (remember Norcross was BUILT BECAUSE of the trains--it would be kind of sad and ironic now for the City to give the trains the slap-in-the-face of "we want to pretend you're not there".)

- 2) Support!
- 3) Support!
- 4) Yes
- 5) support
- 6) I support this and think it should be a silent crossing.

Project Description: 5-ft sidewalk on northeast side of Jones St from Thrasher Street to Wingo Street (100')

- 1) Long overdue and very much needed.
- 2) Glad to see this "IF" it's ONLY a pedestrian crossing improvement. However, PLEASE do not imitate the foolishness of Duluth and put the City taxpayers to the HUGE expense of making downtown crossings "silent" (trains can't blow horns). I don't think people REALIZE what a DANGER this is, nor how the horns help make SURE that both cars and pedestrians crossing the railroad KNOW a train is coming! In a "game of chicken" between a car/person and a train--the train ALWAYS wins! So yes, make the CROSSING safer--but LEAVE the HORNS alone!!! (remember Norcross was BUILT BECAUSE of the trains--it would be kind of sad and ironic now for the City to give the trains the slap-in-the-face of "we want to pretend you're not there".)
- 3) Support!
- 4) Support!
- 5) Yes to this plan but no to any plan to keep trains from blowing horns.. they blow for our safety , walkers and vehicles. Please consider putting flashing stop signs at Jones St in front of the Mexican Restaurant, cars go thru this stop sign all the time. At the corner where Dominic's and the Antique shop too. We are the Prayer Walkers and we see a lot of problems right there. With the South End shops opening even more walkers are out day and night. We want that, just want it safer. Thanks.
- 6) Very supportive of the silent zone and safer crossing.
- 7) support

Project Description: 5-ft sidewalk on northeast side of Rowan St from Thrasher Street to S Peachtree Street (200')

- 1) Glad to see this "IF" it's ONLY a pedestrian crossing improvement. However, PLEASE do not imitate the foolishness of Duluth and put the City taxpayers to the HUGE expense of making downtown crossings "silent" (trains can't blow horns). I don't think people REALIZE what a DANGER this is, nor how the horns help make SURE that both cars and pedestrians crossing the railroad KNOW a train is coming! In a "game of chicken" between a car/person and a train--the train ALWAYS wins! So yes, make the CROSSING safer--but LEAVE the HORNS alone!!! (remember Norcross was BUILT BECAUSE of the trains--it would be kind of sad and ironic now

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Summary of Online Feedback on Implementation Strategies

- for the City to give the trains the slap-in-the-face of "we want to pretend you're not there".)
- 2) I haven't seen many pedestrians cross here. I think that the time and money would be better spent prioritizing the pedestrian crossings at Autry, Holcombe, and Park/Jones St bringing residential walkers into downtown retail
 - 3) Support!
 - 4) This is right next to our house-yes!
 - 5) Support! Silent zone—yes!
 - 6) support
 - 7) support
 - 8) I walk all over Historic Norcross 6 days a week... do t think this is a necessary expense and money should be used elsewhere

Project Description: 5-ft sidewalk on southwest side of Autry St from Thrasher Street to S Peachtree Street (200')

- 1) Glad to see this "IF" it's ONLY a pedestrian crossing improvement. However, PLEASE do not imitate the foolishness of Duluth and put the City taxpayers to the HUGE expense of making downtown crossings "silent" (trains can't blow horns). I don't think people REALIZE what a DANGER this is, nor how the horns help make SURE that both cars and pedestrians crossing the railroad KNOW a train is coming! In a "game of chicken" between a car/person and a train--the train ALWAYS wins! So yes, make the CROSSING safer--but LEAVE the HORNS alone!!! (remember Norcross was BUILT BECAUSE of the trains--it would be kind of sad and ironic now for the City to give the trains the slap-in-the-face of "we want to pretend you're not there".)
- 2) Support!
- 3) Support!
- 4) Support!
- 5) Yes, please! It is a tight squeeze for pedestrians and vehicles to cross at the same time. I always have to walk across the rocky parts of the tracks to cross. I have seen so many new crosswalks (and crosswalk signage) and sidewalks go up around the residential areas of Norcross in the past year to make Norcross "walkable" but nothing has been done to get those people safely from the more residential side of downtown to the retail side.
- 6) Yes, I've almost been hit here several times!
- 7) support
- 8) support
- 9) I support
- 10) Supportive of the silent zone.

Project Description: 5-ft sidewalk on northeast side of Langford Rd at railroad crossing (200')

- 1) Yes
- 2) Support
- 3) support

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Summary of Online Feedback on Implementation Strategies

Sharrows (T-2)

Project Description: Jones Street / Park Drive from College Street to N Peachtree St (1,100')

- 1) Supportive of this and all the other bike trails.

City Hall Pedestrian Improvements (T-4A)

Project Description: 8-ft sidewalk with streetscape on the northwest side of Lawrenceville Street between Jones St and Rakestraw St (2,200')

- 1) No really a need, I walk by here 6 days a week and it is sufficient as is... give the fire and police the money if you have need a place to spend it

City Hall Pedestrian Improvements (T-4B)

Project Description: Intersection with textured surface and splitter island at Lawrenceville St and Mitchell Rd

- 1) I walk here 6 days a week and this is not a "need". Please use the money for a need like hiring a new police officer or getting police dogs or raise their salaries

Thrasher Park Area Pedestrian Improvements (T-8A)

Project Description: Sidewalk on southeast side of W Peachtree St between Holcomb Bridge Rd and Park Dr (940')

- 1) Support
- 2) Support

Thrasher Park Area Pedestrian Improvements (T-8B)

Project Description: Enhanced crosswalks for W Peachtree St at Holcomb Bridge Road

- 1) Support
- 2) very much needed. this is a dangerous intersection for pedestrians.
- 3) Not needed.. use money elsewhere

Gateways (T-9)

Project Description: Stone columns with signage on Buford Hwy at Holcomb Bridge Rd

- 1) Ridiculous
- 2) Yes, remind people to slow down and avoid using Norcross as a speedy cut through.

Project Description: Stone columns with signage on Buford Hwy at Mitchell Rd

- 1) And more ridiculous.

Project Description: Stone columns with signage on Holcomb Bridge Rd at LCI Boundary, west of Queens Ct

- 1) Gateways in general: yes, they would look nice - but you all are talking about A LOT of gateway signage. It doesn't really seem like EVERY road in and out of Downtown

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Summary of Online Feedback on Implementation Strategies

Norcross needs an announcement. Unless you are going to be able to do these rather inexpensively, I think these should only be placed on the most traveled paths into the city - with the option of putting only small "Welcome, you are now entering historic Downtown Norcross" street signs on the other roadways. (and this is coming from someone who lives right next to a proposed location and would actually like to have a nice stone entry sign there - I am just trying to stick to the idea of putting funds toward the most useful projects - not just the ones I like).

- 2) I agree fully with the above comment about this being excessive for signage--and to tell you the truth it almost sounds like we citizens of Norcross MUST be paying WAY too much in TAXES to the City--if the current elected officials are so flush with money that they're like kids in a candy store at Christmastime with all these projects-- "Oooh, I want that! Oh, I want that! Oh, and that! And that!" NO THANK YOU---or have you forgotten it's OUR money you're spending?
- 3) support

Project Description: Stone columns with signage on Jimmy Carter Blvd at W Peachtree Street

- 1) Support
- 2) The city must work with the state or whomever to have a traffic light installed at the intersection with West Peachtree and Jimmy Carter Blvd. This should be part of the plan for this "entrance" as it should perhaps include a nice looking stop lights with large poles and not the boring wires; think if you are modernizing the Buford Hwy corridor traffic lights this should match whatever would go there. It will not be a good luck installing a welcome to Norcross entrance without a traffic light and for people to look at this entrance sign while they are in an endless traffic backup to eventually play "Frogger" to turn onto Holcomb Bridge. Doesn't send the right message about Welcome to Norcross when this looks like an area to avoid. Furthermore, someone is going to be seriously injured or killed soon at this intersection. Traffic has grown tremendously here since the Broadstone development and the growth of BIA Charter School and continues to increase.
- 3) I like the traffic light suggestion as well but I also like the stone columns. Main roads into Norcross with columns like entrances. A good way to slow people down and avoid residential streets being used as quick cut through routes.

Project Description: Stone columns with signage on Buford Hwy at Beaver Ruin Rd

- 1) Yes, I support these at major roads into Norcross. Remind people to slow down. Norcross roads aren't designed for speedy cut through routes.

Project Description: Stone columns with signage on Langford Rd at N Peachtree Street

- 1) Yes, if not at Langford, how about putting these at Reps Miller, where residential housing on N. Peachtree Street begin. Also change the speed limit there to 25

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Buford Hwy Pedestrian Improvements (T-10A)

Project Description: 8-ft sidewalk with streetscape on both sides of Buford Hwy between Holcomb Bridge Rd and Mitchell Rd (1,920')

- 1) Yes!
- 2) Yes
- 3) support
- 4) support
- 5) Do not support, no positive only negative impact
- 6) Do not support this plan... see no positive side only negative

Buford Hwy Pedestrian Improvements (T-10B)

Project Description: Enhanced crosswalks on Buford Hwy at Beaver Ruin Rd

- 1) Yes
- 2) support
- 3) support

Project Description: Enhanced crosswalks on Buford Hwy at Holcomb Bridge Rd

- 1) Yes
- 2) support
- 3) support

Project Description: Enhanced crosswalks on Buford Hwy at Mitchell Rd

- 1) Yes
- 2) support
- 3) support

Project Description: Enhanced crosswalks on Buford Hwy at N Northcross Tucker Rd

- 1) Yes
- 2) support

Railroad Pedestrian Crossing Upgrades and Traffic Calming (T-11A)

Project Description: Add a multiuse trail on the southwest side of Holcomb Bridge Rd from S Peachtree St to Thrasher St (200')

- 1) I'm not sure I'm clear on the differences between these T-11A projects and the N-3 projects - are these projects to be considered after N-3 projects have been completed?
- 2) Glad to see this "IF" it's ONLY a pedestrian crossing improvement. However, PLEASE do not imitate the foolishness of Duluth and put the City taxpayers to the HUGE expense of making downtown crossings "silent" (trains can't blow horns). I don't think people REALIZE what a DANGER this is, nor how the horns help make SURE that both cars and pedestrians crossing the railroad KNOW a train is coming! In a "game of chicken" between a car/person and a train--the train ALWAYS wins!

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- So yes, make the CROSSING safer--but LEAVE the HORNS alone!!! (remember Norcross was BUILT BECAUSE of the trains--it would be kind of sad and ironic now for the City to give the trains the slap-in-the-face of "we want to pretend you're not there".)
- 3) I really don't like to see us have SILENT CROSSINGS just to (sorry) "keep up with the Joneses" of what "other" cities (like Duluth) are doing. Ever since I was a little girl, Norcross vs Duluth and Duluth vs Norcross--that rivalry has been there and it is just SILLY! I agree with previous comments that silent crossings are both dangerous and detract from the charm of our town as well as the very reason the city of Norcross was founded (after all--isn't that WHY the City Hall was built to resemble a Train Depot? And the reason the train symbol is on all our merchandising?) And now we want to "silence" our trains--as if we were ashamed of them or considered them a bother, a nuisance? REALLY? Well then, consider this. Because my son is a rail-fan, who almost got a job with Norfolk Southern, he's very "tuned in" to all things trains--and those special crossings that have to be put in for silent trains ARE NOT CHEAP, plus Norfolk Southern DO NOT PAY FOR THAT. The CITY would have to pay for that. And from what he's heard the cost PER CROSSING can be anywhere from \$100,000 to \$300,000 to modify them for silent running of trains. PER Crossing! So does the City really have a minimum of HALF A MILLION dollars to throw around to put in four silent crossings for the downtown rail-road crossings? I beg of you, if that is what these Pedestrian Rail Crossing Improvements involve, NOT to do this!
 - 4) Yes for this and for silent railroad crossings.
 - 5) Support
 - 6) support
 - 7) support
 - 8) support

Project Description: Upgrade Holcomb Bridge Rd pedestrian crossings on both sides with 10-ft multiuse trail crossing tracks with minimal gaps between sidewalk and rail

- 1) A pedestrian crossing here is very much needed. This is a very dangerous intersection.
- 2) Yes
- 3) support
- 4) support

Project Description: Upgrade Jones Street pedestrian crossings on both sides with 5-ft sidewalks crossing tracks with minimal gaps between sidewalk and rail

- 1) Glad to see this "IF" it's ONLY a pedestrian crossing improvement. However, PLEASE do not imitate the foolishness of Duluth and put the City taxpayers to the HUGE expense of making downtown crossings "silent" (trains can't blow horns). I don't think people REALIZE what a DANGER this is, nor how the horns help make SURE that both cars and pedestrians crossing the railroad KNOW a train is coming! In a "game of chicken" between a car/person and a train--the train ALWAYS wins! So yes, make the CROSSING safer--but LEAVE the HORNS alone!!! (remember

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Norcross was BUILT BECAUSE of the trains--it would be kind of sad and ironic now for the City to give the trains the slap-in-the-face of "we want to pretend you're not there".)

- 2) Yes
- 3) support
- 4) support

N Peachtree St Multiuse Trail and Traffic Calming (T-12)

Project Description: Multiuse trail on southeast side of N Peachtree St from Buchanan St to Langford Rd (5,100')

- 1) Personally, I think the sidewalks are sufficient. I see pedestrian traffic but almost never see cyclists. It seems like there are better uses of funds than widen sidewalks to create "trails" accommodate both Cyclists and Pedestrians. I just feel there are far more important projects to make Norcross more "appealing"
- 2) Amen to previous comment! The sidewalks are PERFECT! If you add bicycles to an already heavily used WALKING area (the sidewalks) you've just MADE IT DANGEROUS FOR WALKERS--many of whom are leading young children, pushing strollers, or jogging! This is NOT a good idea, and I consider it a waste of money!
- 3) Support! Currently not safe to ride here, need connection to the trail going north on PIB
- 4) Just need to suggest that the comment that sees DANGER has no idea what they're talking about. Adding bicycles by multi-use path is not dangerous for anybody.- Reason #1 is that GA law says bicyclists over the age of 12 are not legally permitted to ride on sidewalks unless a local ordinance allows. So your sidewalk remains safe for families and strollers and joggers. - Reason #2 is that if bicycles have a multi-use path, they're NEVER going to be on the sidewalk, even for those that are 12 or under.
- 5) support
- 6) support
- 7) If there were safe bicycle paths more residents would cycle. Support.

Johnson Deam Park Multiuse Trail (T-13)

Project Description: Multiuse trail on southwest side of Holcomb Bridge Rd from Peachtree Industrial Blvd to S Peachtree St (6,300')

- 1) Support!
- 2) Yes
- 3) Support
- 4) support
- 5) support

Holcomb Bridge Rd Multiuse Trail (T-14)

Project Description: Multiuse trail from Barton St through Johnson Dean Park, connecting to Holcomb Bridge Rd (2,200')

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- 1) Support! Would prioritize a trail along Langford/Medlock Bridge to connect to the trail along PIB going north, and work with others to extend the PIB trail south to Holcombe
- 2) Yes
- 3) yes
- 4) Support!

Extended Wingo Street (T-15)

Project Description: Add enhanced crosswalks with splitter island on extended Wingo Street at Born Street

- 1) Do not support .. not needed.. I live on Wingo and please use our tax money where needed.

Project Description: Add enhanced crosswalks with splitter island on extended Wingo Street at Hunt Street

- 1) These extensions don't really do anything for me personally, but I could see them being usefully around the school if there is actually a sufficient amount of pedestrian traffic that would utilize the area going to and from the school.
- 2) This isn't really that near the school, nor do students come from that direction (they're coming more from Beaver Ruin and Buford Hwy--I have to traverse that traffic every morning so I see where the cars and walkers are coming from to the school).
- 3) Cannot support this plan.. I live on Wingo and this would be a waste of money in my opinion.. just not needed, please use our tax money wisely , hire another police officer or give some raises!!!

Project Description: Extend Wingo Street to Beutell St with a connection to Hunt Street (3,000')

- 1) I'd actually LIKE to see this street RE-BUILT (it used to be a thru street, many years ago when they were dirt roads). Nice idea! Might help reduce congestion on Lawrenceville St., especially during morning / evening rush hours.
- 2) While it might help some the benefit is just not great enough to warrant the expense. I do not support this
- 3) I'd actually LIKE to see this street RE-BUILT (it used to be a thru street, many years ago when they were dirt roads). Nice idea! Might help reduce congestion on Lawrenceville St., especially during morning / evening rush hours.

Cochran Dr to Valley Rd Trail Connection (T-16)

Project Description: Multiuse trail connecting the cul-de-sacs on Cochran Road and Valley Road (120')

- 1) Out of all the pedestrian, trail, and walking options, this seems like the best bang for buck if you are tryin to create easily accessible, walkable paths for exercise/strolling.

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Only 120' of trail is needed to open up a whole walkable loop from Sunset Dr to Valley Rd, to Cochran Dr, to N Peachtree.

- 2) Support

Summerour Middle School Multiuse Trail (T-17A)

Project Description: Multiuse trail on northeast side of Mitchell Rd from Lawrenceville Street to Summerour Middle School (2,100')

- 1) Yes

Thrasher Street Sidewalk and Parking (T-18)

Project Description: Onstreet parallel parking and a 5-ft sidewalk on the southeast side of Thrasher St from Holcomb Bridge Rd to Park Dr (470')

- 1) I like the landscaping through here better than the idea of a concrete parking area, but it seems like people are parking here anyway during events (and thus destroying the grass/landscaping), so I could see this as a project that would actually provide a useful solution to an actual problem.
- 2) We are very opposed to this, would be extending city parking on a residential street. We are used to the trains but having people talking and slamming car doors would be alarming and awakening during late hours. Rare for cars to parallel park, happens only for well attended concerts. The landscaping is beautiful on both sides of Thrasher.
- 3) The landscaping doesn't get damaged since the wood wall was installed on RR side
- 4) Thrasher Street is a beautiful, residential Street that attracts many pedestrians, and cyclists. We should explore ways to improve walking and cycling on this road rather than adding parking. We do not need to encourage more automobiles on this narrow, lovely, residential street. The city should explore downtown parking in Skin Alley rather than extending into residential areas. I strongly oppose this measure.
- 5) So you want to remove beautiful landscaping and make a residential street even less safe during high traffic times when you have parking options that should be further explored in Skin Alley and around Lillian Web Park? How about no.
- 6) Really want to see this beautiful, family community out friendly park area stay as it is... no more parking ..there should be other parking g spots explored and this needs to remain as is!
- 7) Parking here would take away from all the beautiful landscaping that the city invested.
- 8) No
- 9) I am strongly opposed to this idea. There are already too many cars traveling down Thrasher street (too fast) and there are many children and pets that use this street to get to/from the park.

Sidewalk Gaps New Buford Highway (T-19)

Project Description: 5-ft sidewalk on southwest side of Carlyle St from S Peachtree St to Buford Hwy (1,400')

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- 1) This is a generally comment in regard to all path/sidewalk projects: Is there any actual data as to the amount of utilization by walkers on some of these roads or have y'all just decided to add sidewalks on every road? I can understand paths and sidewalks in well traversed areas, but some of these, I have literally never see a single person walking there - nor is it a typical route to/from any "destination" someone would actually want to walk. There are way too many "path/sidewalk" projects. You all need to collect data on who is using/would actually use some of these paths---take the top 50% on your list that are likely to be used, and ditch the rest! There is no reason to spend so much city money on sidewalks just for the sake of having unused sidewalks just to say "hey, we are walkable!"

Roundabout at N Norcross Tucker Rd and S Peachtree St (T-5)

Project Description: Roundabout at N Norcross Tucker Rd and S Peachtree St

- 1) This intersection has been an accident waiting to happen for many years. A roundabout would be an improvement
- 2) It is quite difficult to see cars coming from the left when you are approaching N Norcross Tucker from S Peachtree, so this could be a useful safety improvement - although just making it an all way stop intersection would likely be much cheaper and just effective if accidents are a concern.

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Webform Comments Collected through Project Website

Comments are copied below exactly as provided, except for the removal of identifying information. The planning team has not made any adjustments for grammar or spelling.

Table 2. Comments Received through Webform

ID	Date	Comment
1	9/14/2023	Hi; I serve on the Tree Preservation Board and am a friend of the Parks, Greenways, and Trails Commission. I feel it's time we introduce a "green infrastructure" component to the Character Areas of the Comp Plan -- where green infrastructure might be defined as, "the interconnected natural systems and ecological processes of a character area that provide clean water, air quality and wildlife habitat while supporting social, economic, and environmental health. For each Character Area I'm suggesting the directive, "conserve and enhance green infrastructure across the landscape." Best wishes and thank you for your consideration!
2	9/25/2023	Get some fixing up of Holcomb Bridge. It looks so dumpy...plant some trees and have the businesses there do some clean up.
3	9/25/2023	Hello, I would like to see more affordable housing.
4	9/25/2023	<p>Resolve current speeding issues throughout town especially on W Peachtree St between Holcomb Br Rd and Jimmy Carter. Active discussions now with Eric Johnson, Matt Zaki, and City Council members.</p> <p>Upgrade Thrasher Park stage. It's too small and current times have outgrown it. Need bigger and more modern stage like Peachtree Corners Town Center. Maybe have a permanent stage at Lillian Webb Park. Remove the current stage from Thrasher Park and expand the Thrasher Park playground.</p> <p>Repurpose the space next to Norcross Library. It's always empty. Only used by skateboarders doing stunts on the concrete benches. Remove the concrete planters and make it into a flat green space with tables, benches, trees on the perimeter of the deck. Example:</p> <p>https://hourwp-p.innoscale.net/wp-content/uploads/sites/4/2017/04/gprendering02.jpg</p> <p>https://www.atlantamagazine.com/news-culture-articles/grant-park-new-parking-deck-rooftop-green/</p>
5	9/25/2023	<p>Wanted to add to my last submission. Regarding thrasher park, if the current stage is removed and moved permanently in Lillian Webb, Norcross can build separate pavilions in Thrasher park to rent out for events. Each pavilion is next to the playground. Expand the playground. Can build newer and more modern bathrooms.</p> <p>To add to my comments about repurposing the space next to Norcross Library, here is another article with some ideas on what it could look like. https://www.gensler.com/projects/People-Deck</p>

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ID	Date	Comment
6	9/25/2023	LCI Study Area Not Inclusive: I feel the area included only considers a portion of the citizens of Norcross. I do not live in the LCI area (Hunter Street corridor) and feel my part of Norcross is missing out on improvements and projects even though my tax dollars will fund these changes. There should be plans to include areas excluded from this plan for similar investment during this time.
7	9/28/2023	As a member of the City's "Tree Preservation Board," and consultant to the "Parks, Greenspace and Trails Commission," wanted to mention again, the importance of including within the overall Vision Statement, and again within the vision statement for each Character Area -- the aspiration that, "nature-based assets" (naturally occurring and human engineered green infrastructure) will be conserved and enhanced throughout the landscape. Thanks so much!
8	9/29/2023	I appreciate you allowing those who also just work downtown (like myself) or live 'near' but not 'in' the city limits, to participate in the survey.
9	9/30/2023	Needed in front of the Mexican Restaurant on Jones street to replace plain stop sign.. cars run this all the time, I walk here 6/7 days a week .. also at Holcomb Bridge and S Peachtree by Dominic's