

REZONING(S):

RZ-2015-005

AMENDED

CITY OF SUWANEE
AMENDED REZONING ANALYSIS

CASE NUMBERS: **RZ-2015-005**
REQUEST: R-100 (RESIDENTIAL SINGLE FAMILY DISTRICT) & C-2 (GENERAL COMMERCIAL DISTRICT) TO PMUD (PLANNED MIXED USE DISTRICT)

LOCATION: WHITE STREET AND INTERSECTION OF WHITE LANE AND BUFORD HIGHWAY

TAX ID NUMBER(S): 7-210-009, 7-210-010, 7-210-100, 7-210-105, 7-210-089, 7-210-063, 7-210-097, 7-210-010a, 7-210-106, 7-209-003, 7-209-097

ACREAGE: 32.2 ACRES

PROPOSED DEVELOPMENT: RESIDENTIAL NEIGHBORHOOD WITH SINGLE FAMILY DETACHED HOMES AND TOWNHOMES

APPLICANT: VANQUISH PROPERTY PARTNERS, LLC
PO BOX 2789
SUWANEE, GA 30024

OWNER(S): MARY ANN FOLGER, DONALD R. JOHNSON, LINDA J. COCHRAN, BEVERLY BURNETTE LONG, MIKE AND ROBIN McGUIRE, SHAWN A. NOLLEN, MARK S. BROCK, TERESA D. KIMBLE, A.M. LASKI, INC.

CONTACT: MIKE EMBRY
PHONE: 404-569-9756

RECOMMENDATION: **APPROVAL WITH CONDITIONS**

RZ-2015-005 AMMENDED ANALYSIS:

This PMUD (Planned Mixed-Use Development) rezoning request is for the construction of a maximum of 205 housing units on the property adjacent to White Street Park. The overall density would be approximately 6 units per acre. The applicant has revised the plans since the original request to incorporate the Planning Department's recommendations from the original analysis.

The revised concept plan shows a mixture of townhomes, small lot single family homes, stacked flats, and master-on-the-main cottages. This is consistent with the proposed land use in the City's recently adopted 2015 Downtown Suwanee Master Plan, which encourages the introduction of

new and smaller housing types. Residential units smaller than 1,400 square feet and carriage houses were both recommended in the Master Plan. This is also consistent with the Comprehensive Plan, which calls for a diversity of housing choices to meet the needs of smaller households, a growing workforce, and an aging population.

The concept plan includes 34 cottages in Phase I, 65 single family homes in Phase II, and 70 townhomes and 36 stacked flats in Phase III. Townhomes would be a minimum of 20 feet wide and a minimum of 1,400 square feet with two car garages; stacked flats would have a minimum unit size of 1,000 square feet and would be in the form of three 3-4 story buildings with elevators and surface parking; single family homes would be a minimum of 1,750 square feet on 35-45 foot wide lots with two car garages; and cottages with master bedrooms on the main level would be a minimum of 1,200 square feet with two car garages. All garages would be accessed by rear alleys.

Per the revised plan, the property closest to White Street Park and Harvest Farm would be developed with smaller scale single family homes, or “cottages.” This is consistent with the 2015 Downtown Suwanee Master Plan. These smaller homes will be compatible with the scale of existing residential along White Street and the prescribed character for the Suwanee Farm District. Small lot single family homes would line both sides of a proposed new linear park in the center of a new street from the main neighborhood entrance at Buford Highway. Small lot single family homes will also line the extension of White Street from Harvest Farm to this proposed new linear park. The new concept plan relocates the densest part of the proposed development to the southern end of the property furthest from Harvest Farm and closest to McGinnis Ferry Road as prescribed in the Comprehensive Plan.

The proposed project implements a desired new network of streets including the realignment of White Street and new multimodal connections to Buford Highway from White Street. The neighborhood would have two access points from Buford Highway and one from White Street. White Street would extend into the new neighborhood from White Street Park. The White Street extension would continue through the neighborhood between the open space adjacent to White Street Park and the single family cottages to connect to Buford Highway approximately 1,500 feet north of McGinnis Ferry Road. A gravel road, White Lane, that currently connects White Street to Buford Highway (shown in Exhibit ‘D’) would be abandoned as part of this development. A new street with a tree lined, linear park down the center would be the main entrance into the neighborhood from Buford Highway, approximately 900 feet north of McGinnis Ferry Road. Three new perpendicular streets within the neighborhood would connect this new street to the White Street extension. These new streets connecting Buford Highway and White Street will improve access to and from this area of Old Town.

In addition to the connective street and sidewalk network within the neighborhood, the proposed development would include a new sidewalk along the western side of Buford Highway from McGinnis Ferry Road to the northern boundary of the property where the White Street extension meets Buford Highway. This would provide a needed and safer connection between the Suwanee multi-use trail system and White Street Park.

The project includes five open spaces. 1) A natural open space of approximately 4.5 acres is adjacent to McGinnis Ferry Road. This area is heavily wooded with mature hard wood trees and a stream running through the bottom of a ravine. 2) The land directly adjacent to White Street

Park would be developed as an approximately 1.3 acre park, which would contain one of the property's three detention ponds. This pond would be designed as a wet amenity pond with paths for walking and biking around the pond that connect directly to the trail within White Street Park and the neighborhood sidewalk network. On-street parking lines the edge of this proposed park. 3) An approximately 1 acre linear park lined parallel guest parking spaces anchors Phase II of the neighborhood. Single family homes front the park on both sides. This linear park is broken into two parts, a passive lawn with trees and a mail kiosk and an active amenity area with a 25 yard pool and community building. 4) A smaller, approximately 1/2 acre passive park near the entrance to the neighborhood from White Street is surrounded by single family homes and cottages. The park is encompassed by parallel guest parking and has a mail kiosk for Phase I. 5) A small 1/4 acre pocket park lined with guest parking and containing a mail kiosk sits at the center of proposed townhomes in Phase III. Phase III also holds the other two detention ponds located in the valleys of the sloping topography of the southern end of the property.

In conclusion, the requested PMUD rezoning and revised concept plan is appropriate for the subject property. This proposed project has the potential to fulfill the one of the goals of the comprehensive plan, to create neighborhoods with their own distinct character. The location of the proposed neighborhood makes it an ideal application of the PMUD district that will create a unique neighborhood adjacent to White Street Park and Harvest Farm, one of Suwanee's unique places. The proposal further implements the Downtown Suwanee Master Plan and Comprehensive Plan by introducing new, smaller housing types that will increase housing choice and meet the needs of current and future Suwanee residents including a growing workforce and an aging population. If approved, conditions should be included to ensure the neighborhood is of high quality and meets the vision of the Comprehensive Plan for the area. As such, the Planning Department recommends **APPROVAL WITH CONDITIONS** of **RZ-2015-005**.

The Planning Department recommends approval with the following conditions for the subject property:

1. Develop in accordance with the concept plan (dated February 22, 2016) and associated attachments and exhibits approved by City of Suwanee, and incorporated herein by reference, with changes as necessary to meet conditions of zoning or other development requirements. This shall include all proposed densities, roadways, land uses, planting, sidewalks, multi-use paths, detention areas, or other proposed features shown on the submitted plan. If needed due to conditions of zoning that require substantial changes to the concept plan, within 180 days of approval, submit revised plans to the City that reflect the changes required herein by the conditions of zoning. Said plan shall be subject to the review and approval of the City Council.
2. Development shall occur consistent with the phases, uses, and development standards outlined as follows and as shown in the "Phasing" exhibit:
 - A. Phase I Conditions:
 - a. All facades facing a public road shall include a covered porch with a minimum depth of 6 feet covering at least 50 percent of the façade. At least one façade for every unit shall have a covered porch with a minimum depth of 6 feet covering at least 50 percent of the façade.
 - b. The small park located near the entrance at White Street shall be redesigned so that the private road separating the homes from the park is eliminated.
 - c. Any mail kiosk shall be designed in a style consistent with the architecture of the primary structures.
 - d. Shall be limited to a maximum of 40 single family detached residential units including those uses found in the IRD zoning district. Said units shall include master bedrooms on the main floor. Garages shall be prohibited from facing any public street. Development within this phase shall be limited to the following standards.
 - i. Minimum lot width: 0 feet
 - ii. Minimum lot size: 0 square feet
 - iii. Minimum front yard: 5 feet from the back of sidewalk but not within the right-of-way.
 - iv. Minimum side yard setback: 0 feet
 - v. Minimum building separation: 6 feet
 - vi. Minimum rear yard setback: 5 feet. Detached garages or surface parking are permitted within the rear yard setback.
 - vii. Minimum unit size: 1,200
 - viii. Maximum building height: 1.5 stories
 - ix. Minimum parking required: 2 spaces per unit. Parking for individual units may be located off site of individual lots in group parking structures to create a more "farmhouse" development character and clustering of buildings.

- x. Carriage homes shall be allowed as an accessory use within this phase subject to the following standards: 1) Minimum unit size: 800 square feet, 2) Maximum building height: 1.5 stories. Buildings or structures shall comply with Section 604.A, B, and C of the City of Suwanee Zoning Ordinance. Exterior finish shall be consistent with the finish of the primary residence.

B. Phase II Conditions:

- a. Include a linear park as shown in the concept plan dated February 22, 2016. This park shall include at least one building constructed as a community facility that is a minimum of 800 square feet. Said facility shall serve as the mail kiosk for the development and a gathering place. A 25-yard-long swimming pool shall be included within this park. The architecture of any building in this phase shall be consistent with a “rural store.”
- b. On the portion of the project adjacent to White Street Park, construct an open space that includes hard surface paths that connect to White Street Park. The landscaping and design of the open space shall be coordinated with the City plans for White Street Park. If a detention facility is constructed within this open space, said facility shall be designed as a wet pond as much as practical. Minimally the facility shall be landscaped with the landscaping approved by the City.
- c. Shall be limited to a maximum of 70 single family detached residential units including all those uses found in the IRD zoning district. Development within this phase shall be limited to the following standards.
 - i. Minimum lot width: 35 feet
 - ii. Minimum lot size: 3,500 square feet
 - iii. Minimum front yard: 5 feet from the back of the sidewalk but not within the right-of-way
 - iv. Minimum side yard setback: 0 feet
 - v. Minimum building separation: 5 feet
 - vi. Minimum rear yard setback: 10 feet.
 - vii. Minimum unit size: 1,750 square feet
 - viii. Maximum building height: 35 feet.
 - ix. Minimum parking required: 2 spaces per unit within a garage or carriage house located behind the rear wall of the primary house it serves.
 - x. Carriage homes shall be allowed as an accessory use within this phase subject to the following standards: 1) Minimum unit size: 800 square feet, 2) Maximum building height: 2 stories. Buildings or structures shall comply with Section 604.A, B, and C of the City of Suwanee Zoning Ordinance. Exterior finish shall be consistent with the finish of the primary residence.
 - xi. All units shall have a front porch with a minimum depth of 6 feet covering at least 75 % of the width of the front façade.

C. Phase III conditions:

- a. Prior to issuance of a development permit for any phase of construction that includes stacked flats, provide a site section showing the relationship between building heights for the stacked flats and any nearby single family residential units or future single family residential units. No stacked flats shall be constructed within a transitional height plane starting at the property line of adjacent single family residential to a height of 35 feet and then extending 30 feet horizontally and then upward at a 45-degree angle.
 - b. Shall be limited to a maximum of 130 single family attached residential units and/or stacked flats including all those uses found in the IRD zoning district. This phase is intended to give flexibility to construct townhomes or stacked flats served by elevators or some combination of the two housing types. Development within this phase shall be limited to the following standards:
 1. Single Family Attached development standards:
 - i. Minimum unit width for attached units: 20 feet
 - ii. Minimum front setback from Buford Highway for attached units: 15 feet
 - iii. Minimum building separation: 20 feet
 - iv. Minimum unit size for attached units: 1,400
 - v. Minimum driveway length for attached units: 20 feet
 - vi. Maximum building height: 3 stories
 - vii. Minimum parking required: 2 spaces per unit within a rear entry garage accessed by a private alley.
 2. Stacked flats development standards:
 - i. Minimum unit size: 1,000 square feet
 - ii. Maximum building height: 3/4 split
 - iii. Minimum building separation: 20 feet
 - iv. Every floor of each building must be served by an elevator
3. Overall development shall not exceed 205 residential units.
 4. A plan book that conveys the character and vision for the new neighborhood including proposed site plan, all building elevations, building materials and colors, illustrations of public spaces, and other relevant information shall be submitted prior to issuance of a development permit. The following requirements shall be incorporated into the plan book:
 - A. Architecture shall be “farmhouse” in style and form.
 - a. For single family detached residential homes this means simple roof lines, metal or architectural shingle roofs, cementitious fiber siding, windows with simulated divided lites, a maximum of 2 different roof pitches with the main roof of the house having a minimum pitch of 6:12 and a maximum pitch of 12:12, a color palette that is unique and incorporates pops of bright colors complimentary to adjacent harvest farm, and the number of materials limited to 2 per house excluding windows, doors and foundations walls.

- b. For single family attached this means at least the use high quality building materials, such as brick and/or stone and windows with simulated divided lites.
 - c. For non-residential or stacked flat buildings, the architecture shall be approved on an individual basis.
- B. The finished floor elevation of the main floor of all single family detached units shall be located a minimum of 18 inches but no more than 3 feet above grade. Units in Phase I may eliminate the minimum standard for accessible units.
- C. Surface parking other than on-street parking shall be located behind or within buildings. Any off-street parking areas shall meet the minimum landscape standards for parking lots as indicated in the City of Suwanee Zoning Ordinance.

The Planning and Inspections Director shall have final approval of the plan book. Said plan book shall become a binding restriction on the structures within the development and may be amended or supplemented subject to the approval of the City.

5. Street Standards: All streets within the development, whether private or public, shall be constructed to City standards as approved by the City Engineer. Any streets shown as grey in the approved concept plan shall be publicly dedicated and accessible. Sidewalks along these streets shall also be accessible to the general public. All travel lanes shall be approximately 10 feet wide except where no designated on-street parking is provided. The minimum width of any roads without designated on-street parking spaces shall be 24 feet from front of curb to front of curb. The extension of White sheet shall include two 10-foot wide travel lanes and 8-foot deep parking spaces on both sides of the road, as much as practical. Outside of the roadway, a minimum 5-foot-wide landscape strip shall provide along both sides of all private and public streets. Within the landscape strip plant 3-inch caliper street trees on 40 foot centers. Provide a root barrier for all street trees. Outside the landscape strip, provide a minimum 5-foot-wide sidewalk on both sides of all public and private streets. Landscape strips and sidewalks are not required for alleys.
6. All rear alleys shall be constructed as approved by the City Engineer and shall be located on private property.
7. Should traffic signalization be determined to be needed, signals shall be mast-arm style signals subject to the review and approval of Georgia Department of Transportation. Any signals installed to serve development of property shall be installed at the expense of the developer.
8. All utilities shall be located underground.
9. The developer shall provide a comprehensive signage plan prior to issuance of a Development Permit. Said signage plan shall minimally address sign standards for any ground signs, wall signs, directional signs, street signs, entrance monuments, and any on-site marketing signs for the project.
10. Provide bicycle racks with a minimum of 5 spaces near the entrance of any non-residential building.

11. Explore meeting detention requirements off site for the detention pond at the north end of the property. If the pond is able to be moved off site in a manner that meets all City requirements, the area may be developed in a manner consistent with Phase I requirements.
12. A direct hard surface bicycle and pedestrian connection will be made into White Street Park connecting the multi-use trail to the trail within the park.
13. A 6-foot-wide sidewalk shall be provided along the western side of Buford Highway from McGinnis Ferry Road to the northern property line of subject property. Said sidewalk shall connect to the multi-use trail along McGinnis Ferry Road.
14. Southern Red Oak trees, or a comparable substitute, shall be planted within a 10-foot-wide landscape strip along Buford Highway on 40 foot centers. Said trees shall be a minimum of 3" caliper trees at the time of planting. If needed, a root barrier shall be planted for all trees adjacent to a sidewalk. An arborist shall be consulted in order to maximize the health and growth of these trees. The Planning and Inspections Director shall review and approve the location and species of trees.
15. Landscaping for the project shall be subject to the approval of the Planning and Inspections Director.

SOUTHERN RAILROAD
(307 R/W)



SUMMARY
 Site Area - 83.2 acres
 Total Number of Lots/Units - 205
 Density - 6.56 lots/units per acre
 Existing Zoning - R100 & C2
 Proposed Zoning - PMUD

PHASE 1
 Single Family Courtyard/Patio Homes

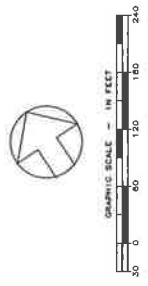
PHASE 2
 Single Family Detached Zero Lot Line Homes

PHASE 3
 Townhomes & Condominiums

NOTES
 1. Proposed locations of Mail Kiosks to be approved by Post Master.
 DATE: 02-22-2016

CONCEPT PLAN

White Lane Tract



4317 Park Drive, Suite 400
 Norcross, Georgia 30093
 Phone: (770) 416-7311
 Fax: (770) 416-6759
 www.carverplans.com



RZ-2015-005

REZONING(S):

RZ-2015-005

**CITY OF SUWANEE
REZONING ANALYSIS**

CASE NUMBERS: RZ-2015-005
REQUEST: R-100 (RESIDENTIAL SINGLE FAMILY DISTRICT) & C-2 (GENERAL COMMERCIAL DISTRICT) TO PMUD (PLANNED MIXED USE DISTRICT)

LOCATION: WHITE STREET AND INTERSECTION OF WHITE LANE AND BUFORD HIGHWAY

TAX ID NUMBER(S): 7-210-009, 7-210-010, 7-210-100, 7-210-105, 7-210-089, 7-210-063, 7-210-097, 7-210-010a, 7-210-106, 7-209-003, 7-209-097

ACREAGE: 32.2 ACRES

PROPOSED DEVELOPMENT: RESIDENTIAL NEIGHBORHOOD WITH SINGLE FAMILY DETACHED HOMES AND TOWNHOMES

APPLICANT: VANQUISH PROPERTY PARTNERS, LLC
PO BOX 2789
SUWANEE, GA 30024

OWNER(S): MARY ANN FOLGER, DONALD R. JOHNSON, LINDA J. COCHRAN, BEVERLY BURNETTE LONG, MIKE AND ROBIN McGUIRE, SHAWN A. NOLLEN, MARK S. BROCK, TERESA D. KIMBLE, A.M. LASKI, INC.

CONTACT: MIKE EMBRY
PHONE: 404-569-9756

RECOMMENDATION: APPROVAL WITH CONDITIONS

PROJECT DATA:

The applicant requests a rezoning of an assemblage of 11 parcels from R-100 (Single-Family Residential District) and C-2 (General Commercial District) to PMUD (Planned Mixed Use Development District) to allow for the development of a new neighborhood adjacent to White Street Park at the intersection of Buford Highway and McGinnis Ferry Road. The property is approximately 32 acres. 6 of the 11 parcels contain single family homes. The majority of the parcels are zoned R-100 (Residential Single Family) with the exception of 2 parcels that front Buford Highway, which are zoned C-2 (General Commercial District).

The PMUD (Planned Mixed Use District) zoning category allows for larger master-planned projects that connect residential uses to non-residential uses, encourages pedestrian mobility, promotes more efficient use of land, and allows for the creation of neighborhoods with their own distinct character.

This PMUD rezoning request is for the proposed construction of 83 single family homes and 110 townhomes. The proposed project would provide a new connective network of streets including 1) the extension of White Street into the neighborhood; 2) a new street connecting White Street to Buford Highway lined with a linear park, a multiuse trail, and on-street parking, 3) a roundabout at the intersection of these two streets; 4) a new sidewalk along the western side of Buford Highway from McGinnis Ferry Road to the northern boundary of the property; 5) and a direct pedestrian and bicycle connection to adjacent White Street Park. Two access points would be provided for the proposed neighborhood via the new street from Buford Highway and existing White Street near the Harvest Farm barn at White Street Park. A dirt road known as White Lane that currently connects White Street to Buford Highway (shown in Exhibit 'D') would be abandoned as part of this development. The new access point onto Buford Highway would be approximately 800 feet north of McGinnis Ferry Road.

The requested rezoning would allow a development that is similar to Three Bridges. Like Three Bridges, the applicant proposes to build a mixture of townhomes and small lot single family homes with front facades of brick and/or stacked stone with cement siding accents. The proposed density is approximately 6 units per acre. Townhomes would be a minimum of 20 feet wide and a minimum of 1,750 square feet with two car garages, and single family homes would be a minimum of 2,000 square feet with two car garages.

The proposed mix of units includes 21 front entry townhomes along White Street at the neighborhood entrance near the Harvest Farm barn. Another 89 townhomes served by alleys and rear entry garages are proposed for the land directly adjacent to White Street Park where the City is currently planning an orchard. The proposed neighborhood would have 51 rear entry, single family homes on 40 foot wide lots. The majority of these would front the proposed linear park along the new street connecting Buford Highway to White Street, the main entrance to the neighborhood. The remainder of the proposal includes 32 front entry single family homes on 45 foot wide lots.

Two detention facilities are proposed to serve the neighborhood. One is proposed for the northeast corner of the property adjacent to White Street Park and Buford Highway, and the other at the southern end of the property between sloping single family lots.

The project includes two open spaces. One is a natural open space of approximately 4.5 acres that is adjacent to McGinnis Ferry Road. The area is heavily wooded with mature hard wood trees and a spring running through the bottom of a ravine. The other is a formal open space of approximately 1.5 acres that runs along both sides of the main road that connecting Buford Highway and the White Street extension.

DEVELOPMENT COMMENTS:

If this request is granted, the proposed project will go through the development review and permitting processes in order to ensure compliance with applicable regulations. A PMUD

(Planned Mixed-Use Development) requires the submittal of a plan book that conveys the character and vision for a new neighborhood including proposed site plan, all building elevations, building materials and colors, illustrations of public spaces, and other relevant information. A development permit will not be issued by the Planning Department until a plan book is approved by the City.

The applicant proposes to bring sewer to the site through the adjacent City owned property and within a stream buffer. If approved, the applicant would need an easement from the City and a variance from stream buffer requirements from the state and the city.

ANALYSIS:

The applicant requests a rezoning to PMUD (Planned Mixed-Use Development) to build 193 housing units on approximately 32 acres of undeveloped and lightly developed land. The proposed development includes 83 single family homes on the southern portion of the property closest to McGinnis Ferry Road and Buford Highway, townhomes on the northern portion of the site closest to White Street and Harvest Farm, and approximately 6 acres of open space. The project would have an overall density of 6 units per acre.

The subject property includes a steep ravine with an active stream running parallel to McGinnis Ferry Road. The applicant proposes to avoid development in and around the stream as is required by the City stream buffer and erosion control regulations. The remainder of the land is capable of supporting the proposed development if sewer is extended to the site.

The property sits directly south and adjacent to White Street Park, zoned R-140. It is bound by the Norfolk Southern railway to the west, McGinnis Ferry Road to south and Buford Highway to the east. The Old Suwanee neighborhood is across the railroad tracks from the property but not within sight. Across Buford Highway, there is an undeveloped parcel zoned O-I (Office-Institutional), a two story office building zoned O-I, and a single family house zoned R-100. An existing truck terminal is on the land across McGinnis Ferry Road. A portion of the property belonging to the truck terminal is located directly adjacent to the southern boundary of the subject property. This remnant piece and the truck terminal are both zoned M-1 (Light Industry).

The Comprehensive Plan calls for this area to be a Mixed Use Village. The 2009 Downtown Suwanee Master Plan further refined the vision for this unique property. The Plan established 10 distinct character districts to guide future development within downtown Suwanee. The proposed development is within the Suwanee Farm Village District, also known as Williams Farm Village District, which is anchored by Harvest Farm at White Street Park. The Plan calls for the Suwanee Farm Village District to be predominately residential and include a mix of dwelling types transitioning to mixed use majority residential development in proximity to McGinnis Ferry Road. Per the vision of the 2009 Downtown Suwanee Master Plan, the conservation area was cultivated into a community garden known as Harvest Farm. It was intended that this park would set the tone for the development of this area.

While plans encourage density at this location, they also encourage a distinct character influenced by the character of adjacent White Street Park. The City has made significant investment in creating a park that fits in with the rural nature of the property surrounding White Street Park. Harvest Farm barn and community garden create a unique identity referencing

Suwanee's agrarian history for this part of Suwanee. The City is currently working on implementing the creation of an orchard at White Street Park as well. These public investments are attracting private investment such as recent renovation of a historic home on White Street. The park will be an amenity to the proposed neighborhood, and the neighborhood should complement and enhance the aesthetic character of White Street Park as well.

The proposed development site plan shows townhomes lining White Street and lining the proposed street terminating into the planned orchard in White Street Park. Townhomes and small lot, single family development are encouraged in the Comprehensive Plan to increase housing choices and affordability and address the needs of smaller households. The proposed development provides this type of housing; however, in this location it may not be appropriate to build townhomes. Unlike Harvest Farm, townhomes are urban in character and are more appropriate closer to Town Center. To achieve desired density without compromising the agrarian character of the Suwanee Farm District, staff recommends allowing a smaller minimum single family house size to allow cottages and small lot single family to be included in this development instead of the townhomes. These smaller building types will be compatible with existing residential along White Street and the Suwanee Farm District and will help make home ownership more affordable for those wanting to live in Downtown Suwanee. Homes smaller than 1,400 square feet and carriage homes were both recommended in the recently adopted Downtown Suwanee Master Plan, which states that cottages and other housing types that permit more compact development would appeal to seniors, young families and others. This is consistent with the Comprehensive Plan, which calls for a diversity of housing types to meet the needs of a growing workforce and an aging population. Substituting these new housing types for townhomes is a way to develop desired density that is more complimentary to the agrarian character of the southern portion of Buford Highway, Harvest Farm and the orchard at White Street Park.

This will also help distinguish the Suwanee Farm Village character area from other areas of Suwanee as is called for in the Downtown Suwanee Master Plan. The recently adopted Plan states that several villages or centers either exist or should be nurtured to enhance their own unique and diverse elements. These areas should not conflict or compete with the other districts, but instead they should complement and complete these districts and the overall offerings within Downtown Suwanee. The Suwanee Farm District is specifically identified in the 2015 Downtown Suwanee Master Plan as one of these potential villages with tremendous opportunity to create a new character area within Downtown.

One of the original challenges identified by the City of Suwanee in the 2020 Comprehensive Plan was to create a unique identity for itself and not be just a series of arteries, subdivisions, and shopping centers like many suburbs across Metropolitan Atlanta. The Comprehensive Plan outlined Suwanee's Vision for the 21st Century stating:

“Suwanee will be a thriving community with distinct character areas that give our City a unique identity within Gwinnett County and the greater metropolitan area of Atlanta. We will be a place where inevitable growth is managed at a human scale and where new development is encouraged to integrate living, working, shopping and playing in close proximity to one another. Suwanee will also continue to be a place that offers some residential areas that maintain the more rural character that we so highly treasure.”

The goal of the plan was to “create a sense of neighborhoods instead of subdivisions within Suwanee’s remaining vacant areas.” As a result, “future development takes on two roles: completion (infill) of land use development patterns already established, and the creation of new and exciting patterns of development in areas where change will be most effective and appropriate.” The latter lends strong support to the creation of Suwanee’s character areas to guide future development in desirable ways that will benefit the City’s residents and businesses.

As a result, the City identified specific “character areas” where development would be targeted and reflect more traditional values of home and neighborhood while at the same time responding to market demand that create the differences in “character” between different locations within the City.

This principle of uniqueness has remained one of the anchor points of Suwanee and has been a guiding principle as Suwanee has evolved. 15 years later, the most recently adopted Downtown Suwanee Master Plan states that “the emerging vision of downtown Suwanee is that of an intentionally connected series of distinct places and character areas.”

The PMUD (Planned Mixed Use District) zoning category was created to allow this type of development and give developers and the City more flexibility from strict land use and zoning regulations to allow for the creation of neighborhoods with their own distinct character. The location of this proposed neighborhood adjacent to Harvest Farm is the ideal application of the PMUD district, and therefore should be used to its fullest potential to create a unique, remarkable development in line with Suwanee’s precedent for high quality and vision for a diverse and thriving downtown.

The project accomplishes two of the recommendations from the Comprehensive Plan and Downtown Suwanee Master Plan. A long time challenge of this area and historic Old Town is the lack of sanitary sewer capacity. This project would help solve this issue by bringing sewer to the west side of Buford Highway and closer to Old Town. The proposed development also implements the desired new network of streets called for in the Downtown Suwanee Master Plan including the realignment of White Street and new multimodal connection to Buford Highway from White Street. This new network would provide a needed and safer connection between the Suwanee multi-use trail system and White Street Park. The proposed location of the new road connecting Buford Highway and White Street will improve access to and from this area of Old Town.

In conclusion, the requested PMUD rezoning is appropriate for the subject property with some modifications. If approved, conditions should be included to ensure that the neighborhood meets the vision of the Downtown Suwanee Master Plan for the area. As such, the Planning Department recommends **APPROVAL WITH CONDITIONS** of **RZ-2015-005**.

Recommended Conditions
RZ-2015-005

The Planning Department recommends approval with the following conditions for the subject property:

1. Develop in accordance with the concept plan (dated October 30, 2015) and associated attachments and exhibits approved by City of Suwanee, and incorporated herein by reference, with changes as necessary to meet conditions of zoning or other development requirements. This shall include all proposed densities, roadways, land uses, planting, sidewalks, multi-use paths, detention areas, or other proposed features shown on the submitted plan. If needed due to conditions of zoning that require substantial changes to the concept plan, within 90 days of approval, submit revised plans to the City that reflect the changes required herein by the conditions of zoning. Said plan shall be subject to the review and approval of the City Council.
2. Development shall occur consistent with the phases, uses, and development standards outlined as follows and as shown in the "Phasing" exhibit:
 - A. Phase I shall be limited to single family detached residential including all those uses found in the IRD zoning district. All residential development shall be limited to rear loaded garages. Development within this phase shall be limited to the following standards.
 - i. Minimum lot width: 40 feet
 - ii. Minimum lot size: 3,500 square feet
 - iii. Minimum front yard: 0 feet
 - iv. Minimum side yard setback: 0 feet
 - v. Minimum building separation: 5 feet
 - vi. Minimum rear yard setback: 10 feet
 - vii. Minimum unit size: 1,750
 - viii. Maximum building height: 35 feet
 - ix. Carriage homes shall be allowed as accessory use within this phase subject to the following standards: 1) Minimum unit size: 800 square feet, 2) Maximum building height: 2 stories. Buildings or structures shall comply with Section 604.A, B, and C of the City of Suwanee Zoning Ordinance. Exterior finish shall be consistent with the finish of the primary residence.
 - x. At least one building within Phase I shall be constructed as a community facility that is a minimum 800 square feet. Said facility shall serve as the mail kiosk for the development and a gathering place. The architecture of this building shall be consistent with a "rural store."
 - B. Phase II shall be limited to single family detached residential including all those uses found in the IRD zoning district. Phase II will include the extension of existing White Street into Phase I. The west side of this road shall be lined with rear loaded detached single family homes subject to the development standards for Detached Single Family listed below. The remainder of Phase II shall be either single family detached units served by alleys or cottages lining or clustering around central

common open spaces. Development within this phase shall be limited to the following standards.

Development Standards for Detached Single Family:

- i. Minimum lot width: 40 feet
- ii. Minimum lot size: 3,500 square feet
- iii. Minimum front yard: 5 feet from the back of the sidewalk but not within the right-of-way
- iv. Minimum side yard setback: 5 feet
- v. Minimum building separation: 10 feet
- vi. Minimum rear yard setback: 10 feet.
- vii. Minimum unit size: 1,200 square feet
- viii. Maximum building height: 35 feet. Buildings shall be 1-2 stories.
- ix. Minimum parking required: 2 spaces per unit within a detached garage or carriage house located behind the rear wall of primary house it serves.
- x. All units shall have a front porch with a minimum depth of 6 feet covering at least 75 % of the front façade.
- xi. Carriage homes shall be allowed as accessory use within this phase subject to the following standards:
 - a. Minimum unit size: 800 square feet
 - b. Maximum building height: 2 stories
 - c. Building or structure shall comply with section 604.A, B, and C of the City of Suwanee Zoning Ordinance.
 - d. Exterior finish shall be consistent with the finish of the primary residence.

Development Standards for Cottages:

- i. Cottages may be clustered and shall have no minimum lot width or lot size.
- ii. Minimum front yard: 5 feet
- iii. Minimum side yard setback: 5 feet
- iv. Minimum building separation: 6 feet
- v. Minimum rear yard setback: 10 feet. Detached garages or surface parking are permitted within the rear yard setback.
- vi. Minimum unit size: 1,200 square feet
- vii. Maximum building height: 18 feet. Structure may exceed maximum by 10 feet with a minimum roof slope of 6:12.
- viii. Minimum parking required: 2 spaces per unit. Parking for individual units may be located off site of individual lots in group parking structures to create a more agrarian development character and clustering of buildings.
- ix. Open Space: 400 sf of open space shall be provided per cottage, with at least 200 square feet for private and 150 sf for common usage.
- x. All units shall have a front porch with a minimum depth of 6 feet covering at least 75 % of the front façade.

C. Phase III shall be limited to single family detached residential uses including all those uses found in the IRD zoning district. Development within this phase shall be limited to the following standards:

- i. Minimum lot width front loaded: 65 feet, rear loaded: 40 feet
- ii. Minimum lot size: 4,000 square feet
- iii. Minimum front yard: front loaded units: 10 feet except that garages shall be set back a minimum of 20 feet, rear loaded: 5 feet
- iv. Minimum side yard setback: 0 feet
- v. Minimum building separation: 5 feet
- vi. Minimum rear yard setback: 10 feet
- vii. Minimum unit size: 2,000
- viii. Maximum building height: 3 stories
- ix. Minimum road frontage: 20 feet

D. Phase IV shall be limited to those uses found in the OTCD (Old Town Commercial District), single family detached residential, or single family attached residential. All single family residential development shall be limited to rear loaded garages served by a rear alley. Single family detached residential shall be subject to the development standards for Phase I. Single family attached units shall be a minimum of 20 feet wide, a minimum of 1750 square feet, and a maximum of 35 feet in height. Any other uses shall be subject to the requirements of the Old Town Overlay District and the development standards for OTCD.

3. Overall development shall not exceed 193 residential units.

4. A plan book that conveys the character and vision for the new neighborhood including proposed site plan, all building elevations, building materials and colors, illustrations of public spaces, and other relevant information shall be submitted prior to issuance of a development permit. The following requirements shall be incorporated into the plan book:

A. Architecture shall be agrarian in style and form.

- a. For single family detached residential homes this means simple roof lines, metal or architectural shingle roofs, cementitious fiber siding, wood windows with simulated divided lites, a maximum of 2 different roof pitches with the main roof of the house having a minimum pitch of 6:12 and a maximum pitch of 12:12, a color palette that is unique and incorporates pops of bright colors complimentary to adjacent harvest farm, and the number of materials limited to 2 per house excluding windows, doors and foundations walls.
- b. For single family attached this means at least the use high quality building materials, such as brick and/or stone and wood windows with simulated divided lites.
- c. For non-residential buildings the architecture shall be approved on an individual basis.

B. The finished floor elevation of the main floor of all single family detached units shall be located no more than 3 feet above grade.

- C. A hedgerow or decorative fence shall be provided between the multi-use trail and adjacent single family lots to delineate the public and private open space. Hedgerows shall also be used to screen any exposed mechanical equipment.
- D. Surface parking other than on-street parking shall be located behind or within buildings. Any off-street parking areas shall meet the minimum landscape standards for parking lots as indicated in the City of Suwanee Zoning Ordinance.
- E. Anchor vistas down main streets and courtyards with larger buildings with agrarian character.
- F. All garages shall be located behind the rear wall of the house it serves.

The Planning and Inspections Director shall have final approval of the plan book. Said plan book shall become a binding restriction on the structures within the development and may be amended or supplemented subject to the approval of the City.

- 5. Streets shall be 25 feet wide measured from back of curb to back of curb. Minimum 5 foot wide landscape strips shall be provided on both sides of the road directly adjacent to the back of the curb. Within the landscape strips, street trees shall be planted on 40 foot centers. Said street trees shall comply with the requirements of the Buffer, Landscape, and Tree Preservation Ordinance. Minimum 5 foot wide sidewalks shall be provided on both sides of all the roads adjacent to the landscape strips. Street "A" shall also include a median as shown on the concept plan (dated October 30, 2015). Said median shall be subject to the approval of the City Engineer. Any street that will convey through traffic shall include "bulb outs" a minimum of 8 feet wide in order to accommodate on-street parking on both sides of the road. The right-of-ways for all streets shall be of sufficient width to contain all of the above and allow for future maintenance. The final size of the right-of-way shall be subject to the approval of the City Engineer. Construct said roadways to meet the standards of a local street. The proposed front building line may be adjusted accordingly to maintain the relationship between buildings and the back of curb. Final road design shall be reviewed and approved by the City Engineer. Streets shall comply with City of Suwanee construction standards pertaining to thickness, depth, compaction, construction methods and materials. Said streets shall be two pass streets
- 6. All rear alleys shall be constructed as approved by the City Engineer and shall be located on private property.
- 7. Should traffic signalization be determined to be needed, signals shall be mast-arm style signals subject to the review and approval of Georgia Department of Transportation. Any signals installed to serve development of property shall be installed at the expense of the developer.
- 8. All utilities shall be located underground.
- 9. The developer shall provide a comprehensive signage plan prior to issuance of a Development Permit. Said signage plan shall minimally address sign standards for any ground signs, wall signs, directional signs, street signs, entrance monuments, and any on-site marketing signs for the project.

10. Provide bicycle racks with a minimum of 5 spaces near the entrance of any non-residential building.
11. Explore meeting detention requirements off site for the detention pond at the northeast corner of the property. If the pond is able to be moved off site in a manner that meets all City requirements, the area may be developed in a manner consistent with Phase II requirements or Phase IV requirements.
12. A linear park with multi-use trails shall line the new street connecting Buford Highway and White Street. A roundabout will be built at the intersection of this new street and White Street.
13. A direct hard surface bicycle and pedestrian connection will be made into White Street Park connecting the multi-use trail to the trail within the park.
14. A 6 foot wide sidewalk shall be provided along the western side of Buford Highway from McGinnis Ferry Road to the northern property line of subject property. Said sidewalk shall connect to the multi-use trail along McGinnis Ferry Road.
15. Southern Red Oak trees, or a comparable substitute, shall be planted within a 10 foot wide landscape strip along Buford Highway on 40 foot centers. Said trees shall be a minimum of 3" caliper trees at the time of planting. If needed, a root barrier shall be planted for all trees adjacent to a sidewalk. An arborist shall be consulted in order to maximize the health and growth of these trees. The Planning and Inspections Director shall review and approve the location and species of trees.
16. Landscaping for the project shall be subject to the approval of the Planning and Inspections Director.

Standards Governing Exercise of Zoning Power

Pursuant to Section 2006 of the City of Suwanee Zoning Ordinance, the City finds the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the unrestricted use of property and shall govern the exercise of the zoning power therewith.

- A. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;

The proposed rezoning for the construction of townhomes and single family homes would permit a use that is not suitable in view of the adjacent White Street Park and community garden, Harvest Farm. Harvest Farm is agrarian in character and benefits aesthetically from the current rural environment of its surroundings. While detached single family homes could be designed in a way to complement and add to the agrarian character of Harvest Farm, townhomes are more urban in character and are not appropriate within view of Harvest Farm.

- B. Whether the zoning proposal will adversely affect the existing uses or usability of adjacent or nearby property;

Approval of the request would not likely affect the existing uses or usability of nearby property. This development will actually aid any future development of nearby property by bringing sewer and connectivity to the area.

- C. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;

The subject property has a reasonable economic use as currently zoned.

- D. Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools;

Approval of the request likely would not result in excessive or burdensome use of existing streets, transportation facilities, utilities or schools.

- E. Whether the zoning proposal is in conformity with the policy and intent of the Land Use Plan;

The proposed concept is in conformity with the general policy and intent of the Land Use Plan, however it does not have a non-residential component prescribed for the Mixed Use Village designation.

- F. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;

The concept proposed by this development has the potential to accomplish many of the goals of both the Comprehensive Plan and the Downtown Suwanee Master Plan. However, the plan as

submitted requires additional modification in order to meet the goals of City's plans for a unique project.

REZONING APPLICANT'S RESPONSE
STANDARDS GOVERNING EXERCISE OF THE ZONING POWER

Pursuant to section 2006 of the 1998 Zoning Ordinance, the city council finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to the unemstricted use of property and shall govern the exercise of the zoning power.

Please respond to the following standards in the space provided or use an attachment as necessary:

- (A) Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property:
The proposed use is suitable and compliance to nearby properties. It is also suitable within the Downtown plan

- (B) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property:
The zoning proposal will complement the existing use and increase the tax base on western side Buford Highway and with the Buford Hwy road improvement project form McGinnis ferry to Town Center North


- (C) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned:
It has some economic use, however this plan will give a greater economic use

- (D) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools:
No The new development will improve the streets access, utilities and will competet the New Buford Hwy Road improvement Project

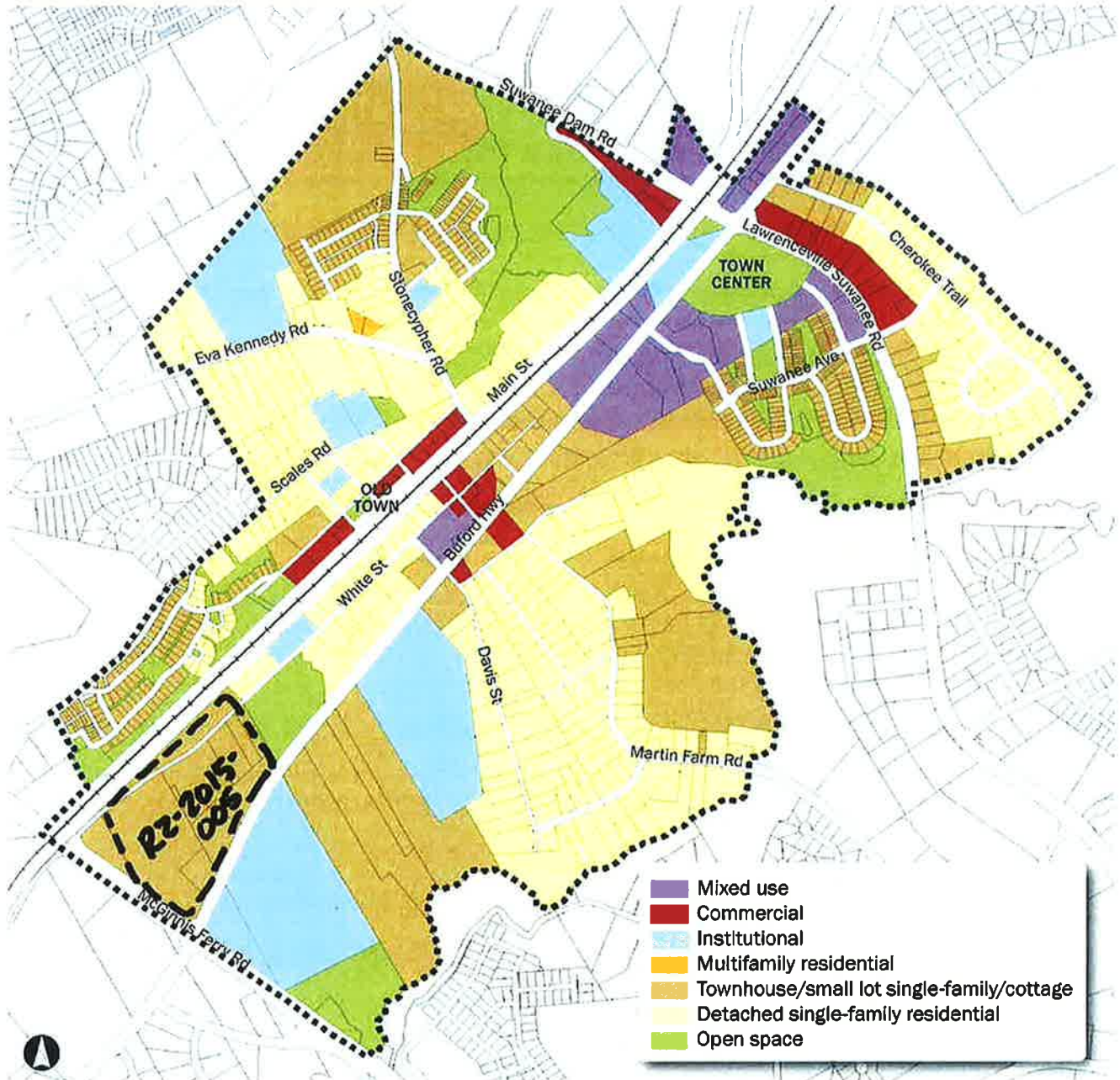
- (E) Whether the zoning proposal is in conformance with the policy and intent of the land use plan:
Yes It is in conformity with the land use plan of City Suwannee

- (F) Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal:
Our plan is consisted with other zoning decisions for Suwanee. The Town Center Pathway will blend into the Buford Highway improvement Project and walkability of the Town Center Pathway usability with linking parks and pathways

CITY OF SUWANEE USE ONLY

Date Received: 10/30/15 Case No.: 22-2015-005 Accepted By: 

PROPOSED FRAMEWORK PLAN

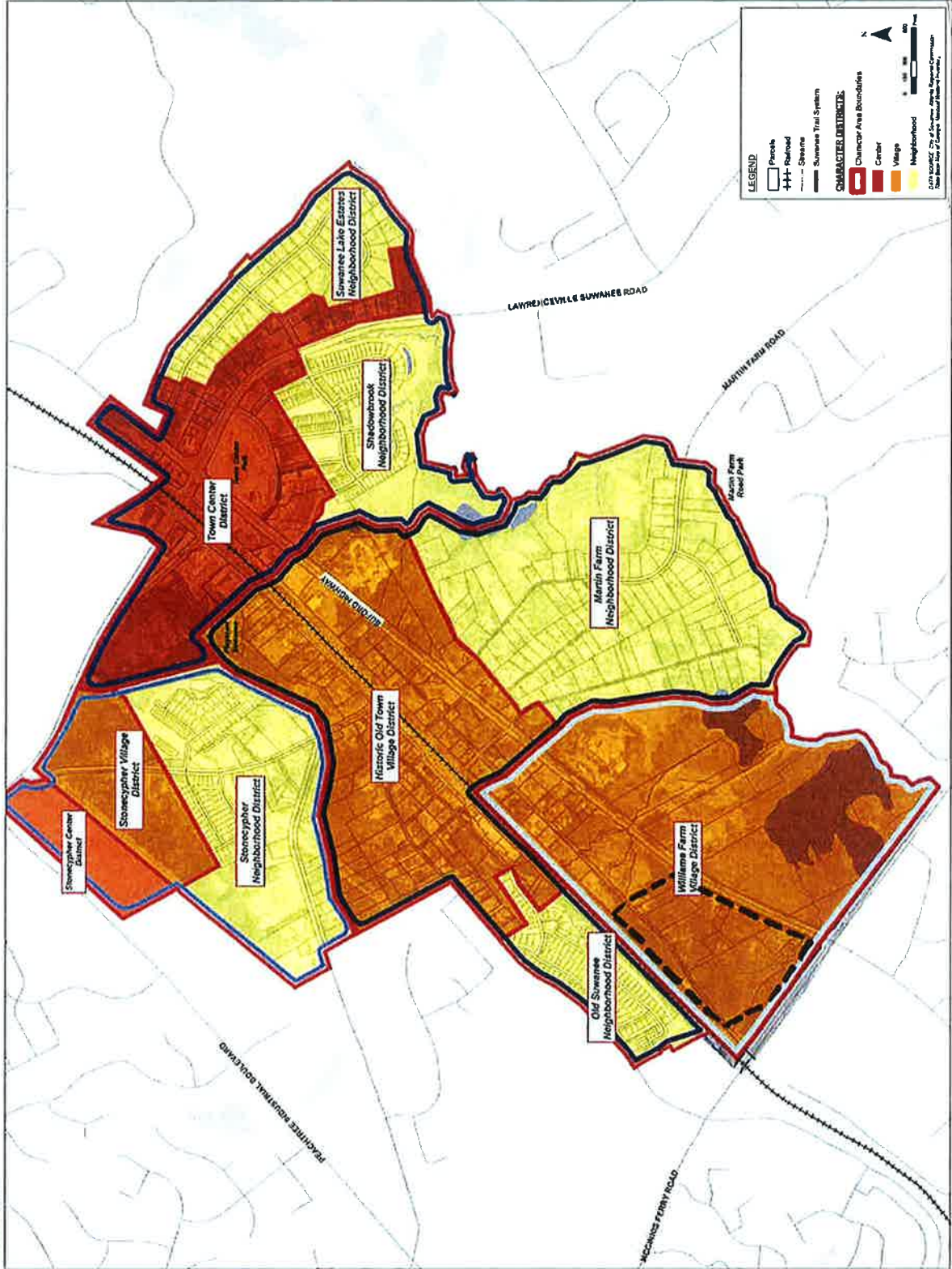


Land use categories shown here and described on the following page are intended to be general groupings to guide the character of redevelopment. Photos are shown for illustrative purposes only and present only two alternatives for what may be appropriate in each category.



DOWNTOWN SUWANEE CHARACTER DISTRICTS

COUNTY ENGINEER/PLANNING
MANAGER/PLANNING
USE COMMISSION
AND LOCAL AGENCIES
DRAFT
March 2007





Examples of "Cottages"



Examples of "Rural Store" Typology

RZ-2015-005



RZ-2015-005 revision sub-A-1 10/2016

PHASING PLAN

Exhibit B

RZ-2015-005

Legend

-  RZ-2015-005
-  Streets
-  Rail

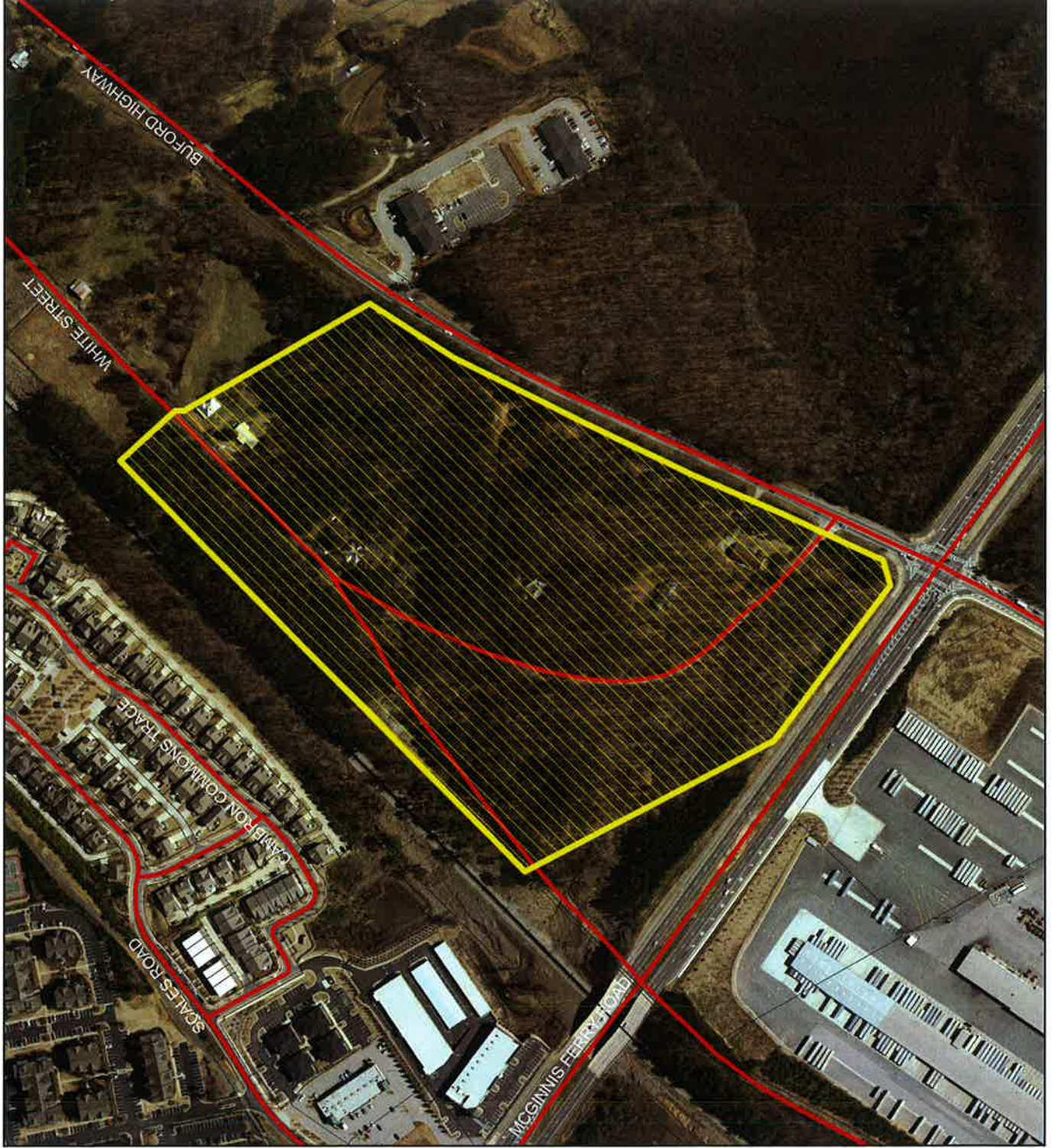
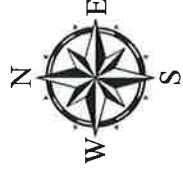














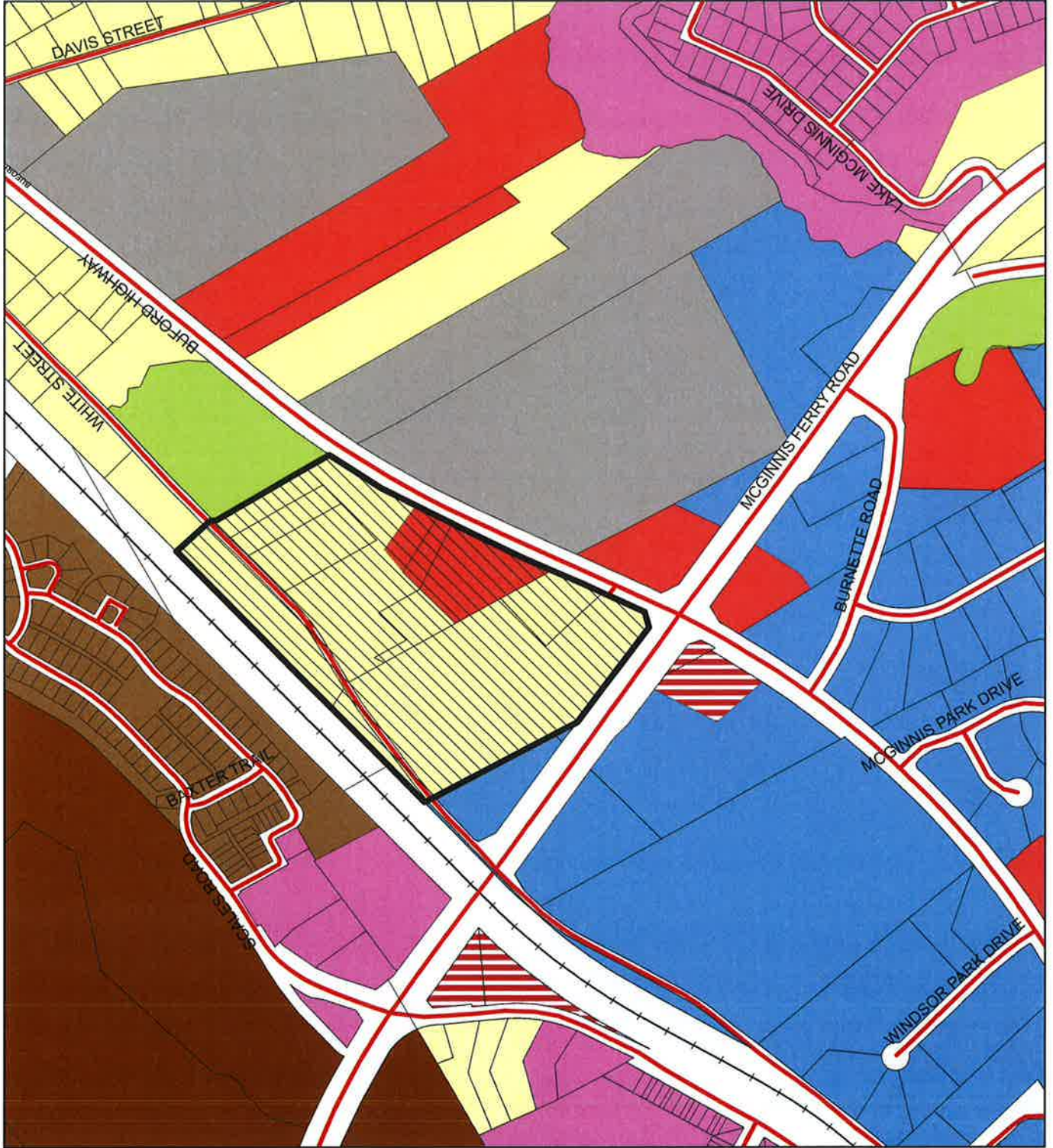
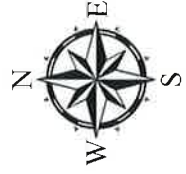
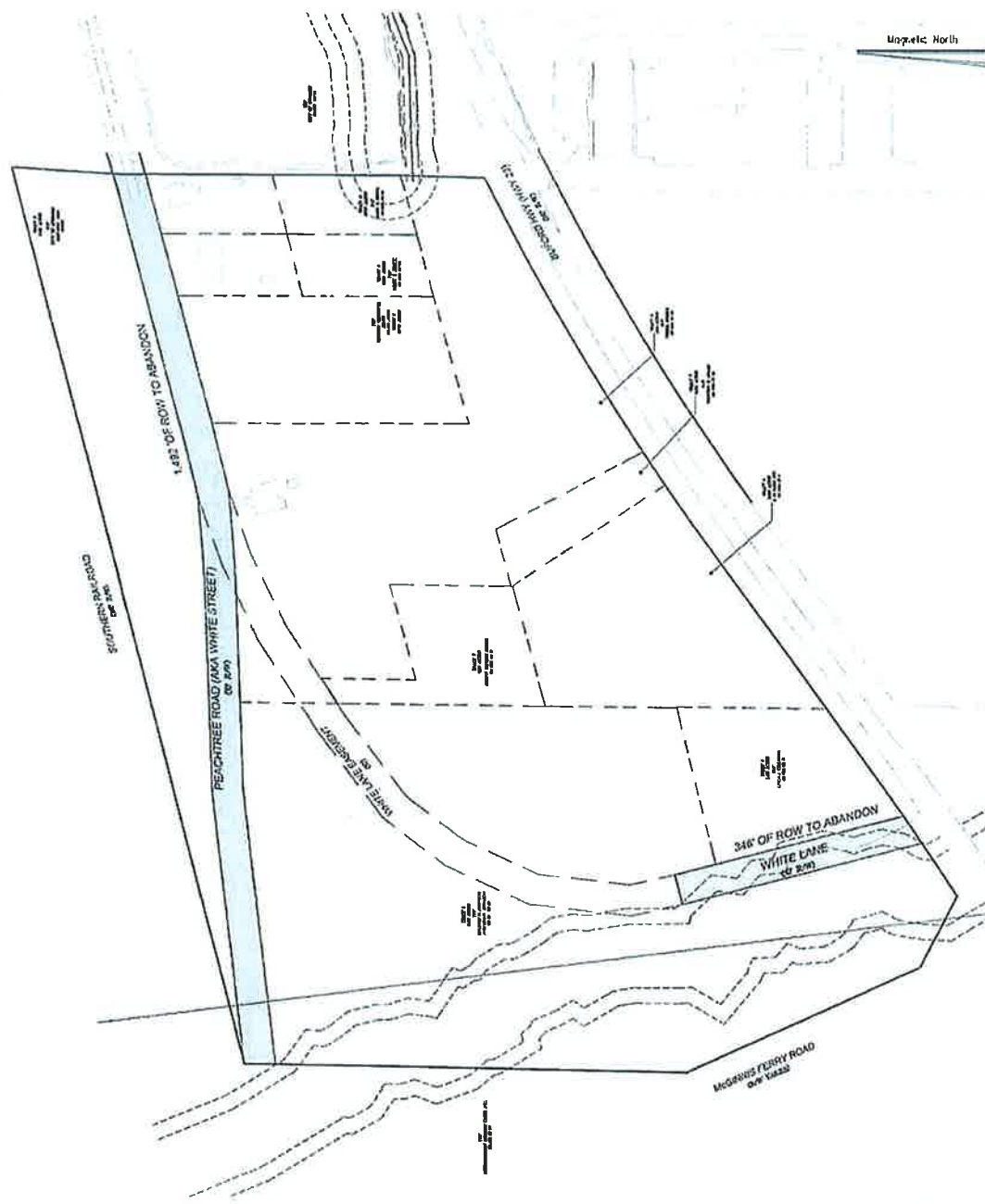


Exhibit C

RZ-2015-005

- Legend
-  RZ-2015-005
 -  Streets
 -  C-2
 -  RM8
 -  RM6
 -  R140
 -  OI
 -  C-2A
 -  C-3
 -  M-1
 -  PMUD
 -  R-100
 -  R-85
 -  Rail





CONSULTANTS

4317 Park Drive, Suite 400
Norcross, Georgia 30092
Phone: (770)416-7511
Fax: (770)416-6097
www.hartgeisell.com



22-2015-005

Exhibit "D"

