



# SUWANEE, GEORGIA

## 2030 COMPREHENSIVE PLAN



### A COMMUNITY AGENDA

#### APPENDIX

October, 2008



prepared for The City of Suwanee by Urban Collage, Inc. and Coyne Planning Associates, LLC.



# 5.0 Appendix



## 5.1 COMMUNITY PARTICIPATION PROCESS:

The creation of this Community Agenda has truly been a community effort for the City. This process has spanned a year in which time numerous public meetings were held. The public was notified about these meetings through the city website and through the print media. Interested individuals of the community exhibited their dedication and interest by actively participating in the meetings.

The process was structured in a manner that provided continuation of the planning efforts carried out since the preparation of the last Comprehensive Plan. The following pages summarize the meetings and activities that were held through the process. First, the goals and objectives of the old plan were reviewed. This was then translated to issues and ideas for the City which helped in the formulation of a city-wide vision. This vision was molded out of multiple exercises that were visually and verbally oriented. The city was then divided geographically into areas based on character, development and where the people envisioned change. These areas were then focussed into through block exercises that built the city in parts and created a framework for the plan. These exercises finally helped identify focus areas within the city that would face the most change over the coming years and translated them into land use, circulation, and development direction for the future.

Individual meetings too were structured uniformly. Each meeting summarized the aim of the planning process, summarized and inferred conclusions from previous exercises and finally concluded with a new activity. All meetings were designed to be highly interactive and they provided multiple opportunities for dialogue between the participants and planners and for them to provide their opinions and comments and to engage in dialogue with the planners.

### LIST OF MEETINGS HELD:

- |                            |                               |
|----------------------------|-------------------------------|
| 1. Task Force Meeting #1:  | May 3rd 2007, Thursday        |
| 2. Task Force Meeting #2:  | May 17th 2007, Thursday       |
| 3. Stakeholder Interviews: | June 14th 2007, Thursday      |
| 4. Stakeholder Interviews: | June 15th 2007, Friday        |
| 5. Task Force Meeting #3:  | June 21st 2007, Thursday      |
| 6. Task Force Meeting #4:  | July 19th 2007, Thursday      |
| 7. Task Force Meeting #5:  | August 23rd 2007, Thursday    |
| 8. Task Force Meeting #6:  | September 27th 2007, Thursday |
| 9. Task Force Meeting #7:  | October 18th 2007, Thursday   |
| 10. Task Force Meeting #8: | November 29th 2007, Thursday  |
| 11. Task Force Meeting #9: | March 27th 2008, Thursday     |
| 12. Public Hearing:        | April 22nd 2008, Tuesday      |

**TASK FORCE MEETING PARTICIPANTS**

**CITY COUNCIL**

Dave Williams, Mayor  
Kevin McOmber  
Jeanne Rispin

Nick Masino, Former Mayor  
James Burnette Jr.

Jace Brooks  
Dan Foster

**PLANNING COMMISSION**

Pete Charpentier  
Joy Mitchell

Anthony Manners

Earl Mitchell  
Jodi Nevels

**PARTICIPANTS**

Tucker Balch  
Probal Banerjee  
Joni Baraban  
John Barrett  
Toby Blackwell  
David Bouchelle  
Monica Bozonier  
Leslie Busino  
Allison Cain  
KC Cavanaugh  
Bryan Cohen  
Jim Collins  
Joanne Collins  
Adrian Cotasaenz  
Sheila Crumrine  
Leah Cunningham  
James Davenport  
Vince DeSilva  
Andy Duncan  
Tracy Duncan  
Becky Duran  
Mike Eddy  
Beau Fields  
Linda Fleming  
John Gammage

Gary Gillespie  
Herb Godfrey  
Dick Goodman  
Melissa Grace  
John Green  
Ashley Grothe  
David Hancock  
Brenda Harris  
John Hartz  
Carol Hassell  
Michael Haun  
Jon D. Highfield  
Aimee Highfield  
Paula Hill  
F. Wayne Hill  
Bob Hogberg  
Walt Hyzer  
Susan Hyzer  
Chris Johnson  
Dora K. Johnson  
Brian Johnston  
Warren Jolly  
Mark Joshi  
Rita Joshi  
Janet Kennedy

Chris Kennedy  
Paul Kopp  
Alan Landers  
Jimmy Lenahan  
Jerry Little  
Carl Maduri  
Scot McAfee  
Sheri McAfee  
Tom McConnell  
James McGarvey  
Cathy McNally  
Monty Montgomery  
Pat Montgomery  
Ryan Neilan  
Shirley Noe  
Kevin O'Brien  
Tim O'Rear  
Uday Parekh  
Nilam Parekh  
Larry Pettiford  
Sheila Pettiford  
David Pierce, Sr.  
Rick Porter  
William Rau  
Winship Rees

Tom Rees  
Henry Rodriguez  
Robert Rohloff  
Jim Sanders  
Renate Sanders  
Steve Skowronski  
Lynne Slimmon  
Joy Still  
Susan Taylor  
Bill Thee  
Phil Tickle  
Richard Trice  
Brian Trotter  
Kevin Tweedle  
Cathy Velo  
Kathleen Walls  
Rick Welsch  
Roxanne Welsch  
Bob Wheeler  
Gary Wickham  
Karen Williams  
Lee Williams  
Corbitt Woods

**CITY STAFF**

Marty Allen, City Manager  
Denise Brinson  
Joshua Campbell  
Lynne DeWilde

Mike Jones, Police Chief  
Mary Ann Jackson  
Jane Keegan  
James Miller

Elvira Rogers  
Wesley Rogers  
Jessica Roth  
Amie Sakmar





## **WORKSHOP SUMMARY - Task Force Meeting #1**

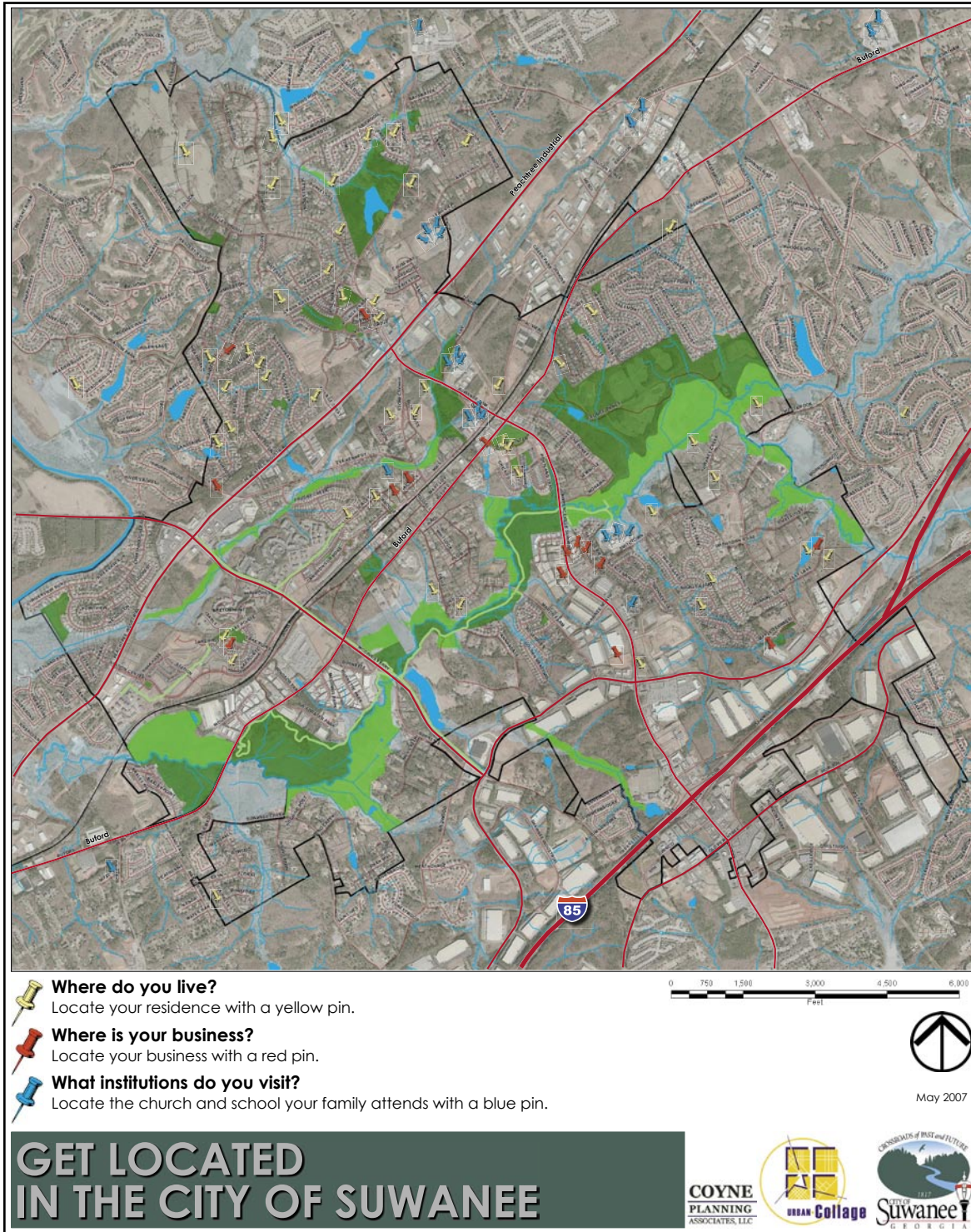
### **Thursday May 3rd, 2007**

Meeting Overview: This meeting was the first gathering of the 2030 Task Force. The purpose of the meeting was to introduce the team and the process for the 2030 Comprehensive Plan.

#### MINUTES:

- People were asked to locate their places of residence, work and the institutions they frequent using colored pins on a map. It was found that the people attending the meeting represented a good cross section of the city and came from all its areas.
- Marty Allen gave a brief introduction.
- Mayor Masino spoke briefly about the comprehensive plan and its requirements.
- The planning teams of Urban Collage and Coyne Planning LLC were introduced.
- Suwanee's vision for the 21st Century was recapped, along with a very brief introduction to a Comprehensive Plan and the planning structure that is required for the plan.
- The organization of the participants for the project was explained, followed by an introduction to the process and schedule.
- Glenn Coyne made a presentation of "Comp Planning 101" where he covered the following topics:
  - o Why do we plan?
  - o What happens if we don't plan?
  - o Planning in Georgia
  - o The Comp Planning process
  - o The community agenda
  - o How the plan is implemented
  - o Relationship to county efforts
- Looking back, the growth of the city was explained briefly, along with a description of the planning efforts made by the city, including the 2000 Comprehensive Plan.
- Marty Allen presented a series of maps that showed the change in the city between 2000 and the present. These included the city limits, residential area, open space and park land, vacant land available for development and the street network.
- Bringing it forward, what is the charge for 2007?
- Two exercises were carried out for the participants of this meeting. One was to locate areas in the city where they would like to see some change (using red dots). The other was to review the goals and strategies of the previous Comprehensive Plan so as to get a handle on the areas where the plan succeeded and what still needed attention.
- The next steps in the process were outlined and people were asked to sign up for the working group if they were interested.

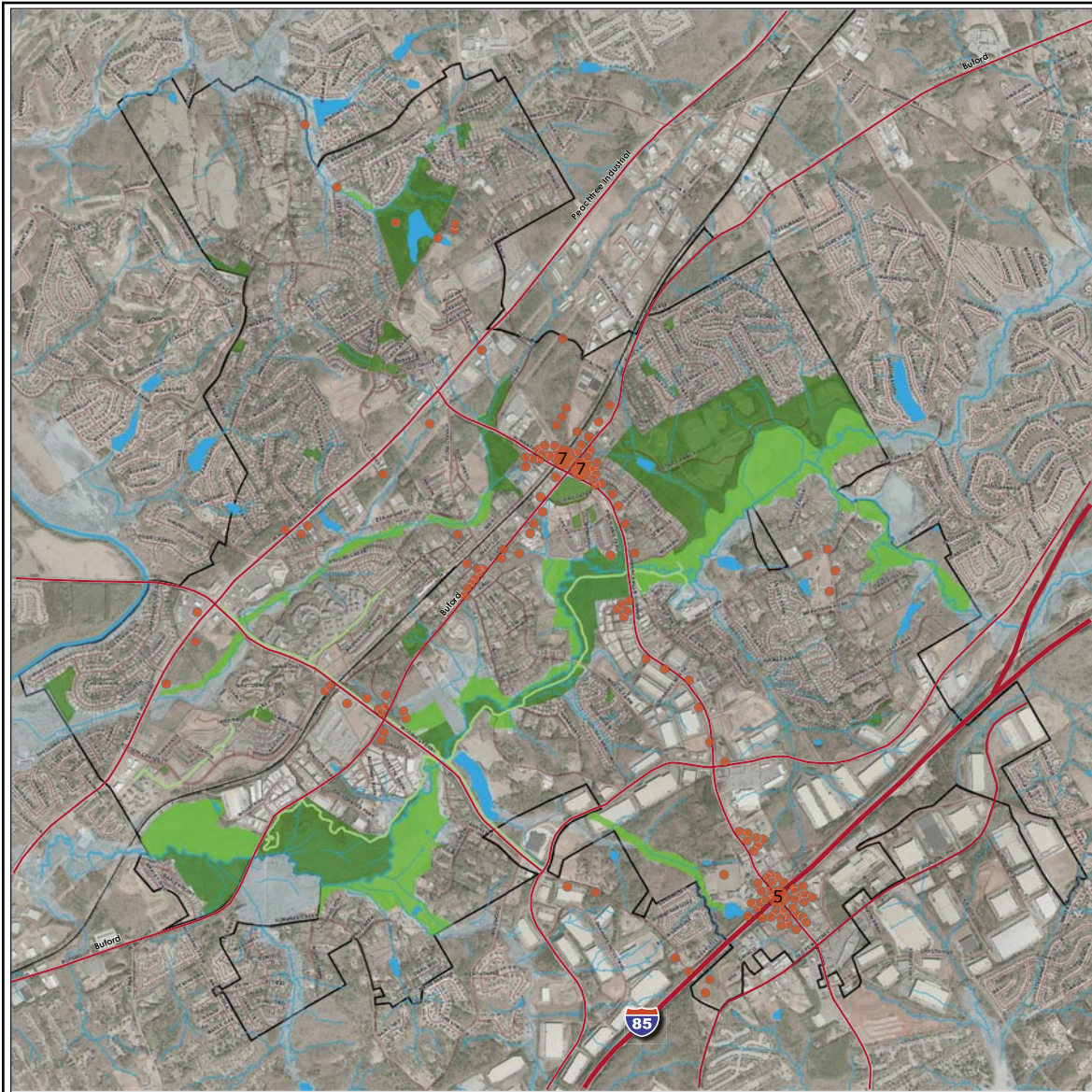
# Participant Location



This map illustrates the locations of the task force participants' places of residence, work and other places that they frequent.



# Areas for Change



**Do you feel that some areas in the city need to change?**  
Place a DOT showing your preference for areas that could change.



May 2007

## POTENTIAL AREAS OF CHANGE IN THE CITY OF SUWANEЕ



*This map illustrates the areas that participants felt were in need of change.*

### REVIEWING GOALS AND STRATEGIES...

...for **Land Use**: develop a land use pattern and structure that complements the vision of a traditional American town

- 34 6 - Ensure that future land use decisions are consistent with long-range planning goals and promote social and economic well-being.
- 31 5 2 - Implement a land use plan / policy for neighborhoods that supports traditional town values and a sense of community.
- 31 9 - Assure that convenient and attractive retail uses are available.
- 10 20 - Encourage and promote clean, high tech industrial development.
- 2 37 2 3 - Promote pedestrian-oriented development that minimizes car trips.
- 29 6 - Create an identity for the city through urban design.

■ Agree & Implemented   
 ■ Agree & not Implemented   
 ■ Disagree & Implemented   
 ■ Disagree & not Implemented

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### REVIEWING GOALS AND STRATEGIES...

...for **Housing**: increase executive housing and provide opportunities for first-time buyers and quality rentals

- 6 29 - Protect residential areas from encroachment by incompatible uses or adverse environmental conditions.
- 20 19 3 4 - Encourage residential densities and designs that ensure varied living areas and housing types.
- 4 10 5 9 - Maintain a supply of available land for future housing development.
- 23 12 - Design quality and long-term value into residential development through high-standard site design.
- 13 17 3 - Assure that people who work in Suwanee have the opportunity to live in Suwanee.

■ Agree & Implemented   
 ■ Agree & not Implemented   
 ■ Disagree & Implemented   
 ■ Disagree & not Implemented

SUWANEE 2030 COMPREHENSIVE PLAN COYNE PLANNING ARCHITECTURE

### REVIEWING GOALS AND STRATEGIES...

...for **Community Facilities**: provide the best possible public facilities and services for City citizens and businesses

- 15 14 - Encourage infrastructure development that matches city growth.
- 7 19 - Assure adequate water and sewer service for future development.
- 20 9 9 - Ensure that police services have adequate personnel and coverage.
- 25 2 - Work with the county to maintain quick fire / EMS response times.
- 27 2 - Provide park and recreational facilities to enhance quality of life.
- 28 - Make the Greenway Plan an integral part of the land use plan.
- 25 6 - Meet health needs of residents through a combination of private and public sources.

■ Agree & Implemented   
 ■ Agree & not Implemented   
 ■ Disagree & Implemented   
 ■ Disagree & not Implemented

SUWANEE 2030 COMPREHENSIVE PLAN COYNE PLANNING ARCHITECTURE

### REVIEWING GOALS AND STRATEGIES...

...for **Transportation**: provide a transportation system that keeps pace with growth and allows mobility options

- 4 27 - Coordinate transportation facilities and services to coincide with development demands.
- 34 2 - Increase access to and from I-85.
- 22 13 - Continue to develop an intermodal transportation system in association with Gwinnett County.
- 2 29 6 - Invite placement of the Suwanee Commuter Rail station in a convenient and accessible location.

■ Agree & Implemented   
 ■ Agree & not Implemented   
 ■ Disagree & Implemented   
 ■ Disagree & not Implemented

SUWANEE 2030 COMPREHENSIVE PLAN COYNE PLANNING ARCHITECTURE

### REVIEWING GOALS AND STRATEGIES...

...for **Natural and Historic Resources**: protect and nurture the natural and historic environment of the city

- 35 6 - Protect the natural, historic and scenic qualities of the city.
- 19 31 - Encourage preservation of historic structures and tree canopies.
- 19 36 - Support the preservation and enhancement of historic downtown - Old Town.

■ Agree & Implemented   
 ■ Agree & not Implemented   
 ■ Disagree & Implemented   
 ■ Disagree & not Implemented

SUWANEE 2030 COMPREHENSIVE PLAN COYNE PLANNING ARCHITECTURE

### REVIEWING GOALS AND STRATEGIES...

...for **Economic Development**: strengthen and sustain the economic base of Suwanee

- 3 29 2 - Attract professional, highly-skilled employment to corporate and industrial areas of the city.
- 9 17 4 3 - Respond to trends toward telecommuting, and to demand for live-work arrangements for home-based offices and stores.
- 4 21 5 13 - Continue to attract quality retailers for commercial areas.
- 5 28 2 - Encourage economic vitality in the historic center of Old Town.
- 26 10 - Enhance the architectural environment and aesthetics of the city.

■ Agree & Implemented   
 ■ Agree & not Implemented   
 ■ Disagree & Implemented   
 ■ Disagree & not Implemented

SUWANEE 2030 COMPREHENSIVE PLAN COYNE PLANNING ARCHITECTURE





## **WORKSHOP SUMMARY - Task Force Meeting #2**

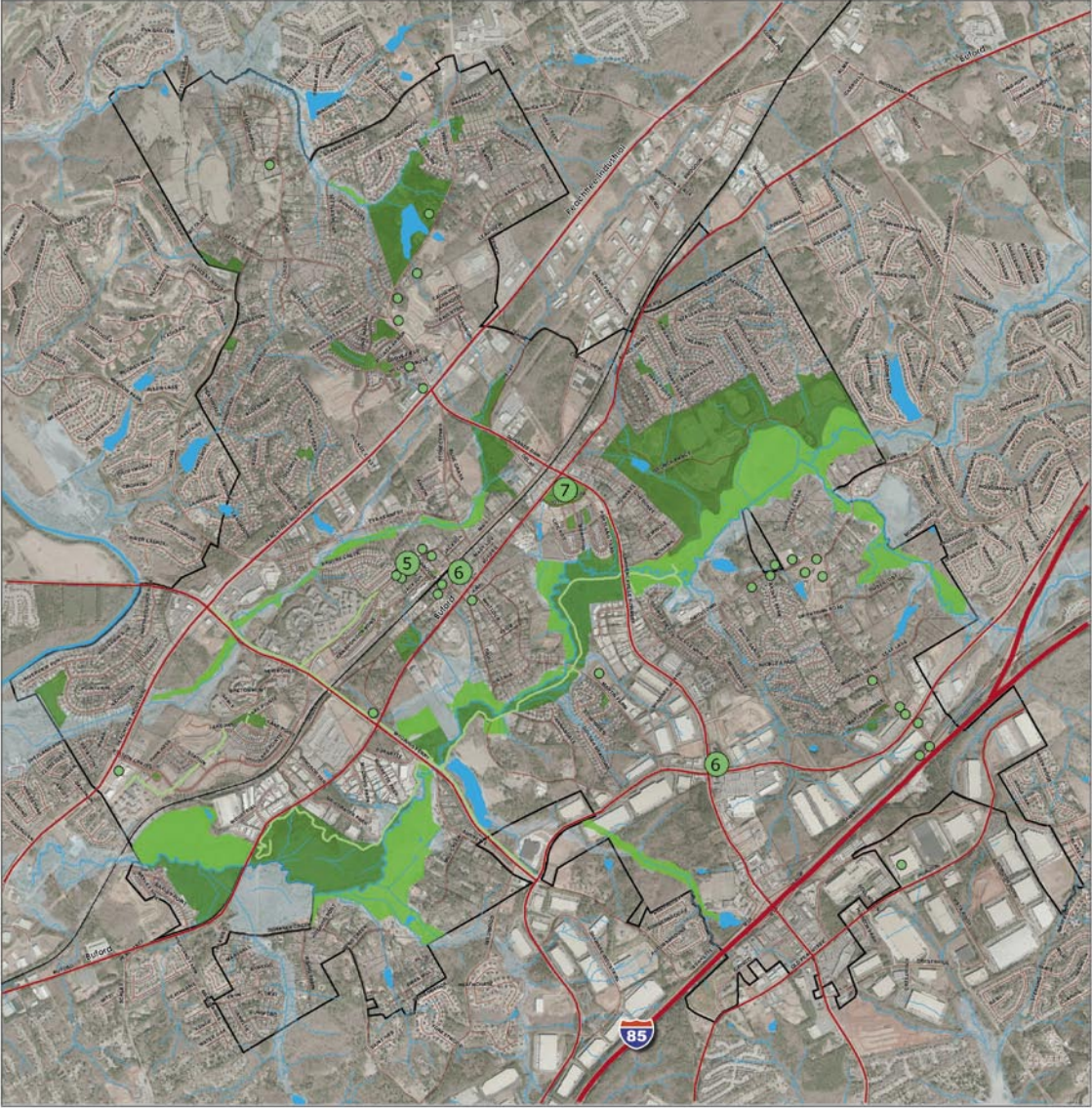
### **Thursday May 17th, 2007**

Meeting Overview: This meeting was the second gathering of the 2030 Task Force. The purpose of the meeting was to review the county-level findings of the Unified Community Assessment, presented by Steve Logan of Gwinnett County.

#### MINUTES:

- Marty Allen gave a brief introduction.
- John Skach reviewed the Community Agenda process and gave a recap of the two interactive exercises conducted at the first Task Force meeting (results attached).
- Steve Logan presented the preliminary county-level findings on future trends in demographics, economic development, and housing. The County is simultaneously updating three documents through this effort; the 2020 Comprehensive Plan, the Comprehensive Transportation Plan (CTP), and the Consolidated Plan (for housing and block grant funding). Some of the highlights include:
  - o By 2030, the county's population will grow to over 1 million, projected to be slightly higher than ARC forecasts;
  - o The county and its cities (especially Norcross, Buford, Lawrenceville and Lilburn) have seen a dramatic increase in Hispanic residents since 1990;
  - o Median household income will grow slightly, but decline when compared to gains in the region;
  - o The county has a larger percentage of higher incomes than the state or region, but the percentage of residents living below the poverty level is increasing in places; overall, income levels in the county are equalizing;
  - o The rate of job growth is stronger than the Atlanta MSA, the state, or the nation; the county's contribution to the gross metro product has more than doubled to 13.3%;
  - o Gwinnett residents have an average commute time of 30 minutes, and most drive alone.
- Steve also talked briefly about the county's scenario-building effort which had just begun.
  - o The three scenarios are slow growth, fast growth, and middle of the pack growth. National economic trends, possible large scale upheavals or disasters, and other factors are considered in making the scenario projections.
  - o The City of Suwanee should monitor these scenarios and incorporate their findings – as appropriate – into the projections for the future growth of the City.
- Steve finished his presentation with an overview of the ongoing county Comprehensive Transportation Plan (CTP) and its preliminary findings, which include:
  - o Using 2015 projections of 860,000 residents and 400,000 jobs, the LOS (level of service) for the afternoon rush hour in 2015 will be at capacity or congested for about 90% of all major thoroughfares in the county, and for almost all those in the western half;
  - o The duration of congestion for most arterials in the western half of the county will increase from less than two hours to between four to eight hours, and in some cases greater;
  - o Vehicle hours of delay in 2015 for almost all of the county's roads west of Lawrenceville will be 25-50 hours, a significant increase from 2005

# Areas of No Change



**What are the areas in the city you don't want to see change?**  
Place a DOT showing your preference for these areas.

May 2007

## SPECIAL PLACES IN THE CITY OF SUWANEЕ

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This map illustrates the areas that participants felt needed no change

- Steve made the point that even if all the potential road improvement projects were made by 2015, the congestion would not significantly decrease; and there is a serious funding shortfall to even consider most projects.
- For Suwanee, the most significant short-term transportation project that has been programmed and funded is the McGinnis Ferry Road Extension project through the City.
- The members of the public had several questions for Mr. Logan, primarily on issues related to transportation and future funding of improvements.
- John Skach summarized the importance of coordinating with the Gwinnett County planning effort. Throughout the next several months, the planning team will be facilitating discussions and workshops to address the future of the City of Suwanee.
- Toward that end, John invited the attendees to participate in two more interactive exercises – one to identify areas that should not change, and one to flesh out preliminary issues and goals.

## **PRELIMINARY ISSUES & GOALS**

### **LAND USE**

- There is an overall lack of connectivity between residential areas and their surroundings (lack of walkability)
- There is a lack of consensus on “Density” and “Growth” (some in favor, some against)
- There is a lack of office/high tech land uses
- Communities should be sustainable to improve quality of life. They should allow people to walk between their residence, work, recreation, retail, dining and health facilities.
- Design communities such that layout encourages and facilitates civic engagement.
- Increase pedestrian and bicycle connectivity between parks, retail and schools.
- Relocate the Metal Products Company and redevelop the property in Old Town Suwanee.
- Prohibit excessive dense development.. .“do not build anymore in Suwanee.”
- Increased density is okay / desirable but only in certain locations and only if done well.
- It may be time to consider “redevelopment” in addition to “development”.. .there are some older (non-historic) areas that need to be re-done...or will be by 2030.
- The I-85 / Lawrenceville-Suwanee interchange area is a prime candidate for redevelopment and land use changes (intensification? more office? economic development? gateway?).
- Development should be concentrated in the Town Center area, important to make a cohesive “downtown” including a connection to Old Town.
- Strategic annexation may be worth exploring.
- Increase in density should correspond with transportation improvements.
- Prime development opportunities exist across Town Center and around the new McGinnis Ferry project.
- Consider the entire city as a “mixed-use” area.
- Bear in mind that industrial uses will change in the future.
- Follow the idea of growing “slowly” and “carefully”.



## HOUSING

- There is a lack of diversity in housing types/products, particularly housing for the elderly/early retirees...minimal opportunities for "aging in place"
- There is a need for housing in "mixed-use" settings
- There is a lack of consensus on "multi-family" and "affordable" housing
- Maintain and increase homes of higher value, while using the Town Park and other centers of influence to attract affluence.
- Limit, eliminate, and prevent low-income housing especially on any property in Old Town.
- Affordable housing should be made available.
- Decrease the number of apartments.
- Provide housing options for people of all ages, especially seniors with fixed incomes... but bear in mind that it may come with an increased burden on services
- Provide mixed-use developments like Shadowbrook, but unlike Village Grove.
- Decrease the quantity of homes built, and prevent the building of larger homes (concern over being "priced out").
- Housing design/construction standards are important to maintain "quality" construction (newer housing has been of lesser quality).
- Be strategic about using tax or other incentives/tools.

## COMMUNITY FACILITIES

- There is a perceived need for a wider array of community facilities/amenities to meet the needs of a diversifying population
- There may be a need for satellite medical services...or at least increased access to existing facilities (particularly considering an aging population)
- A year-round/indoor community pool should be provided in at least one of the city parks.
- Community facilities should meet market demands.
- Community facilities should meet the needs of different age groups, ranging from youth to elderly.
- Increase attention to the connections between community facilities (including schools).
- Be mindful of the impact of growth and development on local schools.
- There needs to be more of a focus on the "arts" (performance, visual, cultural, etc.).

## TRANSPORTATION

- There is a need for an increase in transportation mobility options such as: bikes, buses, light-rail, commuter-rail, sidewalks, trails etc.
- There is a general lack of connectivity and/or a "grid" system (inter parcel and city-wide)
- I-85 Interchange needs significant improvement
- McGinnis Ferry Road needs to be widened/improved.
- Manage the intersection of Peachtree Industrial Blvd. and Suwanee Dam Rd.
- There is an emerging need for local and regional transit connections (e.g., light rail, commuter rail, connections to MARTA, downtown circulator, etc).



- Discuss funding for transportation improvements through tax options.
- Do not sink public money into problems that can be solved by the private sector, but remove impediments to private transportation initiatives.
- The transportation network should be more grid-like and limit cul-de-sacs in new developments; it should provide interparcel connectivity and cross-parcel access.
- Create a network of sidewalks for access to parks and retail from residential areas.
- Increase the number of bike lanes in the city.
- Control traffic through traffic signal management.
- Promote creative alternative modes such as golf carts, segways, etc.
- Parking management is increasingly important (including public safety).
- Continue to improve sidewalk safety by providing sufficient lighting.
- Redevelopment will lead to traffic problems around Town Center.
- A desire to address traffic circulation on a local level for getting around within the city as opposed to pass-through commuters.

### NATURAL & HISTORIC RESOURCES

- There is an overall and pervasive concern for Old Town...lack of consensus on "preservation" versus "infill development"
- How do we balance "growth" with the preservation of the overall character of Suwanee?
- Designate specific areas for historic preservation (Old Town?)
- Do not change Old Town, leave it alone.
- Promote development (and redevelopment) that emphasizes a "historic" look & feel.
- Ensure parks remain sustainable and vibrant.
- Integrate Suwanee's greenways with other cities and county greenways.
- Reinforce protection of stream corridors, buffers, wetlands and overall water quality.
- Increase greenway connectivity to parks, schools and community facilities.
- There needs to be more street trees (tree canopy preservation?).

### ECONOMIC DEVELOPMENT

- There is a need for business attraction including the creation of highly-skilled jobs (e.g., office, high-tech, biotech, etc.)
- Economic development needs to be sustainable over the long term. Additional retail is still desirable.
- Encourage new retail and office space that is more sustainable, less likely to be unoccupied over time.
- I-85 interchange area is a prime candidate for significant economic development.
- Promote high-tech, biotech, and energy-tech businesses and industry.
- Limit sizes of retail establishments (big box) in certain locations (where access or visual character is an issue).
- Promote and enable efficient and desirable home-based businesses.
- Target jobs towards the local residents.

## WORKSHOP SUMMARY - Task Force Meeting #3 Thursday June 21st, 2007

Meeting Overview: This meeting was the first gathering of the 2030 Working Group. The purpose of the meeting was to introduce the team to their tasks and to start a discussion that would help clarify views on conflicting issues.

### MINUTES:

- Following a brief introduction by Marty Allen, Bob Begle identified the timeline for the planning process and spoke about the role played by the individuals of the working group.
- He then steered the discussion to identify relevant stakeholders whose inputs would be valuable to the planning process. (This working group is not represented by anyone from the south and south-east areas of the city.)
- Glenn Coyne provided a recap of the Gwinnett County community assessment with facts relevant to Suwanee.
- The planning team reviewed the preliminary issues identified through previous exercises and proceeded to hold a discussion about issues that conflicted with each other. The issue discussed at length was that of density with relation to economic development and housing.
- The meeting concluded with a few lines spoken about the next steps and the distribution of a photography exercise.

### **SNAP UP SUWANEE!**

**I wish we had .....**

Take photographs of any building, place, object, idea, etc. that you wish was present in Suwanee.



**I bet you didn't know we had .....**

How well do you know your city? How about sharing its secrets with everyone!



**Man I hate this .....**

Take photographs of any building, place, object, idea, etc. that you hate in the city.



**My favorite thing about Suwanee is .....**

What building, place, object, idea, etc. in the city do you hold close to your heart?



## Working Group Meeting #1: Results

- **Pay attention to what the city has done right so far!**
- **Follow the idea of growing "slowly" and "carefully"**
- Look beyond the city.
- 2007 Population = ~16,000 & projected 2030 population = ~24,000

### **LANDUSE**

- Calculate available vacant land for each future land use category
  - Single Family = 156 acres
  - Commercial/Retail = 97 acres
  - Industrial = 87 acres
  - Institutional = 2 acres
  - Mixed-Use Center = 191 acres
  - Mixed-Use Village = 175 acres
  - Office/Professional = 69 acres
  - Vacant cleared land = 7 acres
- Quantify the amount of office, etc. available in areas surrounding Suwanee (~10 square miles)
- Existing height limits = 35' to 45'
- It may be okay to increase building heights around I-85
- Increase in density should correspond with transportation improvements
- Prime opportunities for development exist across from Town Center
- Focus development around the new McGinnis Ferry project
- Think of the entire city as "mixed-use"
- Be a leader in mixed-use development
- Keep in mind that industrial uses could be different in a few years

### **ECONOMIC DEVELOPMENT**

- Target jobs towards the local residents
- There is a need for a projection of revenue vs. cost. This will give an idea of the revenue to be generated and an idea of budgeting
- People have a hard time finding high-tech workers within the city
- Increase in jobs could result in more commuters driving into the city

### **TRANSPORTATION**

- Redevelopment around Town Center will result in traffic problems in the area
- The McGinnis Ferry project MAY start in about two years time. Will this be able to divert traffic impacting Lawrenceville-Suwanee Road?

### **COMMUNITY FACILITIES**

- The city may be a prime location for a hospital but there are many difficulties to be overcome before something of this scale can develop
- It is difficult to find care for the elderly within the city or around it



# SUWANEЕ 2030 COMPREHENSIVE PLAN

**COYNE  
PLANNING  
ASSOCIATES, LLC**



## **WORKSHOP SUMMARY - Task Force Meeting #4**

### **Thursdays July 19th & 26th, 2007**

Meeting Overviews: These meetings were the third gathering of the 2030 Task Force. The purpose of the meetings were to conduct a Visual Preference Survey (Compass) so as to get a feel for the kind of growth and development the people of the city would like to see in the future.

#### What The Compass Is and Isn't

##### **The Compass Is...**

- A tool to help us get at "The Vision"
- Effective in gathering a lot of ideas and opinions
- Fun!

##### **The Compass Isn't...**

- A pre-determined menu of development options
- A majority rule voting ballot
- A brainwashing exercise

#### How it will be used

##### **The Compass will help us ...**

- Gather your opinions about the community
- Develop the Vision for Suwanee
- Begin to organize the Issues and Opportunities
- Better locate the areas of Suwanee that are special – called "Character Areas" in the Comp Plan
- Think ahead to some policies and tools to bring the Comp Plan to reality

#### The Primer

- For Images: On your form, circle the number from 1-5 which best represents the appropriateness of the image (1=least appropriate, 5=most appropriate)
- For Questions: Three types – multiple choice, sliding scale (ranking), and short answer – follow prompt



- Strongest sense of "Suwanee Identity" – Town Center and park (43%)
- Most progress on "liveability" made in civic interaction opportunities and creation of a strong town center (4.41)
- In terms of population growth and diversity, need to create and maintain a strong civic spirit in the next 20 years (4.50)
- Highest priority to improve future quality of life:
  - Balancing land uses (4.42)
  - Protecting natural environment (4.29)

2030 COMPREHENSIVE PLAN

#4: 3.72

Less appropriate (1) ————— More appropriate (5)

2030 COMPREHENSIVE PLAN

#9: 1.55

Less appropriate (1) ————— More appropriate (5)

2030 COMPREHENSIVE PLAN

#43: 3.35

Less appropriate (1) ————— More appropriate (5)

2030 COMPREHENSIVE PLAN

#38: 1.40

Less appropriate (1) ————— More appropriate (5)

2030 COMPREHENSIVE PLAN

#57: 4.17

Less appropriate (1) ————— More appropriate (5)

2030 COMPREHENSIVE PLAN

#61: 1.44

Less appropriate (1) ————— More appropriate (5)

2030 COMPREHENSIVE PLAN

#84: 4.30

Less appropriate (1) ————— More appropriate (5)

2030 COMPREHENSIVE PLAN



## WORKSHOP SUMMARY - Task Force Meeting #5 Thursday August 23rd, 2007

Meeting Overview: This meeting was the second gathering of the 2030 Working Group. The purpose of this meeting was to focus in on parts of the city, a few character areas at a time. The participants rotated between three tables, each one dealing with a different geography of the city. Participants had to spend twenty minutes at each table focusing on the short-term and long-term visions for the character areas within each geography.

### CHARACTER AREA FORUM




- Three areas for discussion
  - North Suwanee - PIB Corridor and north
  - Central Suwanee - Old Town, Town Center, Buford Highway corridor
  - South Suwanee - Area south of Suwanee Creek, including I-85 Gateway
- Three groups, 20 minutes of discussion per area

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### NORTH SUWANEE




- Consensus points
  - High-value area of North Suwanee to remain, but with better connectivity
  - PIB a "Power Corridor" but with better connectivity, ped facilities, multimodal
  - PIB / Lawrenceville-Suwanee Road area needs further study - some large parcels, Town Center connectivity

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### CENTRAL SUWANEE




- Consensus points
  - Suwanee Station, Buford West not ready for prime time
  - Town Center should extend across Lawrenceville-Suwanee Road - redevelop but control, and connect to Pierce Park
  - Old Town needs to change, but in what way?
    - How much density?
    - Rural preservation?
    - Appropriate form, style?

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### SOUTH SUWANEE



- Consensus points
  - Smithtown Road as "estate homes" in future, with pedestrian improvements
  - Redevelopment along Sharon Industrial, with larger retail / office along Satellite
  - Gateway a significant redevelopment opportunity - Opus as a model - concentrate especially on area south of 85

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## WORKSHOP SUMMARY - Task Force Meetings #6 & 7 Thursdays Sept. 27th & Oct. 18th, 2007

Meeting Overviews: These were the sixth and seventh meetings for the 2030 Task Force. The sixth meeting focused on the three character areas - PIB Corridor, Town Center and Old Town. The seventh meeting focused on two character areas - Satellite North and Suwanee Gateway. The purpose of these meetings was to establish a vision for these areas and determine the kind of land uses and building densities the people envisioned for each area. Participants were asked to “build” the areas using lego and wooden blocks.



The following pages capture the results of this exercise for each participating table.

**TONIGHT WE ZOOM IN...**



- Three Character Areas
  - Create vision for future for each area as unique, and
  - Create vision for future for areas as interrelated
  - Issues to discuss
    - New roads?
    - Road improvements?
    - New parks, greenways?
    - Types of development?
    - Building sizes and heights?
    - Areas to remain as-is?

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**YOUR MATERIALS...**

- Low density single family - 
- Residential -  or 
- Commercial - 
- Office - 
- Institutional - 
- Mixed-Use - stack blocks 
- Parks & Open Spaces -  or 
- Greenways & Trails -  or 
- New Streets -  or 

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**GUIDELINES...**



- One Hour to Complete
  - Consider areas to remain the same vs. areas to redevelop
  - Consider the whole first - where and how to improve connectivity? Cars vs. peds.
  - Keep in mind population growth and its issues
  - Consider locations for some level of density
  - Think about senior housing and housing variety
  - Build new development with Lego blocks BUT prioritize

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## WORKSHOP SUMMARY - GROUP 1

PIB, Old Town and Town Center

Facilitated by John Skach

### Roads and Crosswalks:

1. Extend Main Street north-east along Delay, to meet Suwanee Dam
2. Extend Chicago to meet Buford Highway
3. Extend Suwanee Road westwards to join King Road
4. New road (shaped as the south-east arc of a circle) joining Martin Farm Road and Buford Highway
5. Extend Plum to Davis
6. Extend Davis towards the north across Buford Highway, onto the street one block east of Calaboose, then across Scales Road, veer left following the existing greenway, go across Eva Kennedy and join the road that presently ends in a cul-de-sac off of PIB and across to Silver Peak Road.
7. Veer right from the extended Davis Road after it crosses Scales Road, go across the existing greenway and Eva Kennedy, join Anson Street, veer left and then north to cross PIB and join Vill. Crest
8. Stop Stonecypher Road at its intersection with Blue Grass, veer left and north to PIB
9. Join road #7 and #8 with a new road and bisect the wooded land parcel into north and south parts
10. New road from Suwanee Dam Road going eastwards to join Tench (south of trail #1)
11. New road connecting Buford Highway (near the new senior housing) to White Street
12. Crossing at PIB and Suwanee Dam, Village Crest, Silver Peak and Grand Teton
13. Crossing at intersection of tracks and Suwanee Dam

### Trails/Greenways and Sidewalks:

1. Trail parallel to and south of PIB running along the utility lines
2. Trail parallel to road #6 starting from trail #1 and then going westwards along Scales Road to join the existing trail
3. Trail along Delay going westwards across Suwanee Dam Road, through the existing greenway and ending at Main Street
4. Trail #3 branches off towards the north-west after crossing Suwanee Dam Road to meet trail #1
5. Trail along Martin Farm Road going north across Buford Highway, along Russell Street to Main Street (it continues to OPUS towards the south)
6. Sidewalks on eastern bank of L'ville-Suwanee Road
7. Sidewalks along Buford, Suwanee Dam and PIB

### Town Center:

- Open space along east bank of L'ville-Suwanee; between Buford Highway and Suwanee Road
- 2 story mixed use (commercial & office) on eastern bank of L'ville-Suwanee; behind the open space
- Office building bridging L'ville-Suwanee Road to the corner of Town Center Park
- 1 story light industrial along the west of Cherokee Street



- 1 story residential along east of Cherokee Street
- Incentive to Dillard's to stay but move into Town Center / improve the building
- 1 story office on either side of Buford Highway; east of L'ville-Suwanee
- 2 story mixed-use (commercial & office) along southern edge of Buford Highway; west of L'ville-Suwanee
- Parking deck with commercial and office along Buford Highway and west of road #2
- Tennis courts in existing greenway on west of Suwanee Dam
- 1 story commercial on west of Suwanee Dam and east of Delay
- 2 story mixed-use (commercial & office) on east of Suwanee Dam and south of trail #3
- 2 story mixed-use (commercial & residential) and a parking deck west of road #2
- 1 story residential south of road #3
- Rural character for area north of the tracks to the existing greenway; west of trail #3

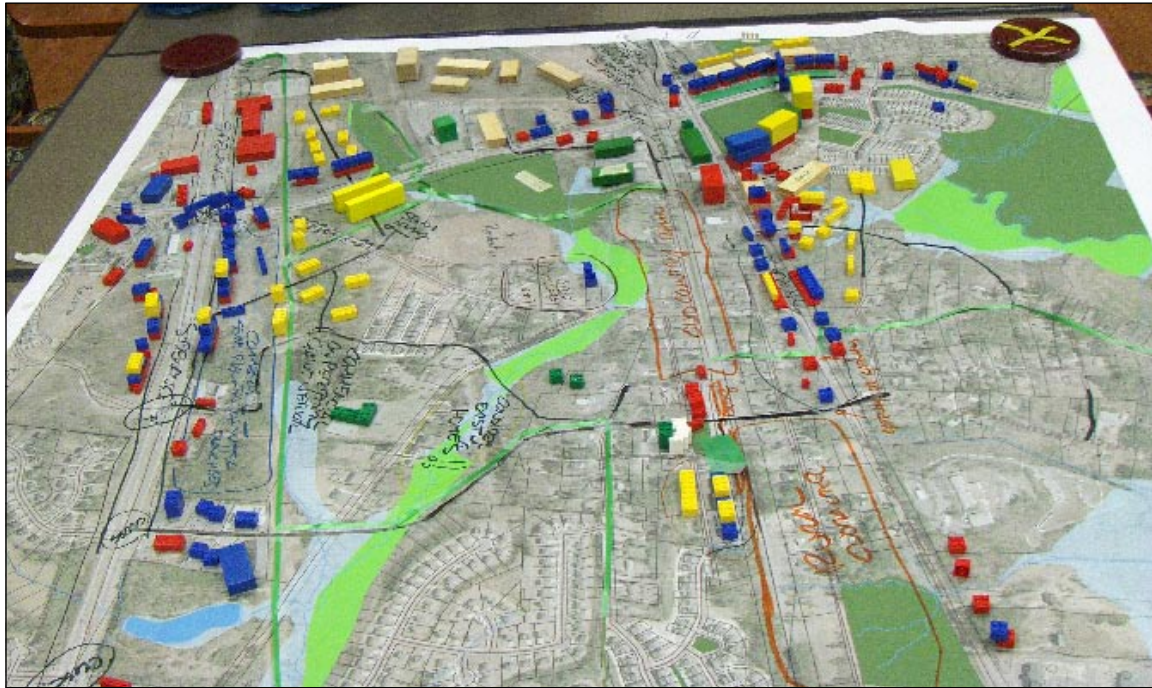
### Old Town:

- 2 story mixed-use (commercial & office) along southern edge of Buford Highway; west of L'ville-Suwanee
- Gateway to Old Town off Buford Highway; at either Russell Street or Davis
- 1 story residential along road #3; behind all the mixed-use that is along Buford highway
- Rural character for area north of the tracks to the existing greenway; east of road #6
- Rural character for area west of road #6; between Buford Highway and the tracks
- Community theatre at the intersection of Main Street and Calaboose
- 1-2 story commercial east of the community theatre
- 2 story mixed-use (office & residential) west of the community theatre (Metal Works)
- 1 story residential along north of Jackson Street
- 1 story commercial and office along southern edge of Buford Highway; east of the existing office park
- 2 story mixed-use (commercial & office) along southern edge of Buford Highway; west of the existing office park
- 2-6 story high density residential behind the mixed-use along southern edge of Buford Highway
- 2-3 story high density housing at south-east corner of the intersection of McGinnis Ferry and White Street
- 1-2 story mixed-use (residential, office & commercial) between the existing apartment complex and the new mixed-use development along White Street

### Peachtree Industrial Boulevard:

- Area for arts and festivals between Stonecypher and Blue Grass
- 2 story senior housing west of Suwanee Dam and south of trail #1
- 1-2 story residential along trail #1 (west of senior housing)
- 1-2 story mixed-use (residential, office & commercial) (commercial on periphery) west of Anson, north of Eva Kennedy and south of trail #1
- 2 story mixed-use (commercial & office) east of Suwanee Dam; between trail #1 and #3
- 1 story residential along road #10
- 1 story commercial east of Suwanee Dam and along PIB
- 2 story mixed-use (commercial & office) at intersection of Suwanee Dam and PIB and going west

- Office building bridging PIB near the Suwanee Dam intersection
- 3-4 story mixed-use (residential, office & commercial) west of Village Crest (to serve pass through traffic/franchises)



Looking East



Looking North-West

## WORKSHOP SUMMARY - GROUP 2

PIB, Old Town and Town Center

Facilitated by Glen Coyne & Kadambari Badami

### Roads and Crosswalks:

1. Extend Suwanee Road westwards to join King Road at a roundabout and eastwards to George D.
2. Stop Stonecypher Road at its intersection with Blue Grass, provide a roundabout and veer north-west to PIB
3. Veer right from the Stonecypher roundabout, across Suwanee Dam Road, parallel to Delay to meet PIB
4. Extend Stonecypher southwards (one block east of Russell Street), across Buford Highway to meet King Street at a roundabout
5. Extend Russell Street southwards to King Street
6. New road connecting Eva Kennedy to Grand Teton across PIB
7. Provide crossings at multiple points along the tracks

### Trails/Greenways and Sidewalks:

1. Trail along existing greenway starting at Main Street and joining existing trail along McGinnis Ferry
2. Bike lanes along road #3
3. Trail along Scales Road starting at the existing trail, going south-west and crossing over McGinnis Ferry
4. Trail from Portland Trail Street (Shadowbrook) going southwards along L'ville-Suwanee
5. Trail along Mohawk going to George Pierce Park with bike lanes

### Town Center:

- Public art interspersed in the area
- Parking between the parcels (under utility lines) along east of L'ville-Suwanee and west of Cherokee
- Residential development in the area south of Suwanee road and north of Mohawk like Hedgewood Homes "Vickery", interspersed with pocket parks
- Large pocket park off of L'ville-Suwanee on the east (north of Suwanee Road), approximately 3 plots wide and extending across to Cherokee with a street framework around it
- 4 story mixed-use (commercial & office) along east of L'ville-Suwanee (up to the south of the large pocket park)
- 4 story mixed-use (commercial & residential) surrounding the large pocket park
- 2 story commercial at the south-east corner of L'ville-Suwanee and Suwanee Road
- Medical facility at the corner of Mohawk and L'ville-Suwanee
- 4 story mixed-use (commercial & office) along the northern edge of Buford Highway, east of L'ville-Suwanee
- 2 story mixed-use (commercial & office) along the northern edge of Buford Highway, east of L'ville-Suwanee
- 6 story office building at the edge of Town Center park, west of L'ville-Suwanee
- 1 story medical facility (like John's Creek) on the east of Suwanee Dam
- 1 and 2 story office buildings in place of existing light industrial north of Brogdon Road



- 1 story commercial between Delay and Suwanee Dam (to its west)
- 4 story office adjacent to Town Center and three story mixed use (commercial & office) along southern edge of Buford Highway
- 2 story residential behind the mixed-use along Buford
- 1 and 2 story commercial and mixed-use (commercial & residential) along northern edge of Buford
- Low density single family houses on the east of Martin Farm (follow Old Town design guidelines?)

#### Old Town:

- Public art and pocket parks interspersed throughout the area
- 1 – 3 story mixed-use (commercial & residential) along Buford Highway
- Gateway to Old Town at Russell Street and one block to its east off of Buford Highway
- Commercial developments near the gateways
- The area north of Main Street should be preserved or should at the maximum have 3 – 4 units per acre
- Neighborhood performing arts center in place of the Metal Products Factory
- Extend existing open space along main Street towards the location of the Metal Products Factory and surround by single family units
- Medical and dental facilities between Buford and White Street, east of McGinnis Ferry

#### Peachtree Industrial Boulevard:

- Public art and pocket parks interspersed throughout the area
- 2 story mixed-use (commercial & office) between road #2, #3 and south of PIB (Avenue at Suwanee)
- "Forum" type development west of road #2 and south of PIB
- 1 and 2 story residential development east of Suwanee Dam, along road #3
- 1 story commercial east of Suwanee Dam and along PIB
- 2 and 3 story office west of Suwanee Dam and along PIB



Looking North



Looking North-East



Looking South-East



## WORKSHOP SUMMARY - GROUP 3

PIB, Old Town and Town Center

Facilitated by Bob Begle

### Roads and Crosswalks:

1. Stop Stonecypher Road at its intersection with Blue Grass, veer north-west to PIB
2. Veer road #1 from the intersection north-east and join Suwanee Dam
3. Raise Suwanee Dam as a bridge over the tracks
4. Remove Delay Road east of Suwanee Dam
5. Extend Suwanee Road westward to join King Street
6. Extend Stonecypher southwards (along one block to the east of Russell Street), across Buford Highway to meet King Street
7. New road between road #5 northwards to Buford; west of Chicago
8. Upgrade Scales Road
9. Straighten intersection of Calaboose and Main Street
10. Discontinue White Street from McGinnis Ferry going eastwards till the road forks with the "gravel road"
11. New traffic light at the intersection of McGinnis Ferry and Scales

### Town Center:

- 2 story mixed-use (commercial & office) east of L'ville-Suwanee
- Parking and 1 story commercial along southern edge of Buford; east of L'ville-Suwanee
- 1 story residential along Cherokee
- 4 story office along the southern edge of Buford; adjacent to Town Center
- 2 and 3 story mixed-use (residential, office & commercial along the southern edge of Buford between road #6 and #7 along with a parking deck behind
- 1 and 2 story office along road #7
- 1 story office and commercial along northern edge of Buford

### Old Town:

- 1 and 2 story commercial and office along Buford
- 2 and 3 story mixed-use (commercial & residential) at the intersection of McGinnis Ferry and Buford
- 1 – 4 story high density residential at the south-east and north-east corners of Buford and McGinnis Ferry intersections

### Peachtree Industrial Boulevard:

- 2 – 4 story institution / office along the eastern edge of Suwanee Dam
- 2 story commercial along the western edge of Suwanee Dam
- 2 story high density residential along road #1
- 1 – 3 story commercial along PIB (up to Village Crest)





Looking East



Looking South-West

## WORKSHOP SUMMARY - GROUP 1

Satellite North and Suwanee Gateway  
Facilitated by Dennis Madsen

### Roads and Crosswalks:

1. Bridge across L'ville-Suwanee, north and south of I-85 intersection
2. Bridge across Sawmill and I-85 at Smithtown Road

### Trails/Greenways and Sidewalks:

1. Trail starting from the existing trail near George Pierce, going south to meet Smithtown Road
2. Trail starting from existing trail near George Pierce, going south along L'ville-Suwanee and turning east on to and following Smithtown Road
3. Trail starting from Smithtown Road, going south between parcels immediately east of White Sands and then going south-west to cross Satellite Boulevard and ending at the open space on the undeveloped land east of "3 long industrial buildings"
4. Trail #3 branches off and moves west between the "new residential and new office" lots and "industrial lots" to end in an open space which is at the north-east corner of L'ville-Suwanee and Satellite Boulevard intersection

### Satellite North:

- 1 – 2 story commercial buildings west of L'ville-Suwanee, immediately south of Suwanee Creek, upto Shawnee North
- 2 story mixed-use (commercial & residential) and 2 to 4 story office west of Martin Farm, south of Rosehaven and Golden Meadows
- Open space at the north-east corner of the intersection of L'ville-Suwanee and Satellite Boulevard (where trail #4 ends)
- 2 story high density residential south of Satellite Boulevard and east of L'ville-Suwanee; behind Wal-Mart
- Large open space west of existing industrial, behind above residential where trail #3 ends

### Suwanee Gateway:

- 2 – 10 story institutional on the north-east corner of L'ville-Suwanee and Sawmill intersection
- 2 story industrial on north-east corner of L'ville-Suwanee and I-85 intersection
- 3 story mixed-use (commercial & residential) south of I-85, opposite Smithtown Road
- 4 story industrial north of Old Peachtree and closer to the west of Horizon
- 2 – 4 story mixed-use (commercial & residential), 2 story commercial and 4 story office buildings between I-85 and Old Peachtree, on east and west of L'ville-Suwanee placed around open spaces
- Industrial along south of I-85 opposite existing industrial along north of I-85
- 2 story mixed-use (commercial & residential), 2 – 4 story commercial, 4 story office and a movie theatre on the south-east corner of Old Peachtree and L'ville-Suwanee intersection





Looking East



Looking South



## WORKSHOP SUMMARY - GROUP 2

Satellite North and Suwanee Gateway  
Facilitated by Kadambari Badami

### Roads and Crosswalks:

1. Extend Smithtown west across L'ville-Suwanee to Martin Farm
2. Extend Sharon Industrial south to road #1
3. Extend Shawnee North west to Martin Farm
4. Extend Annandale south across Satellite Boulevard between the two light industrial buildings and then south-east through the OPUS development to meet L'ville-Suwanee opposite Wal-Mart
5. Extend proposed new road by OPUS that runs from I-85, north to meet road #4
6. Pedestrian bridge across Satellite Boulevard along trail #4
7. Pedestrian bridge across L'ville-Suwanee from Sawmill (serves as a gateway)
8. New road from Satellite Boulevard south to Sawmill between the three long industrial buildings
9. Bridge across I-85 from road #8
10. New road on the south of I-85 from Gwinco, across L'ville-Suwanee and connecting to road #9
11. New road near road #9 connecting Satellite Boulevard to the (suggested) park and retention pond on its west

### Trails/Greenways and Sidewalks:

1. Greenway access from Smithtown
2. Park entrance from near John Herndon
3. Access to trails from Sharon Industrial
4. Trail, parallel to and west of White Sands going north across Smithtown Road to meet existing trail and going south between two rows of land parcels and reaching road #6, going across Satellite Boulevard to the (suggested) park and retention pond
5. Offshoot from trail #4 to the new residential development to its west
6. Trail from (suggested) park and retention pond where trail #4 ends, going west across L'ville-Suwanee on a bridge through the OPUS development and joining the proposed trail
7. Sidewalks along roads #2 and #10
8. Sidewalks along old and proposed Smithtown
9. Bike lanes along Satellite Boulevard
10. Bike lanes along L'ville-Suwanee

### Satellite North:

- Pocket park inside "elbow" of Sharon Industrial
- Parking across above mentioned park for access to the trails
- 2–3 story office and 2–4 story institutional (university type) complex with a multi-story residential building
- Park with 1 story residential around it in the north-east corner of the intersection of road #1 and Martin Farm and 2 story office along road #1
- Park with fountains at the north-east corner of the intersection of L'ville-Suwanee and Satellite Boulevard

- 2 story office on the north-west corner of the intersection of L'ville-Suwanee and Satellite Boulevard along Satellite Boulevard and also behind the existing commercial
- 1 – 3 story office west of Martin Farm and behind the existing industrial along Satellite Boulevard
- New residential between County Estates and Golden Meadows

### Suwanee Gateway:

- Park and retention pond where trails #4 and #6 meet, west of the existing three long industrial buildings along Sawmill
- Performing arts center and parking decks south of above mentioned park, along Sawmill
- 1 – 6 story hotel, convention center and other commercial on north-east corner of the intersection of Sawmill and L'ville-Suwanee
- Landscaping around I-85 interchange
- Save the tree canopy along Sawmill
- 2 – 4 story offices, upscale restaurants, hotels and shops and mixed-use (residential with either office or commercial) developments on the south of I-85 set around a series of pocket parks
- Annex area to the south-west of city limits near L'ville-Suwanee
- Golf course / executive conference center / aquatic center / public tennis courts on south of I-85, across from Smithtown and east of road #10

### Extra:

- Stop signs at Smithtown and West Fork and at Leaf Lake



Looking East





Looking at the I-85 interchange



Looking West



## WORKSHOP SUMMARY - GROUP 3

Satellite North and Suwanee Gateway  
Facilitated by John Skach

### Roads and Crosswalks:

1. Extend Sharon Industrial to meet Shawnee North and then further south to meet Satellite Boulevard
2. Extend Smithtown west to meet Martin Farm
3. Extend County Estates west and then north-west to the new residential development
4. Extend the proposed road in the OPUS development east across L'ville-Suwanee, south of Wal-Mart and through the vacant parcel to meet Satellite Boulevard
5. New street grid in the area south of the I-85 interchange and on both sides of L'ville-Suwanee
6. Road from Sawmill, just west of Smithtown, going south between the two existing horizontal industrial buildings, bridging across I-85 and Old Peachtree

### Trails/Greenways and Sidewalks:

1. Trail along road #1 meeting the existing trails on the north and on the south it turns to the east across L'ville-Suwanee to meet trail #2
2. Trail parallel to and west of White Sands going north to meet existing trails and south between the row of parcels, crossing Satellite Boulevard and terminating at the (suggested) aquatic center that is to the west of the existing three long industrial buildings along Sawmill
3. Trail from (suggested) aquatic center, west across L'ville-Suwanee to meet proposed trail in the OPUS development
4. Trail loop in and around Smithtown
5. Sidewalks along L'ville-Suwanee
6. Sidewalks and streetscapes along Satellite Boulevard
7. Bike lanes along Sawmill, Satellite Boulevard, L'ville-Suwanee and Martin Farm

### Satellite North:

- 1 – 4 story mixed-use development like Shadowbrook with additional senior housing
- Some 2 story office amongst row of light industrial along Martin Farm
- Transition two large light industrial buildings along Satellite Boulevard, west of L'ville-Suwanee to 1 – 2 story offices
- Community theatre in new residential development south of trail #1 and on the east of L'ville-Suwanee
- Improve and beautify Wal-Mart

### Suwanee Gateway:

- 4 story offices in the south-west corner of the OPUS development
- Aquatic center where trails #2 and #3 meet, on the west of the three long existing industrial buildings along Sawmill
- 7 story mixed-use (residential & commercial) on the north-east corner of the intersection of L'ville-Suwanee and I-85 intersection
- 6 – 10 story office and mixed-use (commercial & office) on the south-east corner of the intersection of road #4 and L'ville-Suwanee

- 6 – 10 story mixed-use (commercial & office) south of the aquatic center, along Sawmill
- Transition all light industrial along Sawmill to offices
- 5 – 6 story hotels, retail and restaurants with pocket parks between the buildings south of the I-85 interchange and on either side of L'ville-Suwanee
- Hospital on south-east corner of the intersection of Old Peachtree and L'ville-Suwanee
- 1 story commercial west of road #6, south of I-85
- Preserve water east of road #6 and south of I-85

**Extra:**

- Employer based para-transit or private transportation option before transit or buses
- Concurrency and/or impact fees as a trade off for density
- Be careful with housing density

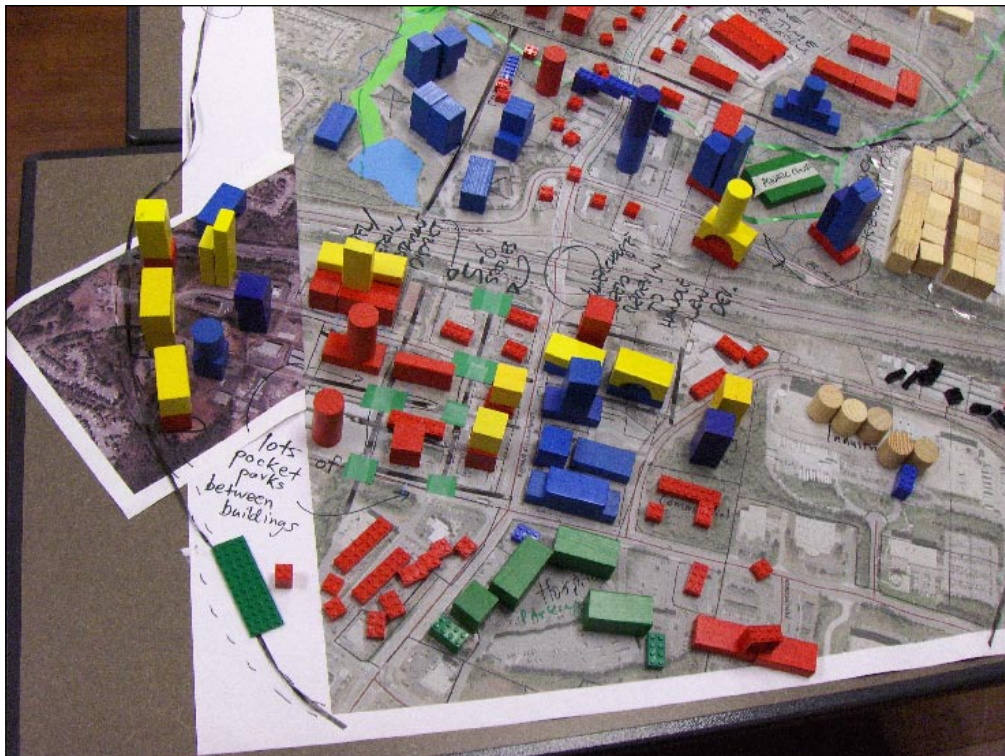


Looking West





Looking North-East




Looking at the I-85 interchange



## WORKSHOP SUMMARY - Task Force Meeting #8 Thursday November 29th, 2007

Meeting Overview: This meeting was the sixth gathering of the 2030 Task Force. The purpose of this meeting was to have participants review the proposed framework plan for the city and also to comment on the detailed plans made for the PIB, Old Town, Town Center and Suwanee Gateway.

### CITYWIDE - CIRCULATION




- **Enhanced local street networks** - better connectivity through Gateway, around PIB
- **Better cross-town connections** - McGinnis Ferry to Lawrenceville-Suwanee, Martin Farm to PIB, Smithtown Road to Martin Farm
- **Expanded network of paths / trails** - east, west connection at Gateway; north across PIB

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### CITYWIDE - OVERALL FRAMEWORK

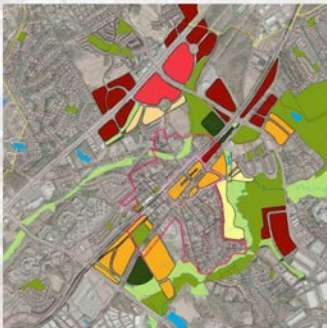


- **Reinforces existing investments** - Town Center park, Suwanee Creek greenway, new neighborhoods at PIB
- **Leverages transportation improvements** - Gateway driven by excellent access - I-85 widening, McGinnis Ferry extension
- **Preserves unique rural character** - Old Town infill strategy, Buford Highway tree canopy

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### OT / TC / PIB - LAND USE




- **Town Center area** - mixed-use expansion along Buford Highway, across railroad; single-family along creek
- **PIB / Lawrenceville-Suwanee** - commercial node east of intersection; commercial mixed-use flanking either side
- **Old Town infill** - preserves rural feel, variegated subdivision pattern but allows new housing, some mixed-use

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### OT / TC / PIB - CIRCULATION



- **Town Center connectivity** - reaches out, including into George Pierce Park
- **PIB connectivity** - "bypass" provides more access, resolves end of Stonecypher
- **Old Town** - new road segments, incremental improvements activate existing network
- **Greenway system** - links new areas to Suwanee Creek

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### GATEWAY – LAND USE



- **Opus East** – commercial mixed-use node with office near I-85, diversifying warehousing over time
- **I-85 South** – mixed-use node with potential for health care; office near new interchange; intensified commercial along interstate
- **Sharon Industrial** – mixed-use responds to Town Center, good road access; long-term extension possible over time

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### GATEWAY – CIRCULATION

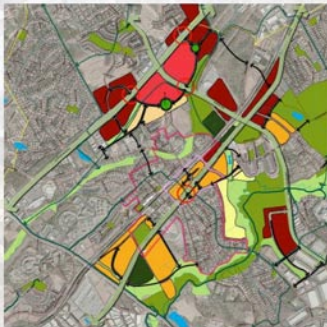


- **Opus East** – potential east-west connection continuing Opus main road; possibility of future trailhead
- **I-85 South** – local street network to improve walkability, parcel access; multiuse path along McGinnis Ferry
- **Other enhancements** – better connectivity, streetscape for Smithtown Road; future network at Sharon Industrial

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### OT / TC / PIB – OVERALL FRAMEWORK




- **Town Center** – completes the vision with compatible new development
- **PIB** – larger commercial / retail support for Town Center, northern neighborhoods
- **Old Town** – strengthens residential at McGinnis Ferry while maintaining spirit of rural past

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### GATEWAY – OVERALL FRAMEWORK



- **Opus East** – Leverages Opus to become intense mixed-use / office node anchoring Gateway
- **I-85 South** – Transforms somewhat underutilized area into intense office / commercial node with potential retail, restaurants, health care
- **Sharon Industrial** – neighborhood node that could have senior living, other residential, retail

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## 5.2 CALCULATION OF LAND USE AREAS AND DEVELOPMENT QUANTITIES:

For any long-range plan, it is important to determine the development quantities of all land uses. This helps in understanding the future character of a place which in turn provides an opportunity to lay out a detailed plan that helps meet the vision sought by the community. It helps determine the size of population that a city would have to serve and support. It also helps to determine the amount of change desired for the place and where this change should be concentrated. Development quantities are the link between the desires for an ideal community and real-world growth, development and issues.

### Methodology:

The City's housing counts, retail, office and industrial square footages and its population projections are all based on the existing and future land use plans for the various character areas. The City was divided into the identified ten character areas and calculations were carried out individually to help determine growth within each area. Existing and future land use acreages were calculated using geographic information systems software. The detailed calculations for each area is available in the following pages. Each column of the tables has been named by a letter of the alphabet to help the reader understand the relation between the different columns. (Note that the calculations shown have been rounded up to the nearest whole number.) Certain "rule-of-thumb" assumptions have been made to convert the calculated acres into housing units and built up areas for retail, office and industrial uses. These assumptions are known as "Multipliers".

The existing development quantities are based on the following multipliers:

- Residential densities used are the existing densities of housing layouts within the City. There are occasions when a single density cannot be applied for the entire character area and in these cases the total number of existing housing units is determined by a combination of densities which are shown in individual "Notes" on each page.
- Commercial / Retail square footage is determined using an FAR of 0.2 and multiplying this with the square foot conversion value of 43,560 square feet.
- Office areas are calculated in terms of buildable square feet per acre and vary according to development density. These are: 5,000 sqft. per acre for low density, 10,000 sqft. per acre for medium density and 20,000 sqft. per acre for high density.
- Industrial and office-industrial uses are determined using an FAR of 0.3 and converting it into square feet using the value of 43,560.

Single tracts of land identified as mixed-use are mainly part of the future land use calculations. All mixed-use developments are made up of residential units, retail and office space. The percentages for each use within a mixed-use development are identified as follows:

For Mixed-Use Village:

- Residential area = 2/3 of the mixed-use area
- Retail area = (2/3) of the balance 1/3 of the mixed-use area



- Office area = (1/3) of the balance 1/3 of the mixed-use area

For Mixed-Use Center:

- Residential area = 1/3 of the mixed-use area
- Retail area = (2/3) of the balance 2/3 of the mixed-use area
- Office area = (1/3) of the balance 2/3 of the mixed-use area

New development involves the calculation of future land uses on existing parcels of vacant land. The multipliers required to calculate all new development is determined by the anticipated density within each character area. Note that all existing vacant land is not physically developable. The areas face environmental obstacles like inaccessible slopes, floodplains, bodies of water, etc. and have therefore been deducted from the calculations to determine future development quantities. The multipliers for new development are as follows:

- Residential densities are based on the desired density for the development. For single family these are: 4 units per acre for low density, 8 units per acre for medium density and 20 units per acre for high density. For multi-family these are: 12 to 15 units per acre.
- Commercial / Retail square footage is determined using an FAR of 0.25 and multiplying this with the square foot conversion value of 43,560 square feet.
- Office, industrial and office-industrial uses follow the same rules of thumb as those used for calculating existing quantities.

Redevelopment quantities account for those parcels of land that have an existing use on them and they have the potential to redevelop into another land use. Calculations for this consist of finding the net quantities that result from subtracting existing quantities from new developable quantities of the future. Multipliers for this correspond to those used for both existing uses and new development.

For each group (existing, new development and redevelopment) of calculations, residential, commercial, and office quantities take into consideration those values that are available in the mixed-use areas into their final totals. Finally, the total quantities for the year 2030 is a sum of the quantities from existing uses, new development and the net of redevelopment.

**SUWANEE NORTH**

	Existing as of 2007		
	Acres "A"	Multiplier "B"	Quantities "C" = (A*B)
Single Family	440	0.89	392 units
Institutional	8		8 acres
Agricultural	130		130 acres
Parks/Recreational	77		77 acres
Vacant	12		12 acres

NEW (development of existing vacant land)		
Acres "D"	Multiplier "E"	Quantities "F" = (D*E)
11	0.89	10 units
1		1 acre

	Redevelopment FROM			Redevelopment TO			Redevelopment
	Acres "G"	Multiplier "H"	Quantities "I" = (G*H)	Acres "J"	Multiplier "K"	Quantities "L" = (J*K)	Net "M" = (L-I)
Single Family	0		0	130	0.89	116	116 units
Institutional							
Agricultural	130		130	0		0	-130 acres
Parks/Recreational							
<b>Total Redevelopment Acres = 130</b>							

Future - 2030	
Acres	Quantities (C+F+M)
581	517 units
9	9 acres
0	0
77	77 acres

TOTAL QUANTITIES	Existing (2007) "N"	New Development "O"	Net Redevelopment "P"	Future (2030) (N+O+P)
Residential	392 units	10 units	116 units	517 units





**PIB CORRIDOR**

		Existing as of 2007		
		Acres "A"	Multiplier "B"	Quantities "C" = (A*B)
Single Family		151	Note 1	844 units
Multi Family				
Mixed-Use Village	Residential			
	Com: office			
	Com: retail			
Mixed-Use Center	Residential			
	Com: office			
	Com: retail			
Commercial/Retail		97	0.20*43,560	848,287 sqft
Low Density Office		13	11,000	144,100 sqft
High Density Office				
Industrial		8	0.30*43,560	99,317 sqft
Utilities		12		12 acres
Institutional		26		26 acres
Parks/Recreational		35		35 acres
Vacant		176		176 acres

NEW (development of existing vacant land)		
Acres "D"	Multiplier "E"	Quantities "F" = (D*E)
3	15	39 units
22	8	177 units
4	10,000	36,800 sqft
7	8,000	58,800 sqft
19	8	151 units
13	10,000	125,489 sqft
25	8,000	200,782 sqft
65	0.25*43,560	707,959 sqft
10	20,000	199,000 sqft
0.08		0.08 acres

Note 1:  
 Village Grove = 517 units  
 Three Bridges = 292 units  
 Balance = 35 units  
 (48 acres \* 0.73 units/acre)

	Redevelopment FROM			Redevelopment TO			Redevelopment	Future - 2030	
	Acres "G"	Multiplier "H"	Quantities "I" = (G*H)	Acres "J"	Multiplier "K"	Quantities "L" = (J*K)	Net "M" = (L-I)	Acres	Quantities (C+F+M)
Single Family	42	0.73	31	0		0	-31 units	109	813 units
Multi Family								3	39 units
Mixed-Use Village	Residential	0	0	25	8	197	197 units	70	373 units
	Com: office	0	0	4	10,000	40,944	40,944 sqft		77,744 sqft
	Com: retail	0	0	8	8,000	65,511	65,511 sqft		124,391 sqft
Mixed-Use Center	Residential	0	0	3	8	25	25 units	66	175 units
	Com: office	0	0	2	10,000	20,422	20,422 sqft		145,911 sqft
	Com: retail	0	0	4	8,000	32,676	32,676 sqft		233,458 sqft
Commercial/Retail	15	0.20*43,560	130,157	6	0.25*43,560	60,331	-69,827 sqft	153	1,486,420 sqft
Low Density Office	3	11,000	34,980	11	11,000	125,510	90,530 sqft	21	234,630 sqft
High Density Office	0		0	5	20,000	99,400	99,400 sqft	15	298,400 sqft
Industrial	8	0.30*43,560	99,317	0		0	-99,317 sqft		
Institutional								26	26 acres
Utilities								12	12 acres
Parks/Recreational	0		0	1		1	1 acre	36	36 acres
<b>Total Redevelopment Acres = 68</b>									

TOTAL QUANTITIES	Existing (2007) "N"	New Development "O"	Net Redevelopment "P"	Future (2030) (N+O+P)
Residential	844 units	366 units	190 units	1,400 units
Commercial	848,287 sqft	967,621 sqft	28,360 sqft	1,844,269 sqft
Office	144,100 sqft	361,289 sqft	251,297 sqft	756,686 sqft
Industrial	99,317 sqft	0	-99,317 sqft	0



**SUWANEE STATION**

		Existing as of 2007		
		Acres "A"	Multiplier "B"	Quantities "C" = (A*B)
Single Family		43	Note 1	441 units
Multi Family		76	Note 2	780 units
Mixed-Use Village	Residential			
	Com: office			
	Com: retail			
Mixed-Use Center	Residential			
	Com: office			
	Com: retail			
Commercial/Retail		21	0.20*43,560	181,210 sqft
Institutional		9		9 acres
Parks/Recreational		30		30 acres
Vacant		47		47 acres

NEW (development of existing vacant land)		
Acres "D"	Multiplier "E"	Quantities "F" = (D*E)
8	20	169 units
7	8	59 units
1	10,000	12,256 sqft
2	8,000	19,609 sqft
7	8	59 units
5	10,000	49,378 sqft
10	8,000	79,004 sqft
1	0.25*43,560	14,810 sqft
4		4 acres

Note 1:  
 2 Central Parcels = 95 units  
 (11.82 acres \* 8 units/acre)  
 Balance = 346 units  
 (31.65 acres \* 10.93 units/acre)

Note 2:  
 Near McGinnis Ferry = 444 units  
 (55.45 acres \* 8 units/acre)  
 Balance = 336 units  
 (20.82 acres \* 16.14 units/acre)

		Redevelopment FROM			Redevelopment TO			Redevelopment
		Acres "G"	Multiplier "H"	Quantities "I" = (G*H)	Acres "J"	Multiplier "K"	Quantities "L" = (J*K)	Net "M" = (L-I)
Single Family								
Multi Family								
Mixed-Use Village	Residential							
	Com: office							
	Com: retail							
Mixed-Use Center	Residential	0		0	0.33	8	3	3 units
	Com: office	0		0	0.22	10,000	2,756	2,756 sqft
	Com: retail	0		0	0.45	8,000	4,409	4,409 sqft
Commercial/Retail		1	0.20*43,560	10,803	0		0	-10,803 sqft
Institutional								
Parks/Recreational								
<b>Total Redevelopment Acres = 1</b>								

Future - 2030	
Acres	Quantities (C+F+M)
43	441 units
85	949 units
11	59 units
	12,256 sqft
	19,609 sqft
23	63 units
	52,133 sqft
	83,413 sqft
21	185,217 sqft
9	9 acres
34	34 acres

TOTAL QUANTITIES	Existing (2007) "N"	New Development "O"	Net Redevelopment "P"	Future (2030) (N+O+P)
Residential	1,221 units	287 units	3 units	1,512 units
Commercial	181,210 sqft	113,424 sqft	-6,394 sqft	288,239 sqft
Office	0	61,633 sqft	2,756 sqft	64,389 sqft





**BUFORD WEST**

		Existing as of 2007		
		Acres "A"	Multiplier "B"	Quantities "C" = (A*B)
Commercial/Retail		6	0.20*43,560	56,454 sqft
Industrial		177	0.30*43,560	2,315,780 sqft
Institutional		2		2 acres
Vacant		67		67 acres

NEW (development of existing vacant land)		
Acres "D"	Multiplier "E"	Quantities "F" = (D*E)
2	0.25*43,560	17,206 sqft
11	0.30*43,560	147,407 sqft

	Redevelopment FROM			Redevelopment TO			Redevelopment
	Acres "G"	Multiplier "H"	Quantities "I" = (G*H)	Acres "J"	Multiplier "K"	Quantities "L" = (J*K)	Net "M" = (L-I)
Commercial/Retail							
Industrial	0		0	2	0.30*43,560	28,227	28,227 sqft
Institutional	2		2	0		0	-2 acres
<b>Total Redevelopment Acres = 2</b>							

Future - 2030	
Acres	Quantities (C+F+M)
8	73,660 sqft
191	2,491,414 sqft

TOTAL QUANTITIES	Existing (2007) "N"	New Development "O"	Net Redevelopment "P"	Future (2030) (N+O+P)
Commercial	56,454 sqft	17,206 sqft	0	73,660 sqft
Industrial	2,315,780 sqft	147,407 sqft	28,227 sqft	2,491,414 sqft



**HISTORIC OLD TOWN**

		Existing as of 2007		
		Acres "A"	Multiplier "B"	Quantities "C" = (A*B)
Single Family		300	Notes 1, 2 & 3	567 units
Multi Family		85	8	683 units
Mixed-Use Village	Residential			
	Com: office			
	Com: retail			
Mixed-Use Center	Residential	0.16	8	1
	Com: office	0.11	5,000	533 sqft
	Com: retail	0.21	5,000	1,067 sqft
Commercial/Retail		9	0.20*43,560	79,802 sqft
Low Density Office		17	11,000	186,340 sqft
Industrial		2	0.30*43,560	28,358 sqft
Institutional		50		50 acres
Parks/Recreational		19		19 acres
Vacant		95		95 acres

NEW (development of existing vacant land)		
Acres "D"	Multiplier "E"	Quantities "F" = (D*E)
16	4	62 units
19	8	155 units
3	5,000	16,161 sqft
6	5,000	32,322 sqft
0.67	8	6
0.44	5,000	2,633 sqft
0.89	5,000	5,267 sqft
4	0.25*43,560	38,333 sqft
8		8 acres
9		9 acres

**Note 1:**  
Land remains as SF = 368 units  
[(49\*2.3)+(15\*7.78)+(15\*9.16)]

**Note 2:**  
SF land changes use = 60 units  
[(27\*0.11)+(11\*0.47)+(34\*1.52)]

**Note 3:**  
SF infill to 1.5 density = 139 units  
(96\*1.11)+(53\*0.6) for 2007  
(96\*1.67)+(53\*0.9) for 2030

	Redevelopment FROM			Redevelopment TO			Redevelopment
	Acres "G"	Multiplier "H"	Quantities "I" = (G*H)	Acres "J"	Multiplier "K"	Quantities "L" = (J*K)	Net "M" = (L-I)
Single Family	72	Note 2	60	0		0	-60 units
Multi Family							
Mixed-Use Village	Residential	0	0	28	8	224	224 units
	Com: office	0	0	5	5,000	23,383	23,383 sqft
	Com: retail	0	0	9	5,000	46,767	46,767 sqft
Mixed-Use Center	Residential	0	0	3	8	23	23 units
	Com: office	0	0	2	5,000	9,511	9,511 sqft
	Com: retail	0	0	4	5,000	19,022	19,022 sqft
Commercial/Retail	4	0.20*43,560	38,159	0		0	-38,159 sqft
Low Density Office	0		0	27	11,000	292,600	292,600 sqft
Industrial	2	0.30*43,560	28,358	0		0	-28,358 sqft
Institutional	2		2	0		0	-2 acres
Parks/Recreational	0		0	0.48		0.48	0.48 acres
<b>Total Redevelopment Acres = 80</b>							

Future - 2030	
Acres	Quantities (C+F+M)
244	638 units (Note 3)
85	683 units
71	380 units
	39,544 sqft
	79,089 sqft
13	30 units
	12,678 sqft
	25,356 sqft
8	79,976 sqft
44	478,940 sqft
56	56 acres
28	28 acres

TOTAL QUANTITIES	Existing (2007) "N"	New Development "O"	Net Redevelopment "P"	Future (2030) (N+O+P)
Residential	1,251 units	224 units	187 units	1,731 units
Commercial	80,869 sqft	75,922 sqft	27,630 sqft	184,421 sqft
Office	186,873 sqft	18,794 sqft	325,494 sqft	531,162 sqft
Industrial	28,358 sqft	0	-28,358 sqft	0



**TOWN CENTER**

		Existing as of 2007		
		Acres "A"	Multiplier "B"	Quantities "C" = (A*B)
Single Family		93	Note 1	312 units
Mixed-Use Village	Residential			
	Com: office			
	Com: retail			
Mixed-Use Center	Residential	1	8	6 units
	Com: office	0.49	10,000	4,889 sqft
	Com: retail	1	8,000	7,822 sqft
Commercial/Retail		26	0.20*43,560	228,777 sqft
Industrial		87	0.30*43,560	1,140,052 sqft
Institutional		27		27 acres
Agricultural		5		5 acres
Parks/Recreational		16		16 acres
Vacant		68		68 acres

NEW (development of existing vacant land)		
Acres "D"	Multiplier "E"	Quantities "F" = (D*E)
9	8	75 units
2	10,000	15,644 sqft
3	8,000	25,031 sqft
6	8	50 units
4	10,000	41,933 sqft
8	8,000	67,093 sqft
18		18 acres
1		1 acre

Note 1:  
 Existing Town Center = 204 units  
 (17 acres \* 12.11 units/acre)  
 Balance on South = 22 units  
 (23 acres \* 0.98 units/acre)  
 On the North = 86 units  
 (54 acres \* 1.58 units/acre)

Note 2:  
 On the South = 22 units  
 (23 acres \* 0.98 units/acre)  
 On the North = 27 units  
 (17 acres \* 1.58 units/acre)

		Redevelopment FROM			Redevelopment TO			Redevelopment
		Acres "G"	Multiplier "H"	Quantities "I" = (G*H)	Acres "J"	Multiplier "K"	Quantities "L" = (J*K)	Net "M" = (L-I)
Single Family		39	Note 2	49	0		0	-49 units
Mixed-Use Village	Residential				13	8	106	106 units
	Com: office				2	10,000	22,167	22,167 sqft
	Com: retail				4	8,000	35,467	35,467 sqft
Mixed-Use Center	Residential				23	8	181	181 units
	Com: office				15	10,000	151,178	151,178 sqft
	Com: retail				30	8,000	241,884	241,884 sqft
Commercial/Retail		26	0.20*43,560	228,777	0		0	-228,777 sqft
Office-Industrial					55	0.30*43,560	723,314	723,314 sqft
Industrial		78	0.30*43,560	1,016,168	0		0	-1,016,168 sqft
Institutional								
Agricultural		5		5	0		0	-5 acres
Parks/Recreational		0		0	5		5	5 acres
<b>Total Redevelopment Acres = 149</b>								

Future - 2030	
Acres	Quantities (C+F+M)
54	264 units
34	181 units
	37,811 sqft
	60,498 sqft
89	238 units
	198,000 sqft
	316,800 sqft
55	723,314 sqft
28	123,885 sqft
28	28 acres
21	21 acres

TOTAL QUANTITIES	Existing (2007) "N"	New Development "O"	Net Redevelopment "P"	Future (2030) (N+O+P)
Residential	318 units	125 units	239 units	683 units
Commercial	236,599 sqft	92,124 sqft	48,574 sqft	377,298 sqft
Office	4,889 sqft	57,578 sqft	173,344 sqft	235,811 sqft
Industrial + Office-Industrial	1,140,052 sqft	0	-292,854 sqft	847,198 sqft





**SATELLITE NORTH**

		Existing as of 2007		
		Acres "A"	Multiplier "B"	Quantities "C" = (A*B)
Single Family		15	7.20	106 units
Commercial/Retail		42	0.20*43,560	364,771 sqft
Low Density Office		16	11,000	179,740 sqft
Office-Industrial				
Industrial		86	0.30*43,560	1,123,325 sqft
Utilities		11		11 acres
Parks/Recreational		3		3 acres
Vacant		18		18 acres

NEW (development of existing vacant land)		
Acres "D"	Multiplier "E"	Quantities "F" = (D*E)
14	0.30*43,560	182,691 sqft
4		4 acres

		Redevelopment FROM			Redevelopment TO			Redevelopment
		Acres "G"	Multiplier "H"	Quantities "I" = (G*H)	Acres "J"	Multiplier "K"	Quantities "L" = (J*K)	Net "M" = (L-I)
Single Family								
Mixed-Use Center	Residential	0		0	10	8	78	78 units
	Com: office	0		0	6	10,000	64,911	64,911 sqft
	Com: retail	0		0	13	8,000	103,858	103,858 sqft
Commercial/Retail		15	0.20*43,560	134,165	9	0.25*43,560	96,594	-37,571 sqft
Low Density Office		6	11,000	67,540	0		0	-67,540 sqft
Office-Industrial		0		0	69	0.30*43,560	907,311	907,311 sqft
Industrial		86	0.30*43,560	1,123,325	0		0	-1,123,325 sqft
Utilities								
Parks/Recreational								
<b>Total Redevelopment Acres = 108</b>								

Future - 2030	
Acres	Quantities (C+F+M)
15	106 units
29	78 units
	64,911 sqft
	103,858 sqft
35	327,201 sqft
10	112,200 sqft
83	1,090,002 sqft
11	11 acres
8	8 acres

TOTAL QUANTITIES	Existing (2007) "N"	New Development "O"	Net Redevelopment "P"	Future (2030) (N+O+P)
Residential	106 units	0	78 units	184 units
Commercial	364,771 sqft	0	66,287 sqft	431,059 sqft
Office	179,740 sqft	0	-2,629 sqft	177,111 sqft
Industrial + Office-Industrial	1,123,325 sqft	182,691 sqft	-216,014 sqft	1,090,002 sqft



**SMITHTOWN ROAD**

		Existing as of 2007		
		Acres "A"	Multiplier "B"	Quantities "C" = (A*B)
Single Family		370	0.38	140 units
Industrial		5	0.30*43,560	65,340 sqft
Institutional		27		27 acres
Agricultural		22		22 acres

NEW (development of existing vacant land)		
Acres "D"	Multiplier "E"	Quantities "F" = (D*E)

		Redevelopment FROM			Redevelopment TO			Redevelopment
		Acres "G"	Multiplier "H"	Quantities "I" = (G*H)	Acres "J"	Multiplier "K"	Quantities "L" = (J*K)	Net "M" = (L-I)
Single Family		5	0.38	2	22	0.38	8	7 units
Mixed-Use Village	Residential	0		0	3	4	13	13 units
	Com: office	0		0	1	5,000	2,689	2,689 sqft
	Com: retail	0		0	1	5,000	5,378	5,378 sqft
Office-Industrial		0		0	5	0.30*43,560	65,340	65,340 sqft
Industrial		5	0.30*43,560	65,340	0		0	-65,340 sqft
Institutional								
Agricultural		22		22	0		0	-22 acres
<b>Total Redevelopment Acres = 32</b>								

Future - 2030	
Acres	Quantities (C+F+M)
387	147 units
5	13 units
	2,689 sqft
	5,378 sqft
5	65,340 sqft
27	27 acres

TOTAL QUANTITIES	Existing (2007) "N"	New Development "O"	Net Redevelopment "P"	Future (2030) (N+O+P)
Residential	140 units	0	19 units	160 units
Commercial	0	0	5,378 sqft	5,378 sqft
Office	0	0	2,689 sqft	2,689 sqft
Industrial + Office-Industrial	65,340 sqft	0	0	65,340 sqft



**SUWANEE GATEWAY**

		Existing as of 2007		
		Acres "A"	Multiplier "B"	Quantities "C" = (A*B)
Single Family		10	0.40	4
Mixed-Use Center	Residential			
	Com: office			
	Com: retail			
Commercial/Retail		177	0.20*43,560	1,544,725 sqft
High Density Office				
Office-Industrial				
Industrial		355	0.30*43,560	4,635,742 sqft
Parks/Recreational		3		3 acres
Vacant		270		270 acres

NEW (development of existing vacant land)		
Acres "D"	Multiplier "E"	Quantities "F" = (D*E)
3	20 + Note 1	760 units
2	20,000 + Note 1	561,089 sqft
4	12,000 + Note 1	673,307 sqft
4	0.25*43,560	46,500 sqft
88	30,000	2,652,000 sqft
49	0.30*43,560	637,849 sqft

Note 1:  
 OPUS added for MU total  
 MU residential = 700 units  
 (39 acres \* 17.92 units/acre)  
 MU office = 521,000 sqft  
 (26 acres \* 20,000 sqft/acre)  
 MU retail = 625,200 sqft  
 (52 acres \* 12,000 sqft/acre)

		Redevelopment FROM			Redevelopment TO			Redevelopment
		Acres "G"	Multiplier "H"	Quantities "I" = (G*H)	Acres "J"	Multiplier "K"	Quantities "L" = (J*K)	Net "M" = (L-I)
Single Family		10	0.40	4	0		0	-4 units
Mixed-Use Center	Residential	0		0	19	20	380	380 units
	Com: office	0		0	13	20,000	253,422	253,422 sqft
	Com: retail	0		0	25	12,000	304,107	304,107 sqft
Commercial/Retail		84	0.20*43,560	731,808	11	0.25*43,560	117,394	-614,414 sqft
High Density Office		0		0	36	30,000	1,089,000	1,089,000 sqft
Office-Industrial		0		0	312	0.30*43,560	4,079,699	4,079,699 sqft
Industrial		327	0.30*43,560	4,270,230	0		0	-4,270,230 sqft
Parks/Recreational		0		0	4		4	4 acres
<b>Total Redevelopment Acres = 421</b>								

Future - 2030	
Acres	Quantities (C+F+M)
183	1,140 units
	814,511 sqft
	977,413 sqft
108	976,811 sqft
124	3,741,000 sqft
361	4,717,548 sqft
28	365,512 sqft
7	7 acres

TOTAL QUANTITIES	Existing (2007) "N"	New Development "O"	Net Redevelopment "P"	Future (2030) (N+O+P)
Residential	4 units	760 units	376 units	1,140 units
Commercial	1,544,725 sqft	719,807 sqft	-310,307 sqft	1,954,225 sqft
Office	0	3,213,089 sqft	1,342,422 sqft	4,555,511 sqft
Industrial + Office-Industrial	4,635,742 sqft	637,849 sqft	-190,531 sqft	5,083,060 sqft





**ESTABLISHED NEIGHBORHOODS**

	Existing as of 2007		
	Acres "A"	Multiplier "B"	Quantities "C" = (A*B)
Single Family	1,364	1.77 + Note 1	2,589 units
Commercial/Retail	2	0.20*43,560	16,814 sqft
Low Density Office	2	11,000	21,010 sqft
Industrial	73		73 acres
Parks/Recreational	604		604 acres
Vacant	9		9 acres

NEW (development of existing vacant land)		
Acres "D"	Multiplier "E"	Quantities "F" = (D*E)
6	0.25*43,560	63,162 sqft
3		3 acres

Note 1:  
McGinnis Reserve = 175 units  
(78 acres \* 2.26 units/acre)

	Redevelopment FROM			Redevelopment TO			Redevelopment
	Acres "G"	Multiplier "H"	Quantities "I" = (G*H)	Acres "J"	Multiplier "K"	Quantities "L" = (J*K)	Net "M" = (L-I)
Single Family	6	1.77	11	2	1.77	3	-7 units
Commercial/Retail	2	0.20*43,560	16,814	0		0	-16,814 sqft
Low Density Office							
Institutional	0		0	5		5	5 acres
Parks/Recreational	0		0	1		1	1 acre
<b>Total Redevelopment Acres = 8</b>							

Future - 2030	
Acres	Quantities (C+F+M)
1,437	2,581 units
6	63,162 sqft
2	21,010 sqft
79	79 acres
609	609 acres

TOTAL QUANTITIES	Existing (2007) "N"	New Development "O"	Net Redevelopment "P"	Future (2030) (N+O+P)
Residential	2,589 units	0	-7 units	2,581 units
Commercial	16,814 sqft	63,162 sqft	-16,814 sqft	63,162 sqft
Office	21,010 sqft	0	0	21,010s sqft



### **5.3 GWINNETT COUNTY'S JOINT COMMUNITY ASSESSMENT: INFORMATION SPECIFIC TO SUWANEES**

The County-Cities Joint Community Assessment provides a snapshot in time of the existing conditions of the City. The City of Suwanee, through this Community Agenda aims to support and maintain the strong partnership with Gwinnett County and builds upon the Assessment. It recognizes that the future development of the City is linked to the overall development patterns and evolving context of the County and the region. The Community Agenda has identified additional issues and opportunities than those mentioned in the Assessment and these have become important elements of the document. The following information is specific to Suwanee and has been taken from the Assessment.

#### **Population and Demography**

- Suwanee continues to grow at a rapid rate
- The City's current population is approximately 14,500 (Planning Department estimate based on 2000 Census and building permit tracking since 2000)
- The City has become increasingly diverse since 2000
- The estimated 2005 population is 12,553. This is a 1,941 percent increase since 1970
- The population is expected to increase to 24,014 by 2030, an approximately 91 percent increase from 2005
- Suwanee follows age distributions consistent with Gwinnett County
- Suwanee, similar to the rest of the County, is becoming more diverse
- In 1989, Suwanee had a median household income of \$48,750. In 1999, the median household income adjusted to 1989 dollars was \$63,825. This is 31 percent increase.
- In 1990, Suwanee had a per capita income of \$17,301. In 2000, the per capita income adjusted to 1990 dollars was \$22,566. This is a 30 percent increase.
- Suwanee has seen a reduction in the share of people making less than \$75,000 since 1990. And, it has seen a large increase in the percentage of people making \$75,000 or greater. In fact, the percentages of people making \$100,000 or greater is among the highest in the County.
- In 1990, 1.87 percent of Suwanee's population was living below the poverty level. In 2000, 2.23 percent were

#### **Land Use and Development Patterns**

- Residential demand is strong – stronger than office and industrial. This is causing development pressures on identified employment centers.
- The Town Center is serving as a catalyst and creating "spin-off" demand
- The Town Center is helping strengthen a sense of place and identity
- Redevelopment in Old Town is slowly beginning to occur. New residences are being proposed, but non-residential development is lagging
- Old Town's character should be fully defined. Conflicts between old and new are beginning to occur

- Moore Road, Suwanee Creek Road, Smithtown Road areas have a distinctive large lot, estate residential character
- Large, prime development opportunities are becoming scarce. Many of the City's undeveloped areas are environmentally encumbered
- The City lacks a medical facility
- The City has several successful mixed-use projects
- The City has zoning and development tools in place to implement mixed-use projects
- Anticipated transportation upgrades around I-85 and McGinnis Ferry Road will significantly impact development patterns and businesses in the area (short and long-term)

## Economic Development

- The I-85 Business District along Lawrenceville-Suwanee Road is beginning to struggle. Competition from the north (Mall of Georgia) and south (Sugarloaf and Discover Mills Mall) is beginning to impact the area
- The I-85 Business District has too many hotel/motel rooms
- The Peachtree Industrial Boulevard corridor continues to be a highly desirable location for new development
- The City is located relatively close to Sugarloaf and the Gwinnett Arena
- The City has good interstate access
- Pressure is being placed on industrial lands to convert to other land uses (residential and commercial)
- There are two major high-tech data centers in the City.
- Access to ample electrical power makes the city attractive to technology-based businesses
- In 1990, the dominant employment industry for Suwanee's residents was Retail Trade with 18.9 percent of people working in that industry. Manufacturing (17.1%), Education and Health Services (13.9%), Wholesale Trade (11.4%), and Professional Services (10.1%) rounded out the top five industries
- In 2000, retail trade continued to be the dominant employment industry with 15.3 percent of Suwanee's residents working in that industry. Education and Health Services (15%), Manufacturing (14.4%), Professional Services (11.7%), Information and Finance, Insurance, and Real Estate and Information tied for fifth with 8.1% of the employment
- In 1990, Suwanee had an unemployment rate of 3.94 percent. The number decreased to 1.09 percent in 2000. This is much lower than Gwinnett's unemployment rate of 3.26 percent, the state average of 3.5 percent, and the national rate of 4.0 percent
- In 1999, the median earning for a man living in Suwanee was \$51,680. The median earning for a woman was \$27,524
- Suwanee has a greater share of people who walk and bicycle to work than the County as a whole
- A higher percentage of Gwinnett residents are employed in management and professional fields and construction and maintenance than the region as a whole
- Compared with the state, Gwinnett has a higher percentage of management and professional employee residents and a lower percentage of production and transportation employees.



## Transportation

- Both I-85 and the Norfolk-Southern railroad create physical and psychological barriers to community mobility and identity
- McGinnis Ferry overpass crossing will improve traffic circulation significantly
- Proposed improvements along I-85, including widening and extension of the collector-distributor system will result in different traffic patterns
- Transit is lacking
- A potential commuter rail site has been selected
- Smithtown Road has been identified as another potential location of an I-85 bridge crossing
- McGinnis Ferry Road to the west (across the Chattahoochee River) is being upgraded to a 4-lane divided roadway
- The jurisdiction with the second highest percentage of residents working from home in 2000 was Suwanee at 4.6 percent compared to Unincorporated Gwinnett County at 4.0 percent. (Berkeley Lake had the highest percentage of residents working from home in 2000 at 10.1 percent)

## Housing and Social Services

- Home values in Suwanee exceed county and state averages
- The City has a good mix of single-family attached, single-family detached and apartments
- Recent market trends have been for attached housing
- The majority Suwanee's housing (75.4 percent in 2000) is single family detached
- Between 1990 and 2000 there was a very small increase in the number and percentage of attached single family homes (from zero units to 20) and a large increase in the number and percentage of multifamily homes (from 20 units to 774 or 2.3% to 23.9%)
- Between 2000 and 2006 69.1 percent of the total housing units permitted (2,221) were for single family houses (which includes detached and attached houses)
- Most of Suwanee's housing (79%) was constructed between 1990 and March 2000. This is similar to Gwinnett County, which had more of its housing (42%) constructed between 1990 and 2000 than during any other period
- Between 1990 and 2000, Suwanee experienced a decrease in the percentage of owner-occupied households (97% to 77%) and an increase in renter-occupied households (from 8% to 23%)
- Suwanee's median contract rent in 2000 was \$825, a nearly 100 percent increase over a median rent of \$418 in 1990. 2000's median rent is higher than those for Gwinnett County, which had a median rent of \$719 in 2000, but is slightly lower than Gwinnett's 1990 median rent of \$483
- Approximately 23 percent of Suwanee's 3,008 households experience some sort of housing problem. This is slightly lower than the rate for the entire County, which is 28 percent

## Natural and Cultural Resources

- The City lacks a traditional downtown square. The Suwanee Town Center was created to help serve that role

- The City borders the Chattahoochee River which is a major natural resource
- Protection of the Chattahoochee is provided by the Metropolitan River Protection Act (Georgia Code 12-5-440 et seq.), which was passed by the Georgia Legislature in 1973 and created a 2000-foot Corridor on both sides of the River. Protection in the Corridor is provided by the Chattahoochee Corridor Plan, which was authorized by the Act and includes standards that must be met by development in the Corridor. These standards include limits on land disturbance and impervious surface, floodplain requirements, and a 50-foot undisturbed vegetative buffer and 150-foot impervious surface setback on the River and a 35-foot undisturbed buffer on certain tributaries in the Corridor. This touches western edge of the City of Suwanee.
- Suwanee Creek extends through the City and has a wide floodplain
- A “significant groundwater recharge area”, as defined by DCA exists on the east side of I-85
- Old Town has a charming character that can be the foundation for a significant cultural resource
- The City has an underground well for drinking water in Old Town
- Tracts with archaeological significance are located throughout the County and are especially concentrated along the Chattahoochee River in the northwestern part of Gwinnett
- There is also a trail of archaeologically significant tracts along Sugarloaf Parkway stretching between Lawrenceville, Suwanee, and Duluth

### Facilities and Services

- The City currently has a joint City Hall/Police facility. The City has plans to construct a new City Hall in 2007 in the Town Center complex
- The City has a small water system that serves approximately 350 houses in and around Old Town
- The City relies on Gwinnett County for the majority of its drinking water and all of its sanitary sewer needs
- The Old Town area is under-served by sanitary sewer
- A library exists inside the Suwanee City Limits
- George Pierce Park, a 300-acre active recreation park owned by the County, is located inside the City
- A new County-operated Activity Center is being constructed in George Pierce Park
- The City is well-served by public parks (City and County)
- The Suwanee Creek Greenway is an important community asset
- A strong seasonal event program helps create and maintain a strong community identity and sense of place
- A new school cluster is proposed in the area that will relieve the North Gwinnett cluster
- There are also city police departments in Snellville, Lawrenceville, Suwanee, Duluth, Norcross, and Lilburn. There are city jails co-located with the city police departments in Snellville, Lawrenceville, Suwanee, Duluth, Norcross, and Lilburn.
- No areas in the City of Suwanee identified as underserved for parks and recreation.

**SUWANEE**

**POPULATION**

- The estimated 2005 population is 12,553. This is a 1,941 percent increase since 1970.
- The population is expected to increase to 24,014 by 2030, an approximately 91 percent increase from 2005.

**Historic and Projected Population**

1970	1980	1990	2000	2005 (est.)	2010	2020	2030
615	1,026	2,412	8,725	12,553	14,729	19,585	24,014
*Suwanee Projected Population from the city's 2020 Comprehensive Plan, which includes population increases, in part, due to annexation.					19,152*	23,098*	27,044*

Sources: US Census, Dr. Thomas Hammer Projections

- Suwanee follows age distributions consistent with Gwinnett.

**Projections by Age**

	2000	2010	2020	2030
0-4 Years Old	746	1,089	1,431	1,774
5-13 Years Old	1,476	2,130	2,783	3,437
14-17 Years Old	355	490	625	760
18-20 Years Old	226	317	407	498
21-24 Years Old	304	427	550	673
25-34 Years Old	1,402	2,010	2,618	3,226
35-44 Years Old	2,029	2,973	3,916	4,860
45-54 Years Old	1,325	1,934	2,543	3,152
55-64 Years Old	485	679	872	1,066
65 and Older	377	528	679	830

Source: Georgia Planning DataView, <http://www.georgiaplanning.com/dataviews/census2/default.asp>

- Suwanee, similar to the rest of the County, is becoming more diverse.

**White and Non-White Population, 1990 & 2000**

White 1990	White 2000	Percent Change 1990-2000	Non-White 1990	Non-White 2000	Percent Change 1990-2000
2258	7,372	226.5%	154	1,353	778.6%

Source: US Census

**Racial Distribution, 2000**

White	Black or African American	American Indian/ Alaska Native	Asian or Pacific Islander	Other Race	Total
7,372	557	11	598	187	8,725

Source: US Census

Source: The Gwinnett Unified Plan: Joint County-Cities Community Assessment





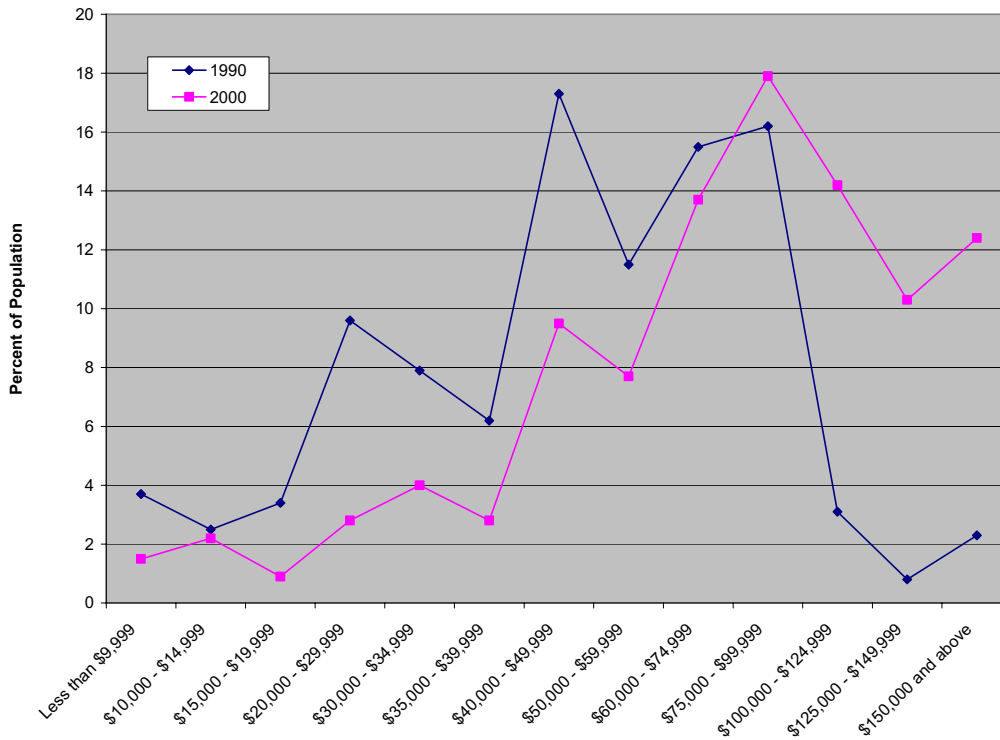
**Hispanic Population, 1980, 1990, & 2000**

1980 Total	1980 Percentage	1990 Total	1990 Percentage	2000 Total	2000 Percentage
3	.20	29	1.20	276	3.20

Source: US Census

- In 1989, Suwanee had a median household income of \$48,750. In 1999, the median household income adjusted to 1989 dollars was \$63,825. This is 31 percent increase.
- In 1990, Suwanee had a per capita income of \$17,301. In 2000, the per capita income adjusted to 1990 dollars was \$22,566. This is a 30 percent increase.
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- In 1990, 1.87 percent of Suwanee’s population was living below the poverty level. In 2000, 2.23 percent were.

**Income Distribution, 1990 & 2000**



Source: US Census

Source: The Gwinnett Unified Plan: Joint County-Cities Community Assessment



**Income Distribution, 1990 & 2000**

	1990	2000
Less than \$9,999	3.7%	1.5%
\$10,000 - \$14,999	2.5%	2.2%
\$15,000 - \$19,999	3.4%	0.9%
\$20,000 - \$29,999	9.6%	2.8%
\$30,000 - \$34,999	7.9%	4.0%
\$35,000 - \$39,999	6.2%	2.8%
\$40,000 - \$49,999	17.3%	9.5%
\$50,000 - \$59,999	11.5%	7.7%
\$60,000 - \$74,999	15.5%	13.7%
\$75,000 - \$99,999	16.2%	17.9%
\$100,000 - \$124,999	3.1%	14.2%
\$125,000 - \$149,999	0.8%	10.3%
\$150,000 and above	2.3%	12.4%

Source: US Census

**ECONOMIC DEVELOPMENT**

- In 1990, the dominant employment industry for Suwanee’s residents was Retail Trade with 18.9 percent of people working in that industry. Manufacturing (17.1%), Education and Health Services (13.9%), Wholesale Trade (11.4%), and Professional Services (10.1%) rounded out the top five industries.
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- Suwanee has a greater share of people who walk and bicycle to work than the County as a whole.

Source: The Gwinnett Unified Plan: Joint County-Cities Community Assessment



**HOUSING**

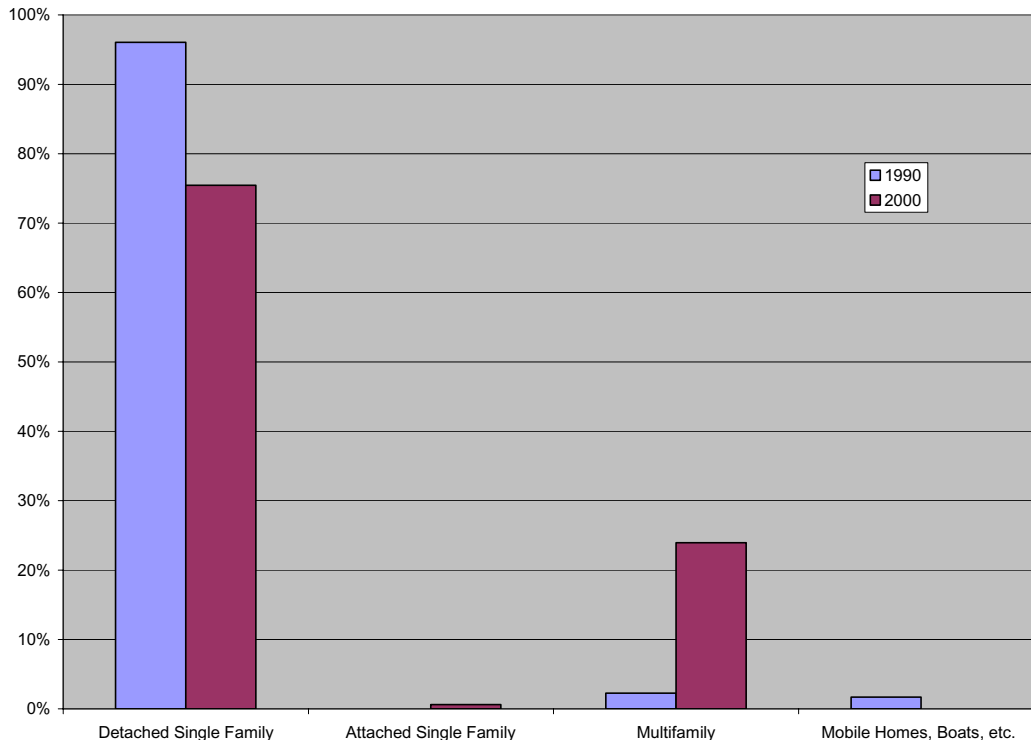
- The majority Suwanee’s housing (75.4 percent in 2000) is single family detached.
- Between 1990 and 2000 there was a very small increase in the number and percentage of attached single family homes (from zero units to 20) and a large increase in the number and percentage of multifamily homes (from 20 units to 774 or 2.3% to 23.9%).
- Between 2000 and 2006 69.1 percent of the total housing units permitted (2,221) were for single family houses (which includes detached and attached houses).

**Housing Type and Mix, 1990 & 2000**

	Number of Units		Percent of Total	
	1990	2000	1990	2000
Detached Single Family	851	2,439	96.0%	75.4%
Attached Single Family	0	20	0.0%	0.6%
Multifamily	20	774	2.3%	23.9%
Mobile Homes, Boats, etc.	15	0	1.7%	0.0%
<b>Total Units</b>	<b>886</b>	<b>3,233</b>		

Source: US Census

**Housing Type and Mix, 1990 and 2000**



Source: US Census

Source: The Gwinnett Unified Plan: Joint County-Cities Community Assessment

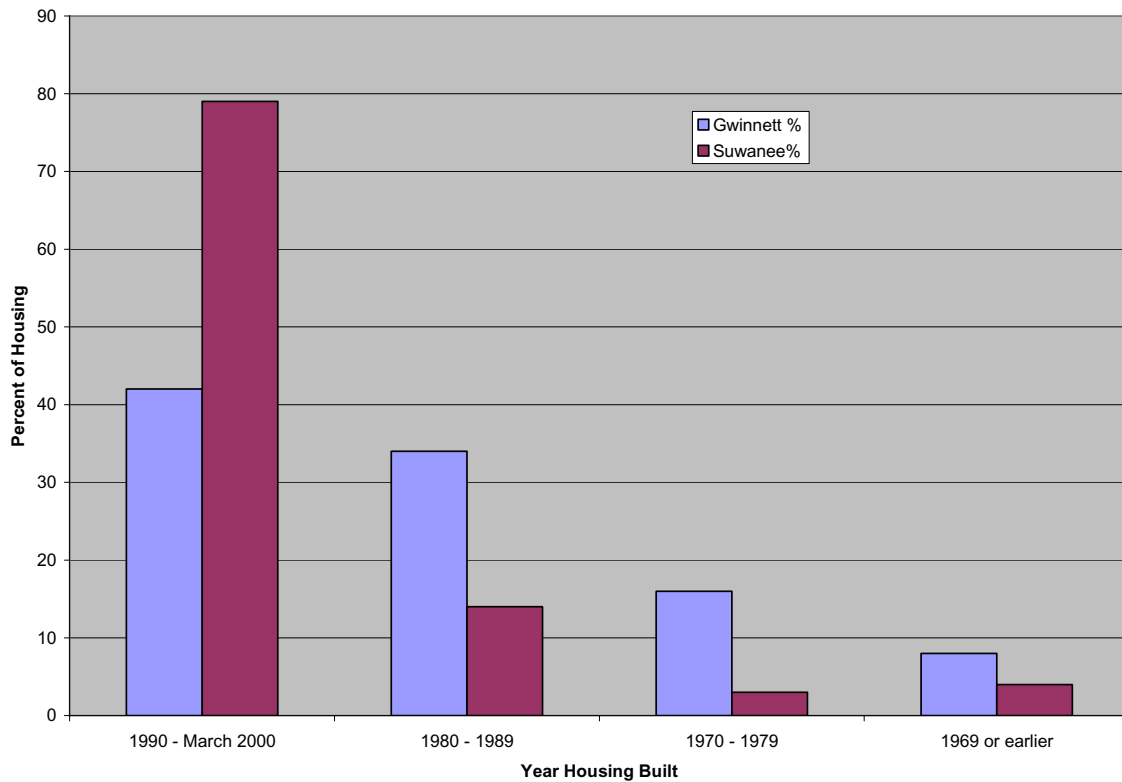


- Most of Suwanee’s housing (79%) was constructed between 1990 and March 2000. This is similar to Gwinnett County, which had more of its housing (42%) constructed between 1990 and 2000 than during any other period.

**Age of Housing, 2000**

Year Constructed	Gwinnett	Suwanee
1990 - March 2000	42%	79%
1980 – 1989	34%	14%
1970 – 1979	16%	3%
1969 or earlier	8%	4%

**Age of Housing, 2000**



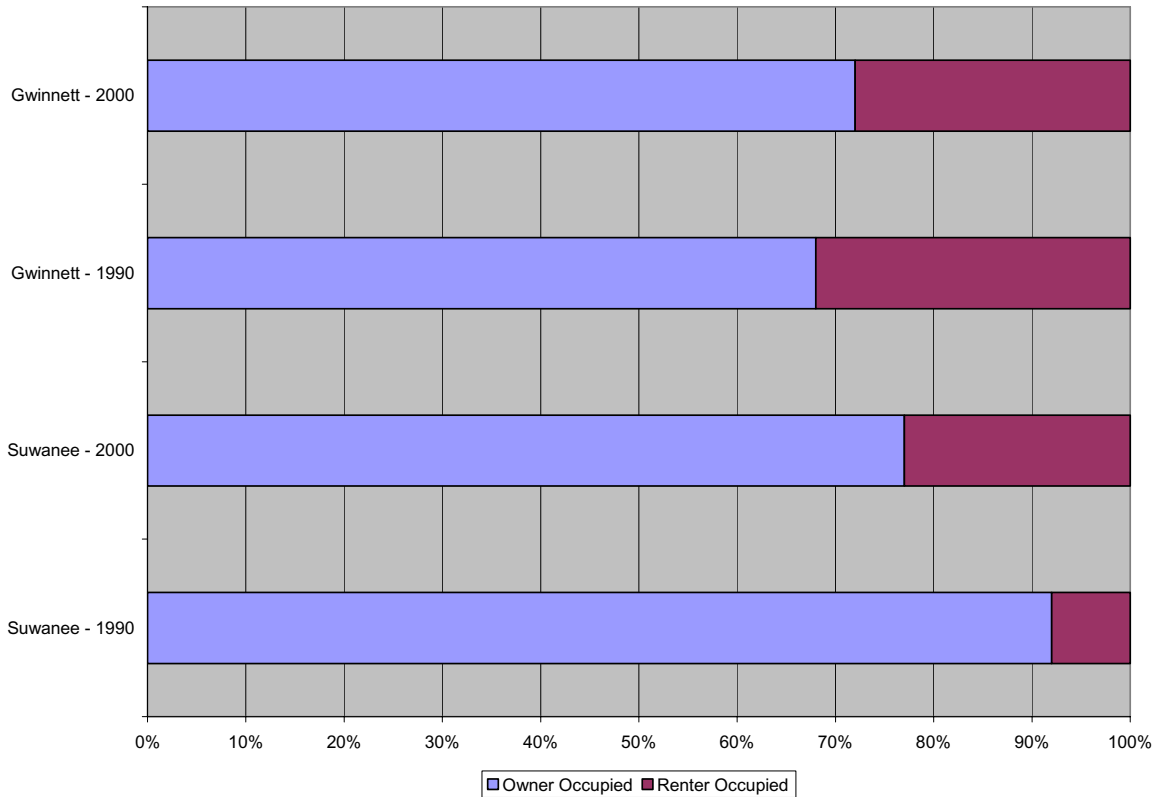
Source: US Census

Source: The Gwinnett Unified Plan: Joint County-Cities Community Assessment



- Between 1990 and 2000, Suwanee experienced a decrease in the percentage of owner-occupied households (97% to 77%) and an increase in renter-occupied households (from 8% to 23%).

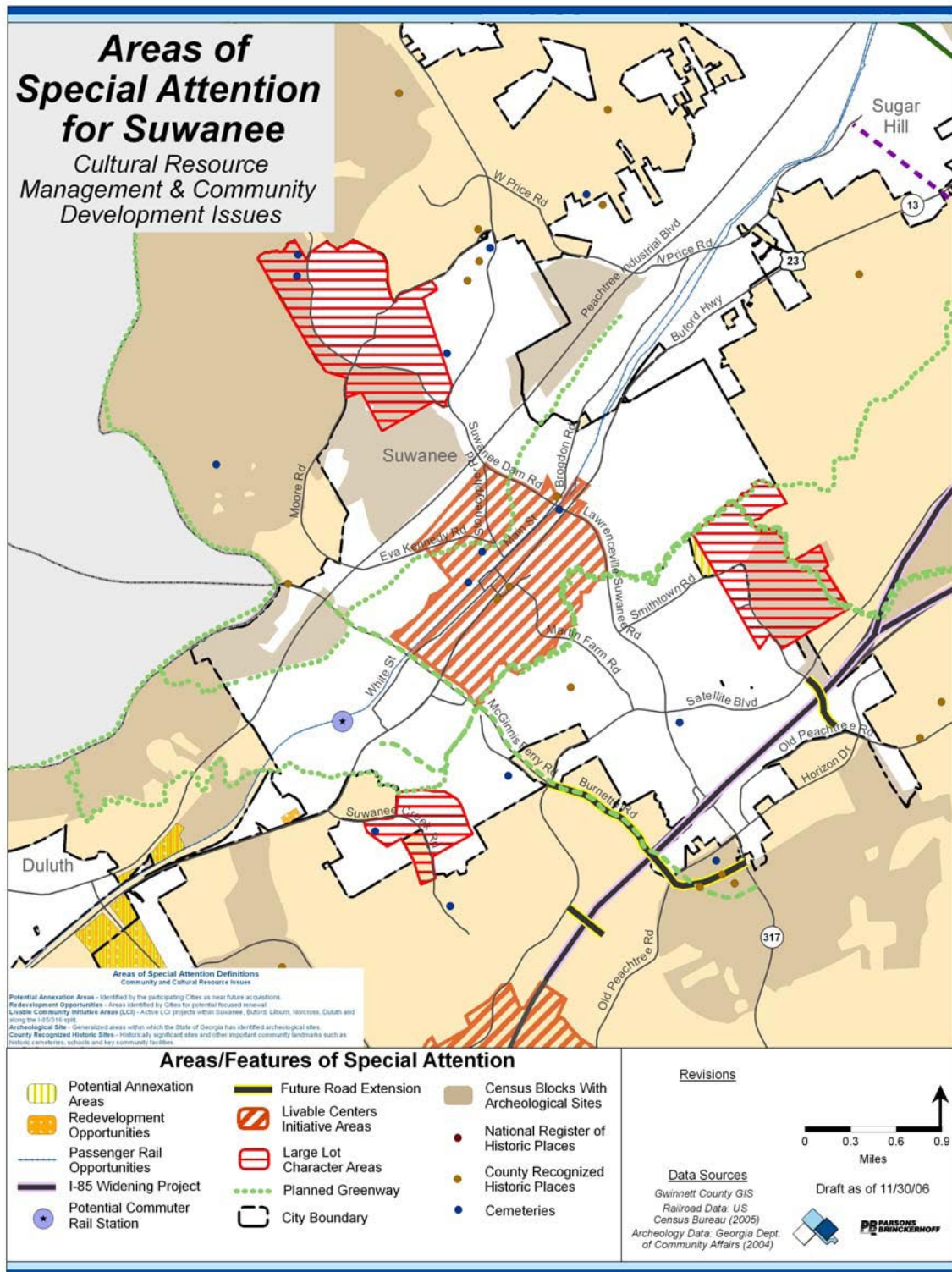
**Owner Occupied vs. Renter Occupied Housing**



Source: US Census

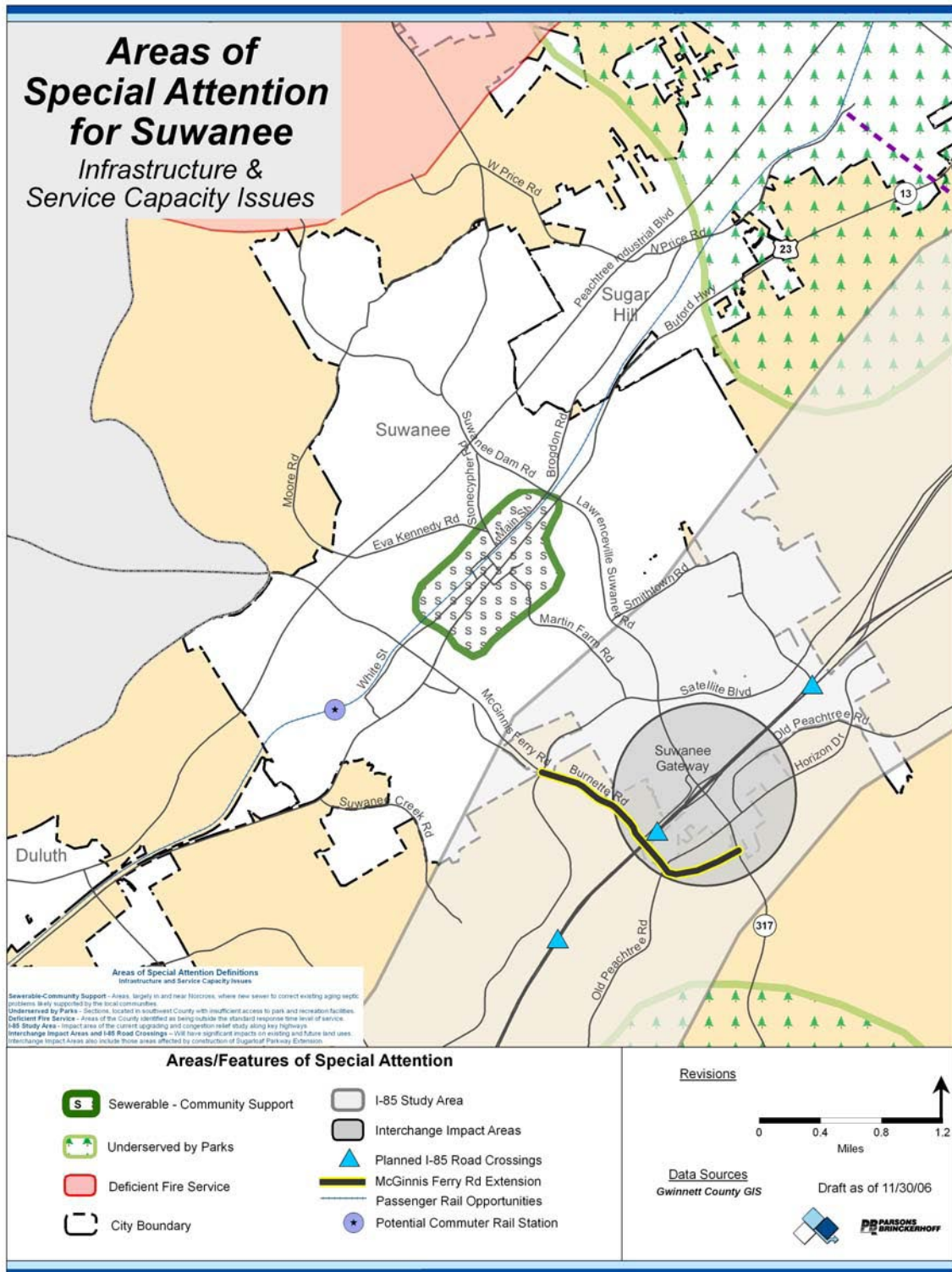
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Source: The Gwinnett Unified Plan: Joint County-Cities Community Assessment

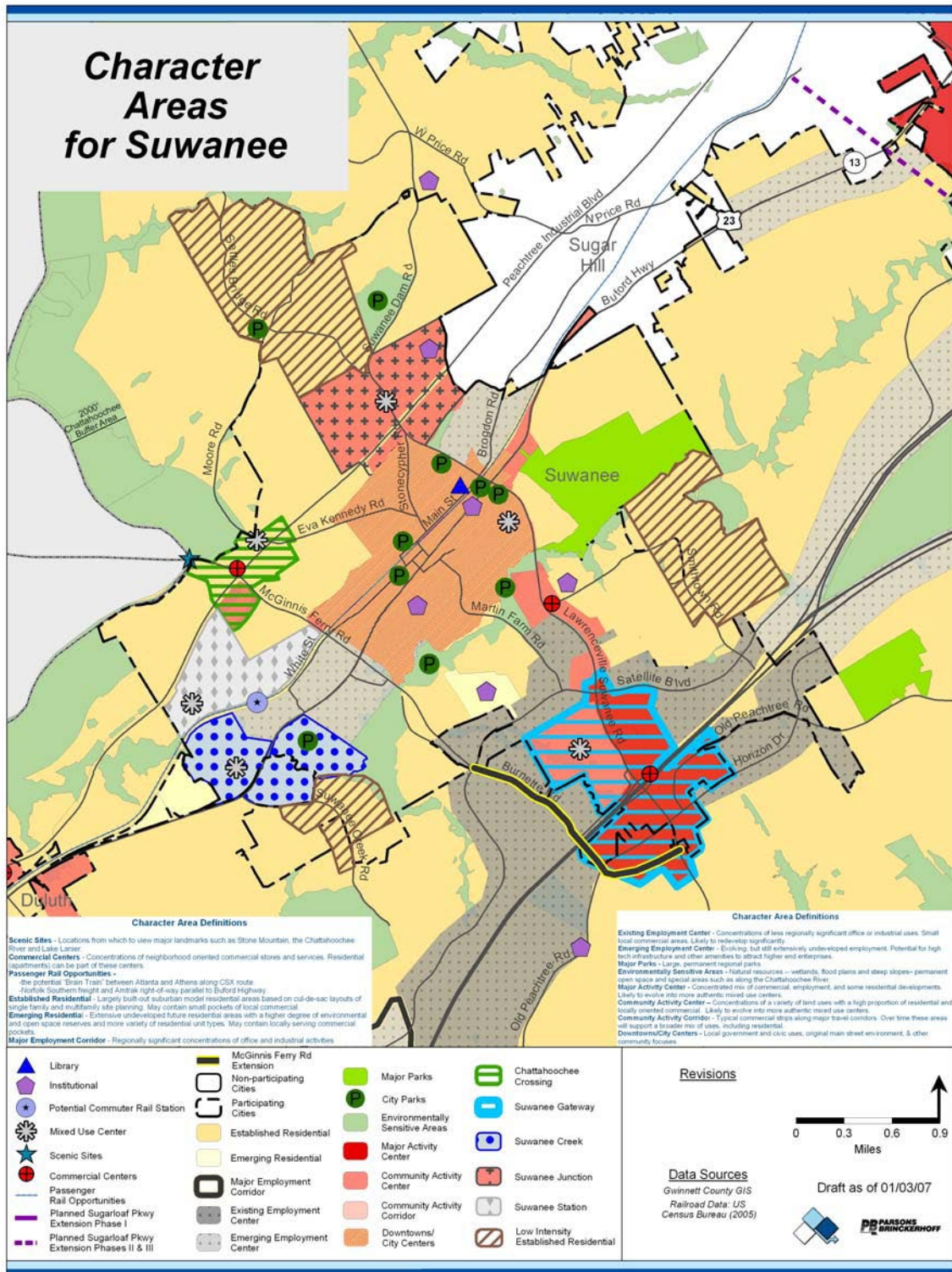


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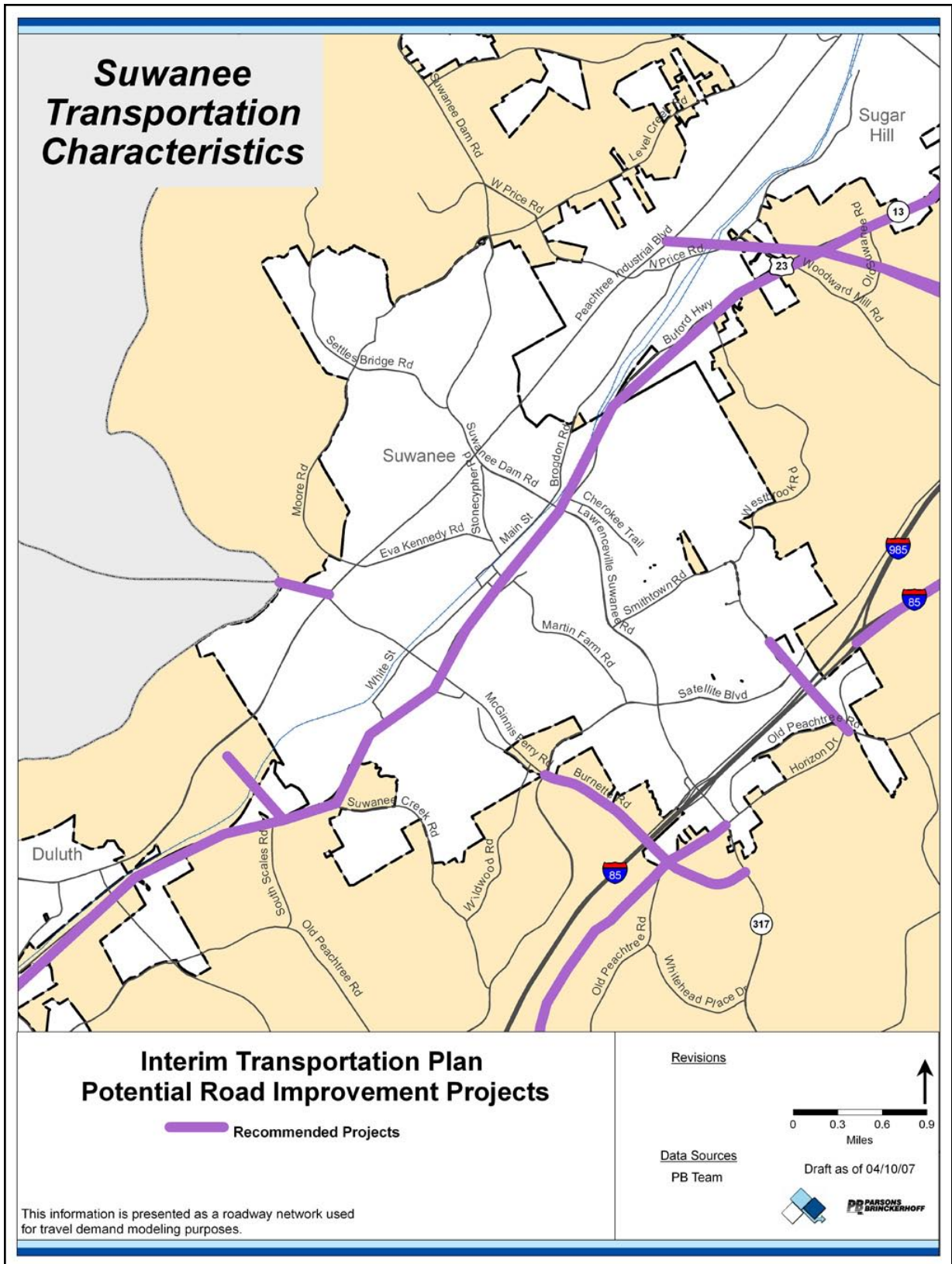
Source: The Gwinnett Unified Plan: Joint County-Cities Community Assessment



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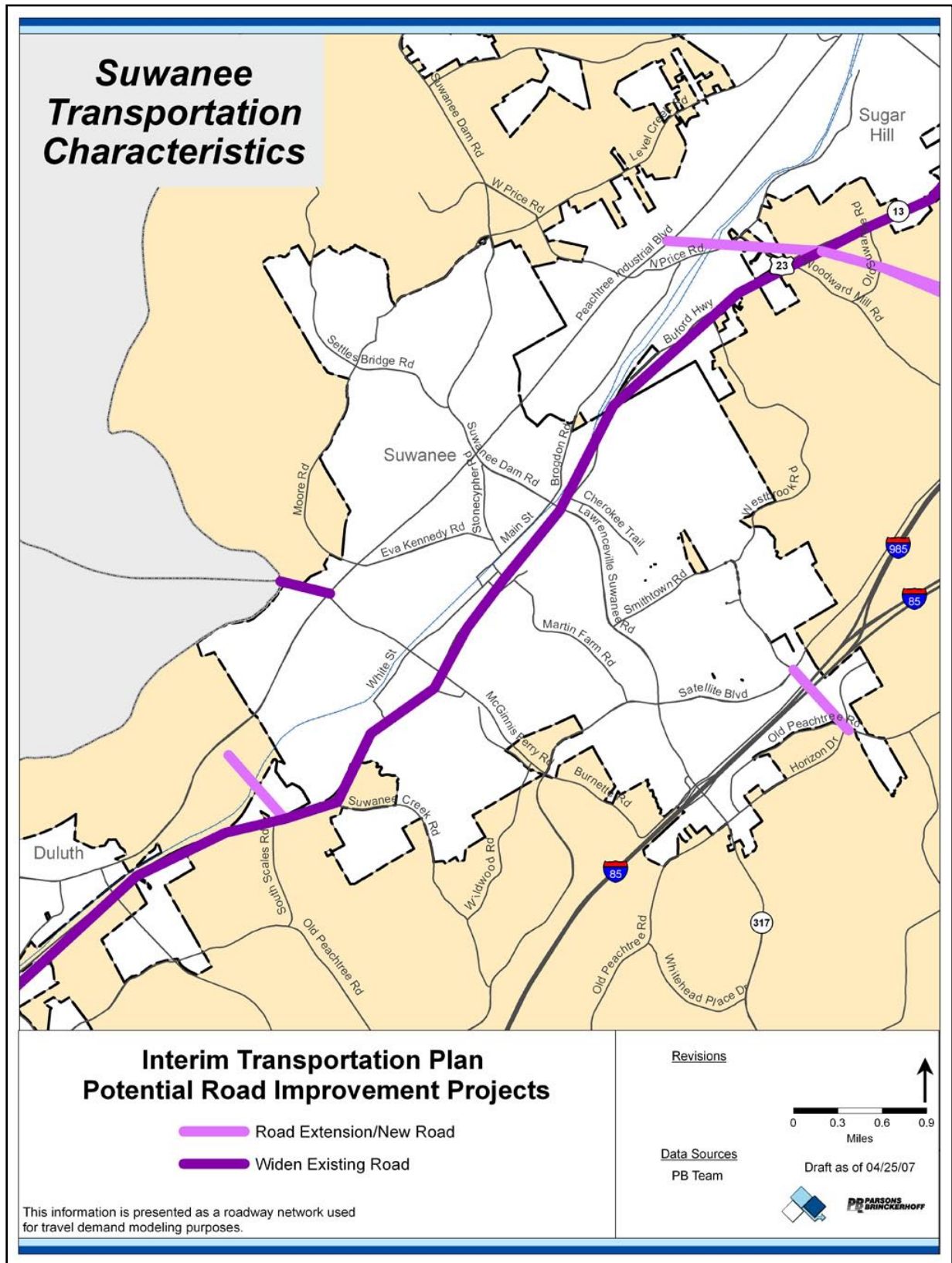




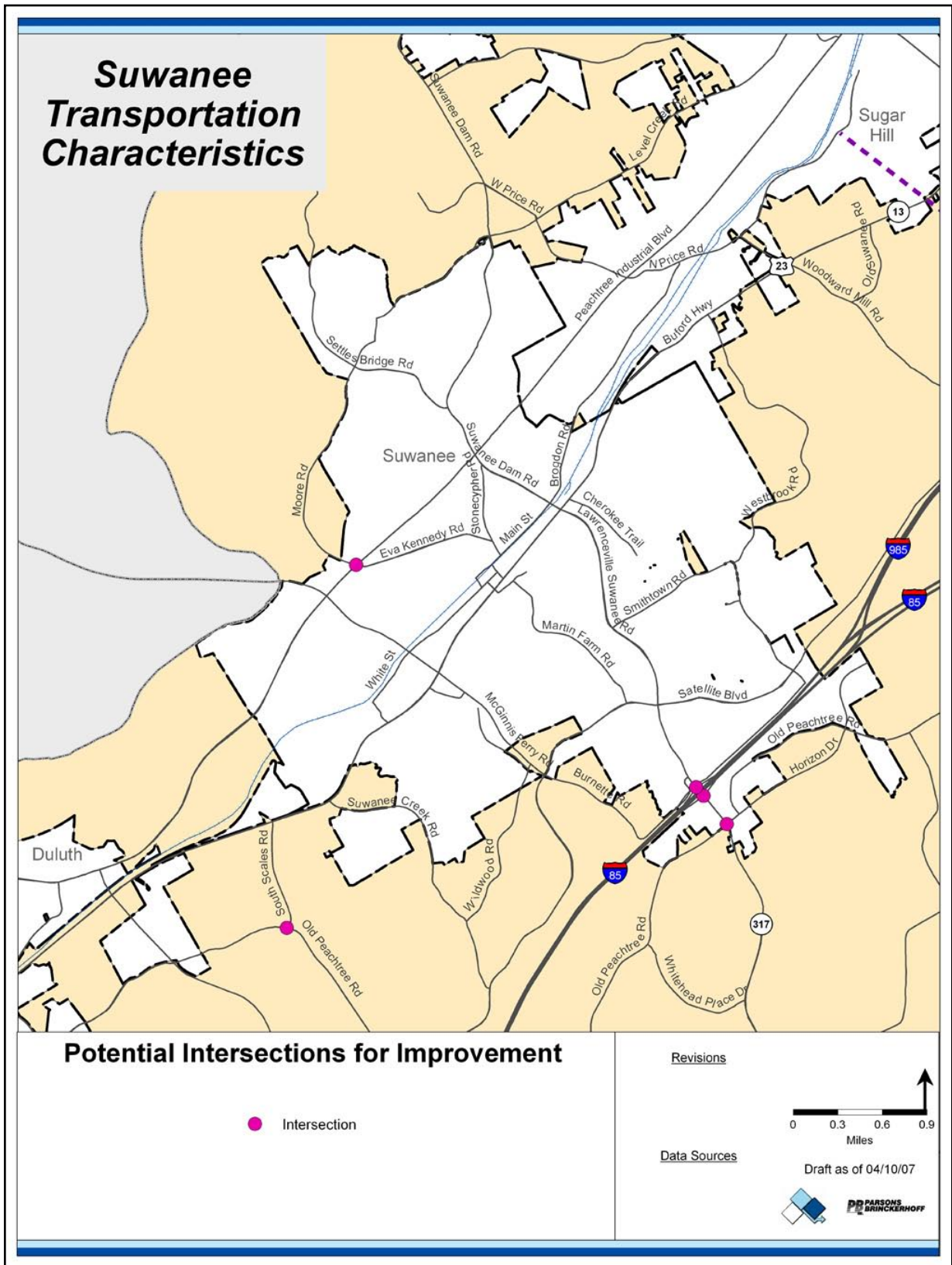
Source: The Parsons Brinkerhoff Team: The Gwinnett Unified Plan: Interim Transportation Plan





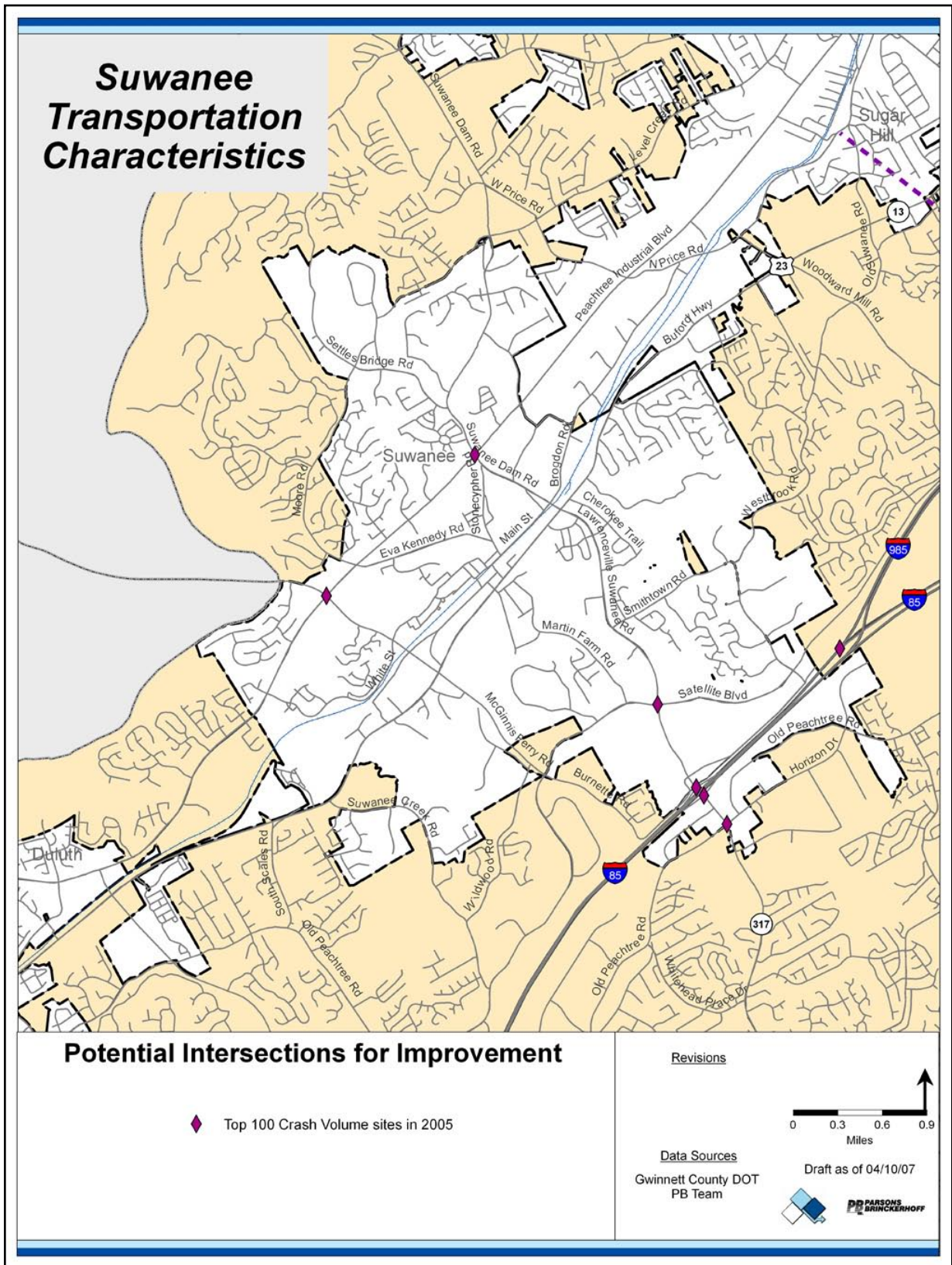


Source: The Parsons Brinkerhoff Team: The Gwinnett Unified Plan: Interim Transportation Plan



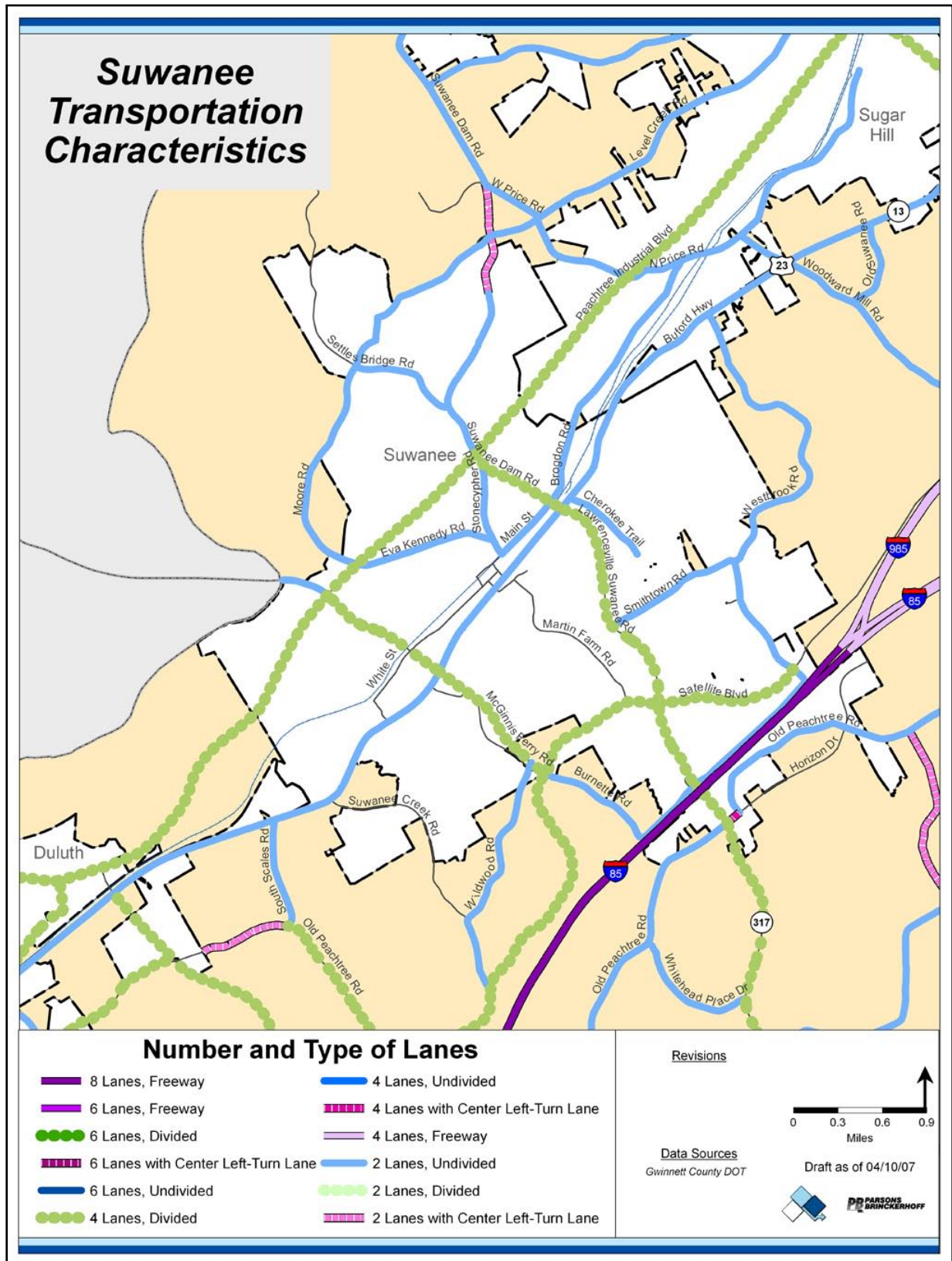
Source: The Parsons Brinkerhoff Team: The Gwinnett Unified Plan: Interim Transportation Plan



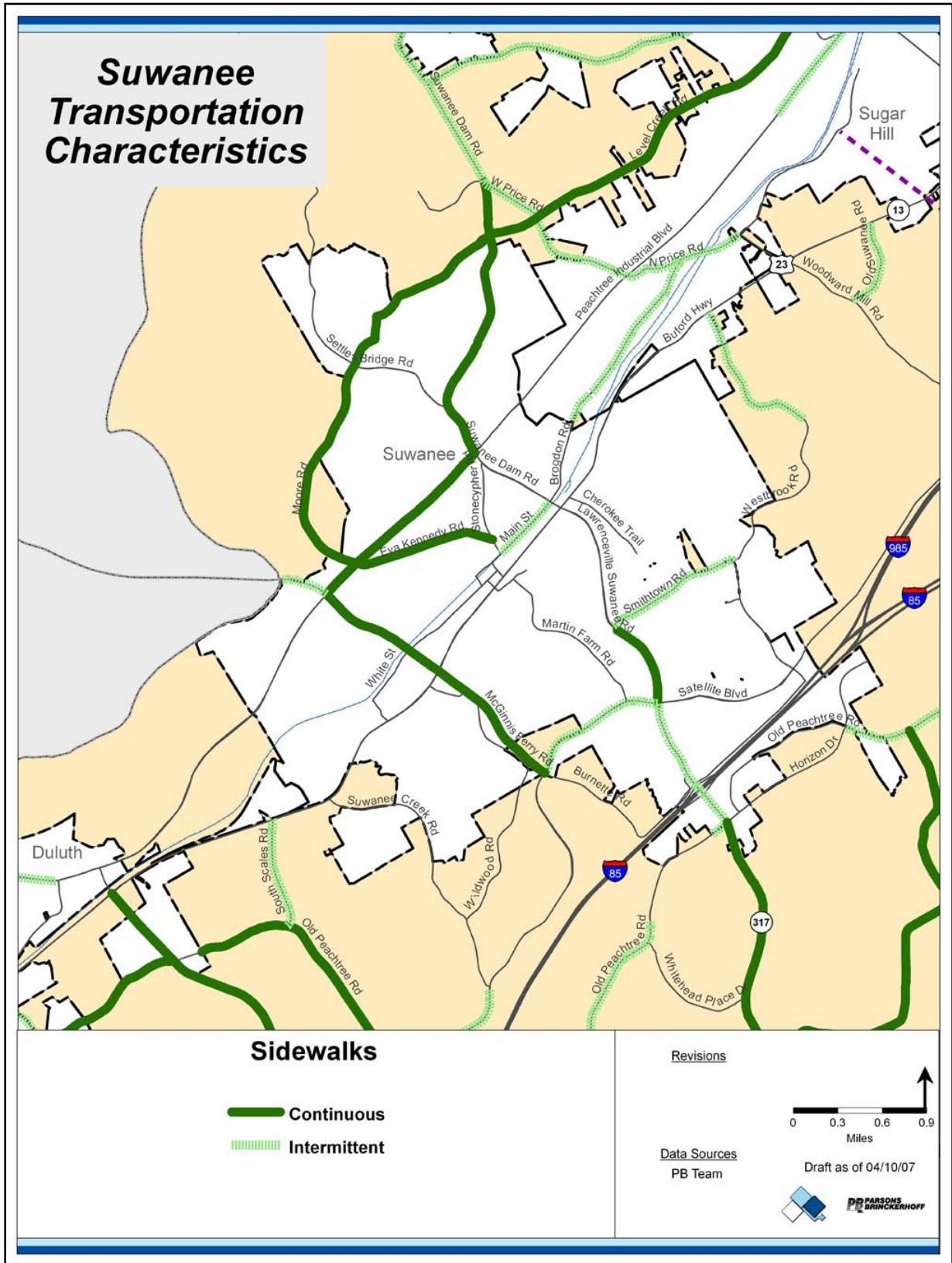


Source: The Parsons Brinkerhoff Team: The Gwinnett Unified Plan: Interim Transportation Plan



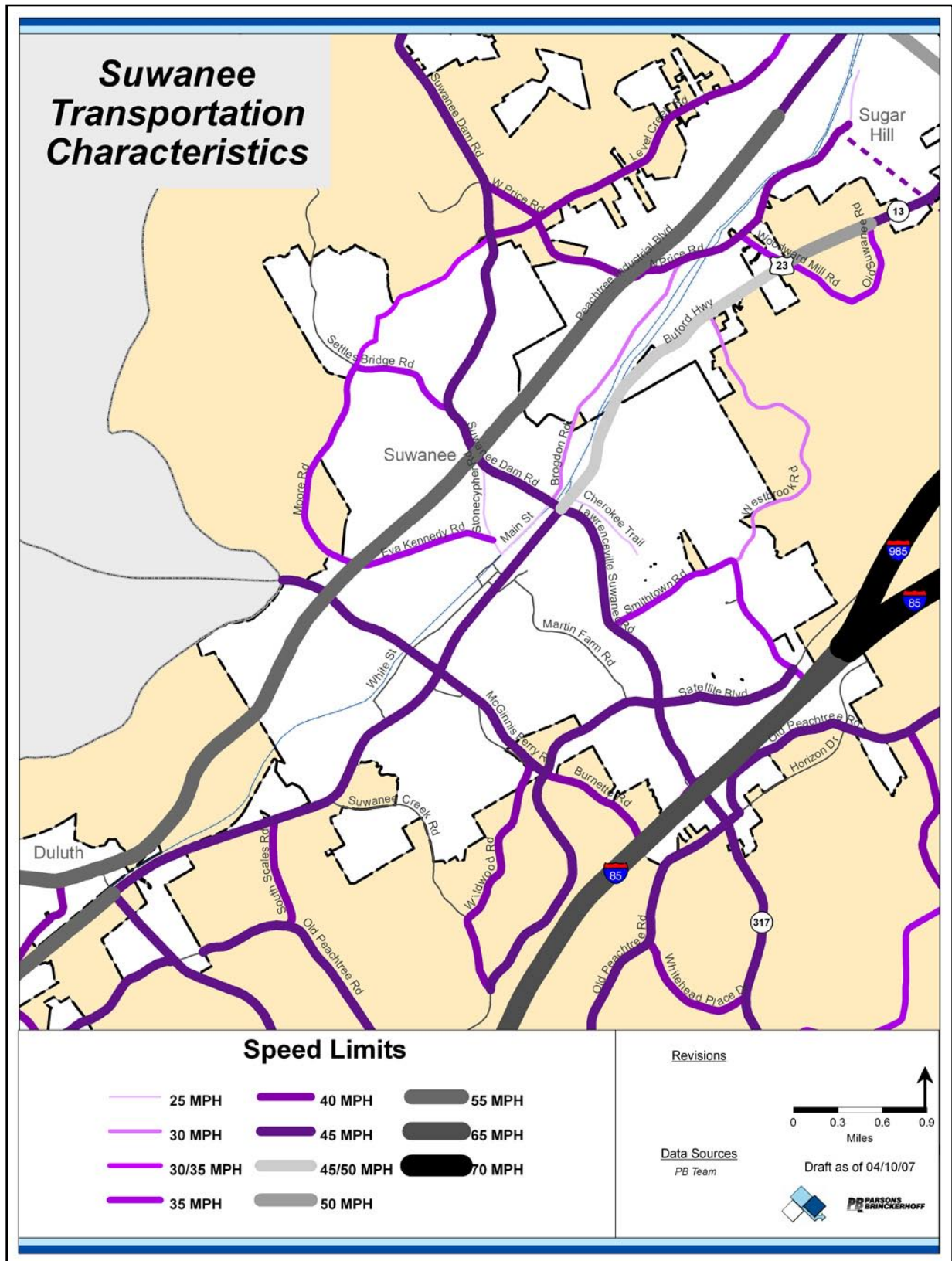


Source: The Parsons Brinkerhoff Team: The Gwinnett Unified Plan: Interim Transportation Plan



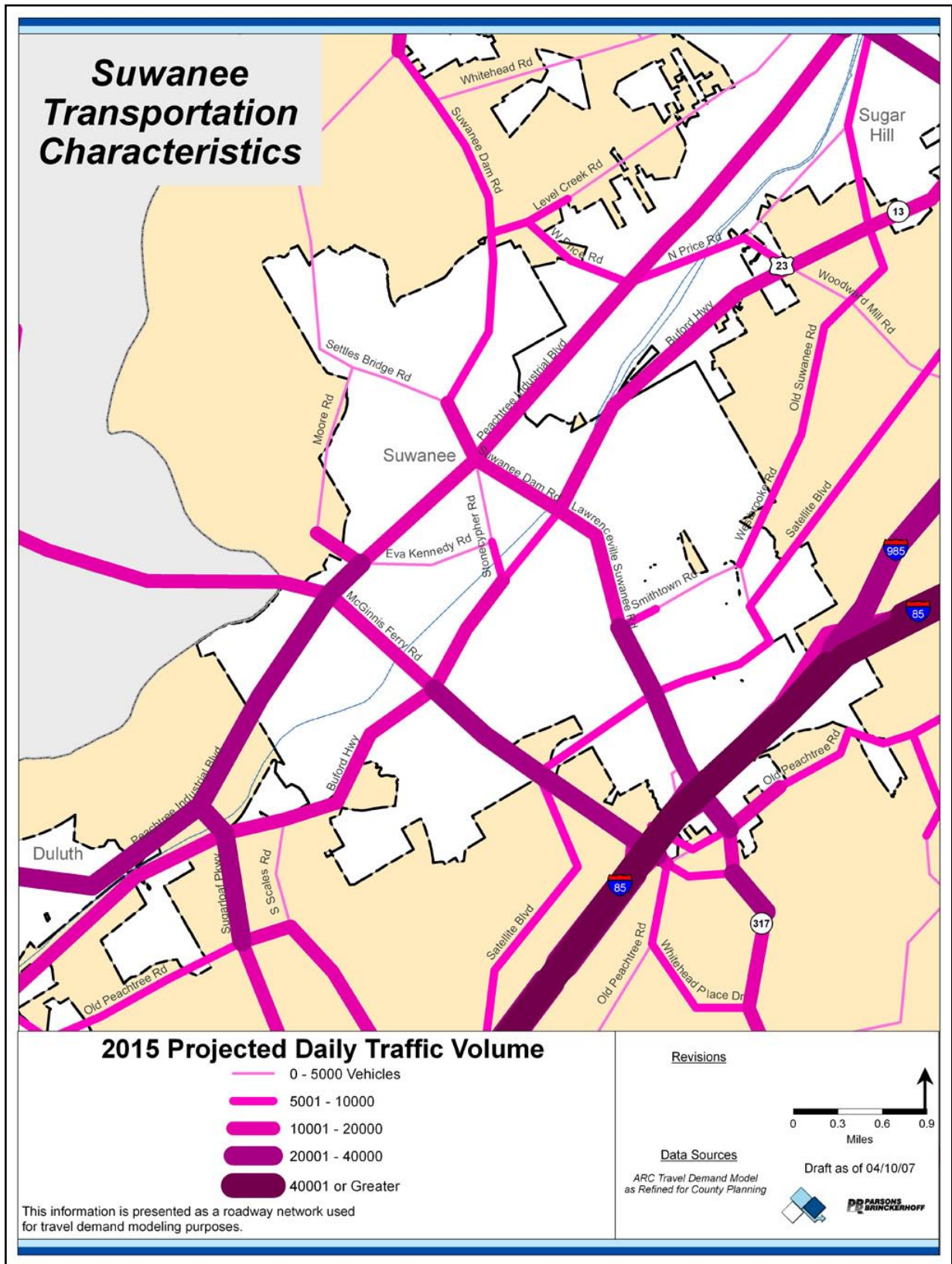
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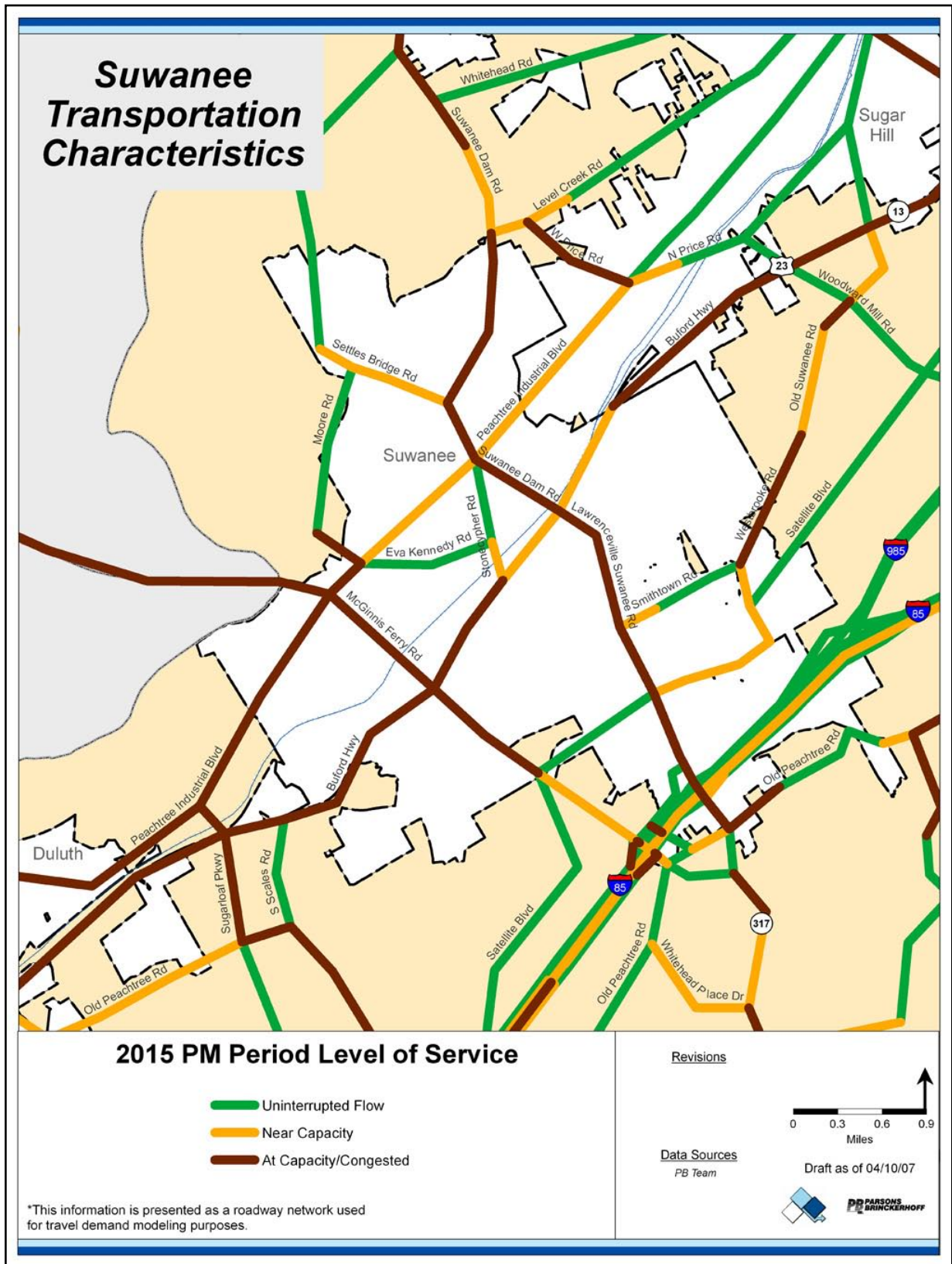


Source: The Parsons Brinkerhoff Team: The Gwinnett Unified Plan: Interim Transportation Plan



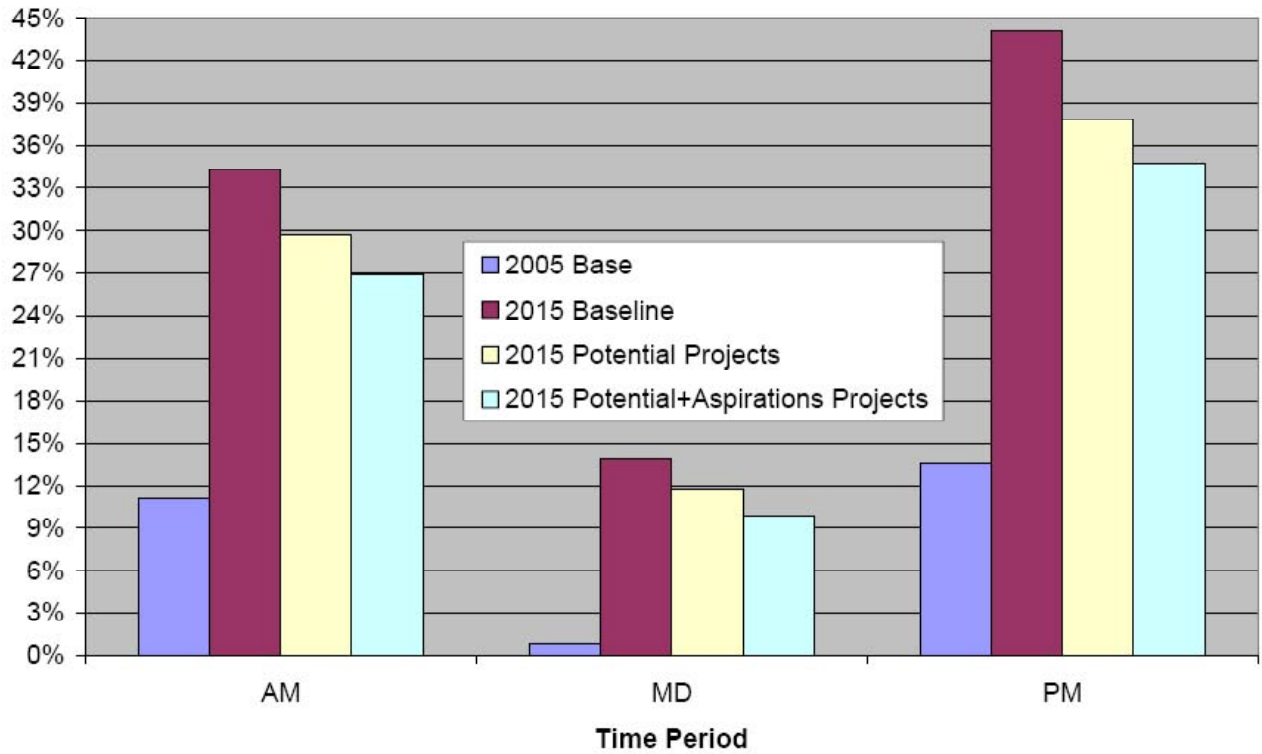


Source: The Parsons Brinkerhoff Team: The Gwinnett Unified Plan: Interim Transportation Plan



Source: The Parsons Brinkerhoff Team: The Gwinnett Unified Plan: Interim Transportation Plan





**Percent of Gwinnett County Lane Miles at Capacity or Congested**

Source: The Parsons Brinkerhoff Team: The Gwinnett Unified Plan: Interim Transportation Plan (February 8 2007, Figure 23, page 41)



