

"...improve and enhance walkability, livability, and identity to create a unified, economically viable Downtown."



DOWNTOWN SUWANEE MASTER PLAN

City of Suwanee, Georgia

June 25, 2009

Acknowledgements

Mayor

Dave Williams - Mayor

James Burnette, Jr. - Mayor Pro Tem

City Council

Jace Brooks

Daniel F. Foster

Kevin McOmber

Jeanne Rispin

City of Suwanee Staff

Josh Campbell - Planning and Inspections, Director

Matthew Dickison - Planning and Inspections, Planning Division Director

Jane Keegan - Economic and Community Development, Downtown Manager

Denise Brinson - Economic and Community Development, Director

City Manager

Marvin Allen

Steering Committee

Toby Blackwell

Mark Brock

Steve Brooks

Leah Cunningham

James Davenport

Burcher Gammage

Dick Goodman

Wayne Hill

Brian McDonald

Ryan Neilan

Jodi Nevels

Kevin O'Brien

Pamela Reeves

Hilda Roberts

Citizens of Suwanee

Prepared By: Ecos Environmental Design, Inc.

URS Corporation

Market + Main

Smith Dalia Architects

Adopted by City Council: June 25, 2009

Planning Consultants

Shannon Kettering, ASLA, AICP - Ecos Environmental Design, Inc.

Kelly Sanders, ASLA, AICP - Ecos Environmental Design, Inc.

Alison Smith - Ecos Environmental Design, Inc.

Allison Duncan, AICP - Ecos Environmental Design, Inc.

Gretchen Gigley - Ecos Environmental Design, Inc.

Aaron Fortner, AICP - Market + Main

Lakey Broderius Boyd, AICP, CECD - Market + Main

Kristen Wescott, AICP - URS Corporation

Eric Lusher - URS Corporation

Ed Akins, AIA - Smith Dalia Architects

Cindy Cox – Illustrator

Photo Credits: Ecos Environmental Design, Inc., URS Corporation, Smith Dalia Architects

Table of Contents

Acknowledgements

Executive Summary

Scope of the Study
Overview of Project Process
Project Conclusions

Chapter 1: Background

3

History of the City
City Planning 2000-Present
Existing Conditions
Transportation
Infrastructure
Previous Studies
Opportunities and Challenges

Chapter 2: Methodology & Process

23

Study Methodology

Chapter 3: Plan Overview

29

Placemaking in Downtown Suwanee
Vision and Goals for the Downtown Suwanee Master Plan
Character Districts
Land Use Elements
Circulation Elements
Plan Concepts

Chapter 4: Suwanee LCI 5-Year Update

39

Evaluation and Appraisal Narrative
Completed Actions
Development Inventory
Actions Not Completed, Barriers and Strategies to Overcome Barriers
Evaluation and Appraisal Report

Chapter 5: Implementation

45

Transportation and Infrastructure Recommendations
Land Use Recommendations
Housing Recommendations
Urban Design Recommendations
Implementation Plan Strategy Narrative

Appendix

Plans and Maps
Meeting Minutes
Zoning Tables
Dimensional Requirements Tables
Mixed Use Information

Scope of the Study

The 2002 Suwanee Old Town Master Plan Report identified five key public investments needed to make the vision for the development and redevelopment of this region a success:

- Creation of a new town square
- Encouraging complementary uses for new and infill development
- Support for the construction of a new county library in Downtown Suwanee
- Development of an alternative transportation system
- Improvement of infrastructure in the Historic Old Town area

The City of Suwanee has adopted an ambitious vision for the future of Downtown Suwanee, and this comprehensive update to the 2002 LCI plan demonstrates not only successful accomplishments to date, but also a continued commitment to improvement.

In the five years since the adoption of the original plan, the city has made substantial progress in the areas of key public investment identified above. These accomplishments bring the city closer to bridging the divide between the historic core of the community and the emerging new civic center around a multi-purpose, mixed-use Town Center. Substantial initiatives have also been undertaken to augment and enhance a network of trails, parkways, and greenspace throughout the community that serve as vital corridors, linking together existing and new development.

Though the City of Suwanee can boast of successful implementation of many plan elements, there are still challenges to overcome. This update includes an appraisal and evaluation report of current and completed projects along with a list of additional projects that will continue to foster quality development of Downtown. Since 2002, the City has also completed a Comprehensive Plan Update and developed a Capital Improvements Program. These documents, along with relevant regional and state planning documents, have been consulted in preparing recommendations for future projects.

Overview of Project Process

Three key components were involved in the preparation of this study: 1) developing a participation process, 2) developing a study to facilitate the planning process, and 3) preparing the final plan. The detailed project methodology is outlined in Chapter 2, but in general the public participation process was facilitated through a series of five public meetings by a Project Management Team. Working with City Staff and a Steering Committee, consultants designed two community tours, interactive exercises for community meetings, a community survey, and a variety of interpretive materials throughout the project. Community feedback is essential to creating a plan that will stimulate the efforts of citizens to implement the recommendations and accomplish the study goals. This project had the benefit of consistent community involvement, which will be an asset in the overall success of the plan.

In developing the project study, consideration was given to a variety of community elements, but particular focus was on land use, transportation, housing, and urban design. Within each of these areas, in-depth analysis focused on a range of specific issues intended to enhance the future development of Downtown Suwanee, such as transportation alternatives, updated zoning codes, historic preservation programs, and diversity of housing forms. Data was collected in regard to existing conditions, which included both field investigation and analysis of prior studies and plans. Based upon this information, as well as input from the community and various stakeholders,

Executive Summary

the final plan was developed. Key components of the plan detailed herein include documentation of existing conditions; development of plan concepts including new character districts, land use typologies, and corridor character areas; recommendations for implementation; and a 5-year update to the LCI plan in compliance with the minimum requirements of the Atlanta Regional Commission.

Project Conclusions

Key recommendations identified in the Master Plan for Downtown Suwanee include:

- encouraging redevelopment and new development at a scale that is consistent with the appropriate Neighborhood, Village, or Center character;
- identifying desirable land use patterns for each Village or Center, as well as recommendations for adjacent neighborhoods;
- evaluating and implementing transportation alternatives and developing conceptual character designs for transportation corridors;
- providing strategies to implement plan concepts, including detailed considerations of existing and future options in regard to zoning and historic preservation;
- identifying housing alternatives to accommodate diversity, including design recommendations;
- identifying specific elements of urban design that will enhance streetscapes and gateways in Downtown;
- identifying collaborative agencies and partners, as well, providing resource material to implement plan recommendations.

To accomplish these recommendations, specific strategies include:

- Reconciling this plan with the 2030 Comprehensive Plan.
- Implementing revisions to the City of Suwanee Zoning Ordinance
 - Amending the Old Town Overlay District per plan recommendations and/or;
 - Adopting a form based zoning ordinance.
- Creating a local historic district and appointing a Historic Preservation Commission to oversee the implementation of historic preservation programs.
- Adopting consistent standards for signage, gateways, street lights, crosswalks and other urban design elements.
- Diversifying existing housing stock by providing alternative building types such as low- and mid-rise residential, two-plus residential, and infill residential opportunities.
- Implementing identified transportation and pedestrian improvements
 - Implementing a “Fill the Gap” program to provide better sidewalk connectivity throughout Downtown Suwanee;
 - Expanding pedestrian and vehicular wayfinding signage;
 - Continuing to develop connections to the Suwanee Greenway throughout Downtown;
 - Improving sidewalks and adding curbing along Main Street;
 - Improving signalization on Lawrenceville-Suwanee Road;
 - Implementing streetscape improvements to Stonecypher Road;
 - Implementing streetscape improvements to Martins Farm Road;
 - Upgrading the library driveway to a public road and providing recommended streetscape enhancements.
- Initiating a corridor study along Buford Highway from Lawrenceville-Suwanee Road to McGinnis Ferry Road, with an emphasis on ensuring future plans are contextually-sensitive to Downtown.
- Expanding water and sewer infrastructure to meet the needs of new growth and development.
- Completing a Parking Study for the Downtown area.

Chapter I. Background



History of the City

The history of the City of Suwanee is reflective of major cultural shifts in the history of the South in general, and Georgia in particular. It is generally accepted that the name of the community harkens back to its affiliation with Native American tribes – perhaps including the Shawnee Indians, but definitely including the Creek and Cherokee nations. By the early nineteenth century, Native Americans had ceded this land to the United States government, as early as 1817 it is identified on historic maps, and in 1838 it was recognized as an established community with a post office. Though it was not formally incorporated by the Georgia Legislature until 1949, development of the Georgia Railroad in the late nineteenth century created the backbone of the community. It became a significant passenger rail hub that was served by two depots, including Suwanee and Shadow Brook.

As is typical of many Georgia towns, a small, but thriving mercantile center grew up around these rail depots to serve not only railroad employees and passengers, but the surrounding agricultural economy as well. Early commercial buildings, including a hotel and department store, as well as a cotton gin house, feed mill, grist mill, and blacksmith shops, reflect this trend. Municipal water service was introduced in the 1950s, but it isn't until 1990s that Gwinnett County extended municipal sewer lines into the city. The development of transportation infrastructure and the pressure to accommodate the growth and development of the metropolitan area around Atlanta in the 1970s resulted in the unprecedented growth the city experienced through the last part of the twentieth century. Much of the commercial growth occurred along major transportation corridors in response to the rapid development of conventional post-World War II residential subdivisions on former agricultural lands.

City Planning 2000-Present

The City of Suwanee moved into the twenty-first century by initiating a series of planning studies to redefine the community. These efforts started with the 2020 Comprehensive Plan adopted in 2000. This plan set the stage for two additional major planning initiatives, the 2001 Open Space and Recreation Needs Assessment and the 2002 Old Town Master Plan. These plans resulted in the vision for a new Town Center to anchor the civic identity of the community. Rather than impose such a project on the existing historic core of the community, the new Town Center was conceived of as a highly visible, accessible place on the edge of, but connected to the historic Old Town. To date, numerous improvements have been undertaken to establish the desired character and connectivity of these two areas.

The study boundary for this plan includes the majority of land in the historic core of Suwanee, known as Historic Old Town, and the emerging new Town Center at the intersection of Lawrenceville-Suwanee Road and Buford Highway. Collectively, this area is referred to as Downtown Suwanee. A key component of this project is to create meaningful connections between old and new. A baseline assessment of existing conditions was necessary to identify the opportunities and challenges involved in creating continuity between these two areas of downtown. This included reviewing the existing development patterns, natural and cultural resource inventories, transportation facilities, and land use regulations, as well as previous studies and plans that impact the area.

Aerial View (Figure 1-A)

The aerial map delineates the study area boundary and key features to assist with orientation to the site. It includes the latest aerial photograph available of the City of Suwanee for additional reference. The study boundary is generally based on the City of Suwanee’s Downtown Development Authority’s (DDA) District Boundary plus the area immediately north of Lawrenceville-Suwanee Road across from Town Center. The area totals 820 acres. *See Appendix for large scale maps.

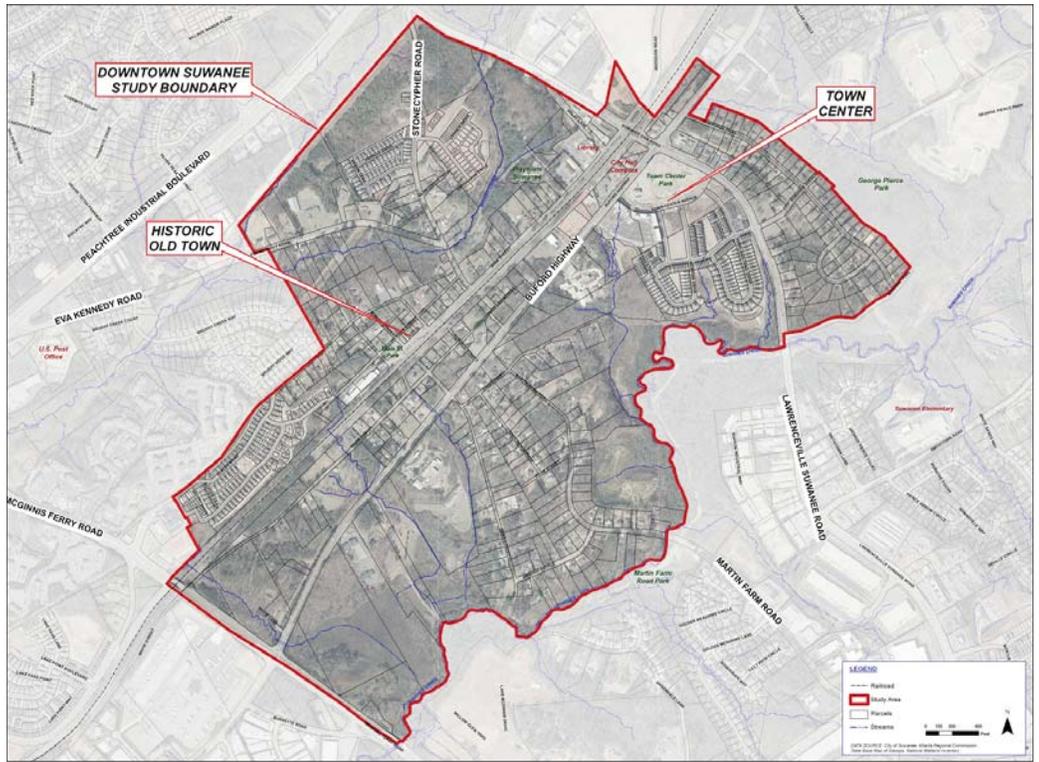


Figure 1-A: Aerial View

Development Patterns (Figure 1-B)

The development patterns map outlines the existing street grid and existing buildings to assist with defining current trends of development. The map reveals four distinct characteristic patterns of development that have occurred in the City of Suwanee over time. Characteristic patterns are differentiated by:

- Housing Types/Use
- Streetscape/Blocks
- Lot Size
- Property Condition

*See Appendix for large scale maps.

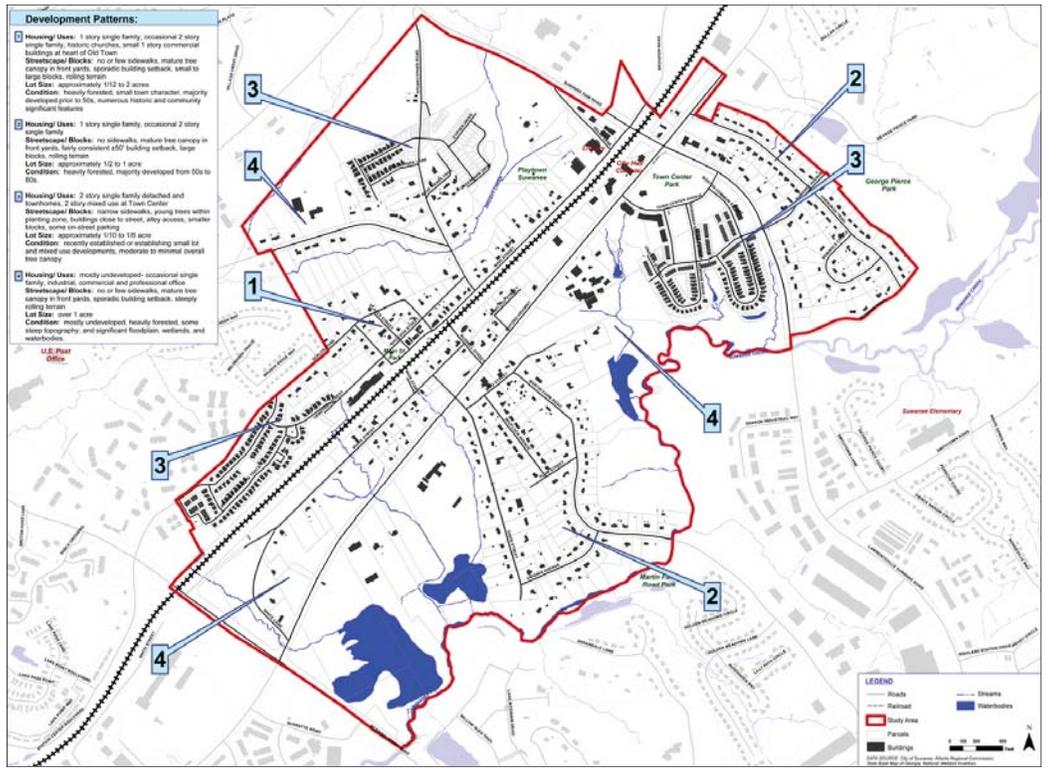


Figure 1-B: Development Patterns

Land Forms (Figure 1-C)

Areas with steep slopes are generally considered to be undesirable for development purposes. As this map identifies, 25% of the existing land within the study boundary contains steep slopes. Of this amount, 8% is considered to have a slope of 25% or greater. Land with steep slopes is generally best suited for conservation purposes to avoid problems caused by erosion and stormwater run-off.

*See Appendix for large scale maps.

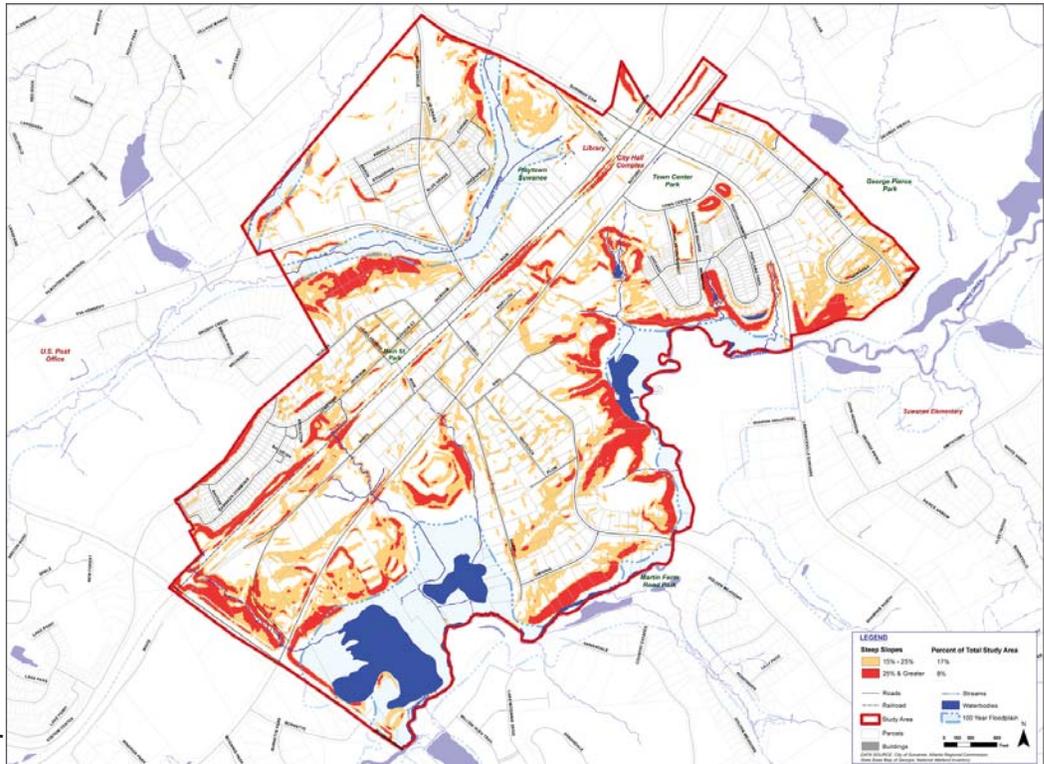


Figure 1-C: Land Forms

Natural Resources (Figure 1-D)

This map illustrates the city's existing natural attributes. Within the study boundaries, there is a significant change in elevation of 176 feet between the lowest and highest topographic points. Over 20% of the existing land contains a hydrologic feature, such as a lake, river, stream or floodplain. This combination of features reveals a significant amount of undevelopable land.

*See Appendix for large scale maps.

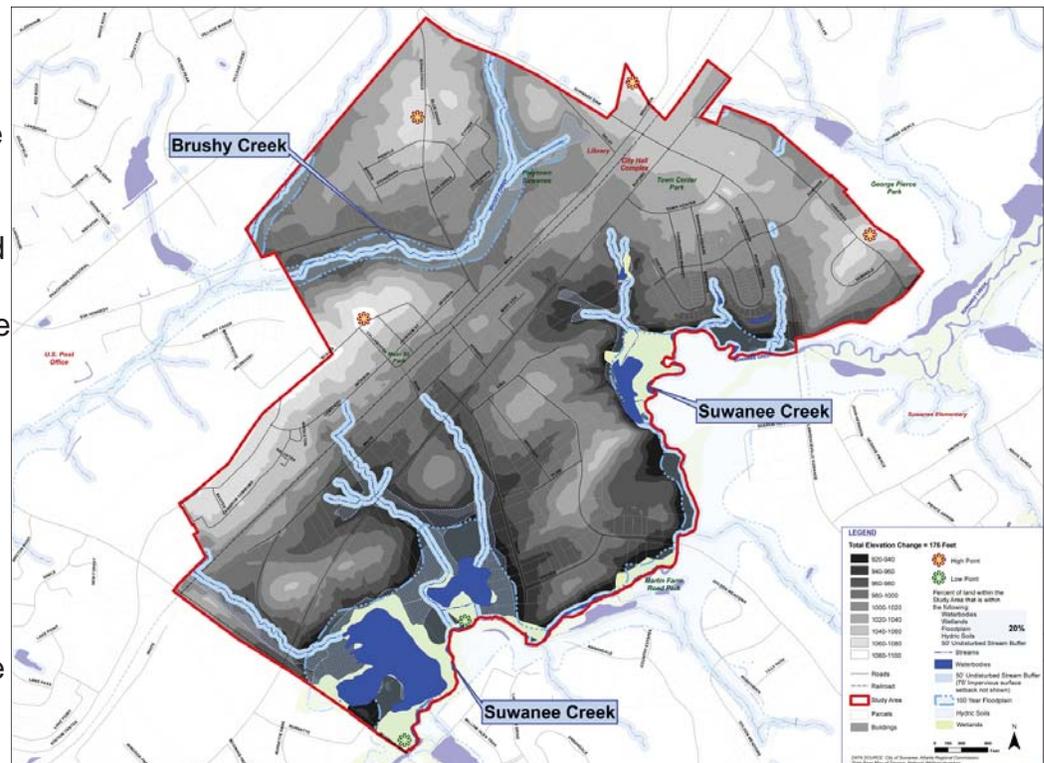


Figure 1-D: Natural Resources

Cultural Resources (Figure 1-E)

The cultural resources map marks the community resources with significant social or historical value within the study area boundary. Community facilities such as religious facilities and cemeteries are abundant in Historic Old Town. Civic institutions, including City Hall, the public library, police and fire departments are located in or adjacent to the new Town Center. Publicly-owned land is located throughout Downtown Suwanee. This includes preserved land and existing public parks, with 47 acres of existing or future park space and access to an additional adjacent 450 acre county park and 6.5 miles of trails.

Historic Old Town, as its name implies, is the core of the community that first emerged in the nineteenth century. In this area, Suwanee retains the feel of a rural, agrarian small town. The railroad, instrumental in the early development of the city, still runs through the middle of Old Town. Specific points of interest such as Pierce’s Corner and the Rhodes House anchor the center of Old Town in the commercial core adjacent to the railroad line. Everett’s Music Barn serves as a cultural icon and gathering place on Stonecypher Road. The train caboose located adjacent to Pierce’s corner pays homage to the history of the community.

Though Suwanee does not have a designated historic district, there are areas that could potentially qualify for the creation of one. Residential structures typical of the late-nineteenth and early-twentieth century reflect Folk Victorian, Craftsman, and Colonial Revival architectural traditions. There are also a number of structures typical of vernacular Georgia architecture; including gabled-wing and single-pen cottages (see Appendix for illustrations). Though preservation efforts can favor high-style architecture, vernacular architecture is significant to the cultural identity of a community, as is the preservation of existing tree canopy, vegetation, and other landscape features that create its context.

*See Appendix for large scale maps.

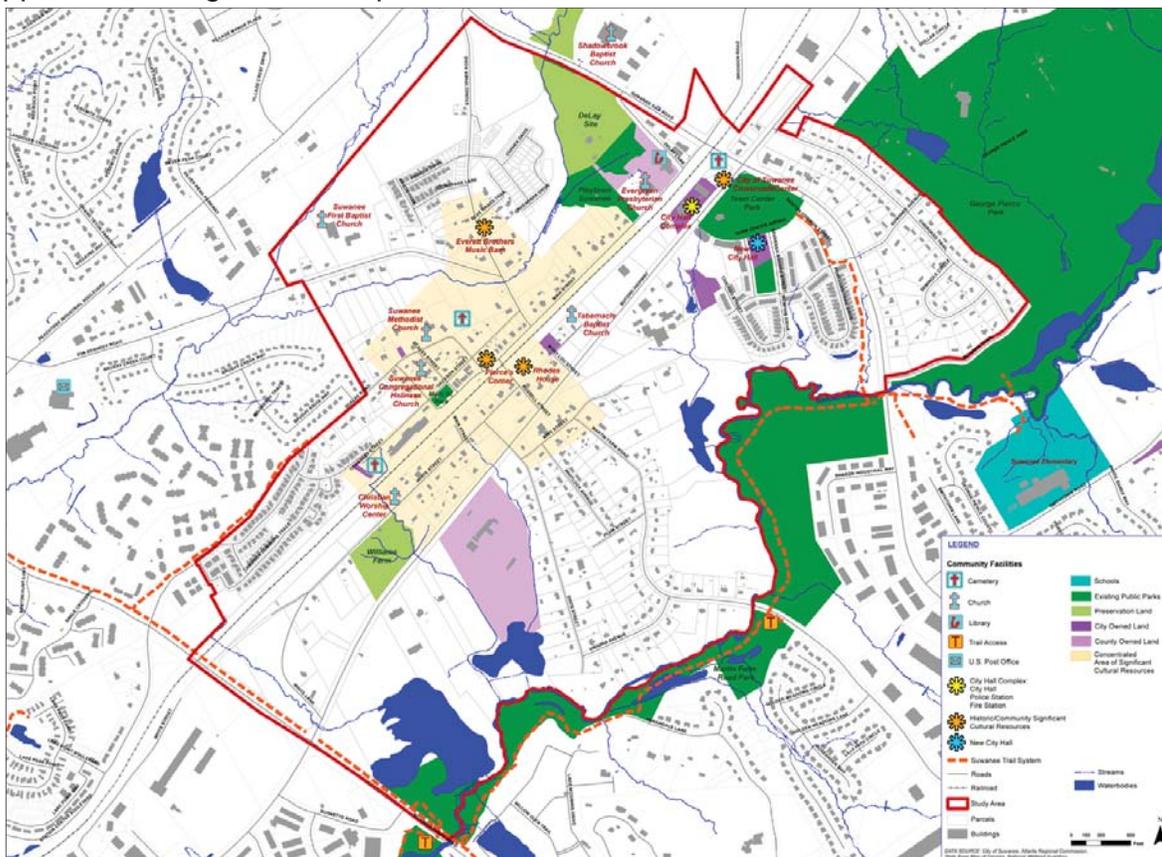


Figure 1-E: Cultural Resources

Existing Land Use (Figure 1-F)

Table 1-1 identifies the existing land use classifications within the study boundary for Downtown Suwanee.

Table 1-1 Existing Land Use Classifications

Existing Land Use Classification	Description
Single-Family Residential	Residences consisting of attached and detached houses, usually on separate fee simple lots. They can be located individually or grouped together within subdivisions or other planned developments.
Multi-Family Residential	Residences containing two or more dwelling units, such as duplexes, triplexes, condominiums and apartments.
Mixed Use Center	Predominantly commercial developments that may include a variety of retail, commercial and offices, as well as residential. Residences may be located in the same buildings as commercial and offices or may be developed in clusters in and around the non-residential uses. Live-work arrangements in mixed use centers may allow more intensive ground floor retail and service activity.
Commercial/Retail	Commercial developments predominantly occupied by establishments that offer goods or merchandise for sale or rent and other commercial uses that do not operate in "office" settings. Such uses include stores, shopping centers, hotels, restaurants, gas stations, auto body shops, physical fitness centers, markets, and building supply centers.
Industrial	Land dedicated to manufacturing facilities, processing plants, factories, warehousing, and wholesale trade facilities.
Institutional	State, federal, or local government uses, and quasi-public institutions. Governmental uses include City Hall, fire stations, libraries, post offices, and public schools (but not parks). Institutional uses include places of worship, cemeteries, and other private non-profit uses.
Low Density Office	Non-residential developments predominantly occupied by establishments that primarily provide a service, as opposed to the sale of goods or merchandise. Examples include professional offices, medical or engineering offices, real estate offices, insurance agencies, and corporate headquarters.
Agricultural	Land being actively farmed, including crop cultivation or livestock operations, or set aside for commercial timber or pulpwood harvesting as an agricultural pursuit.
Parks, Recreation, Preservation	Land dedicated to active or passive recreational uses. These lands may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers, etc.

Source: 2030 Comprehensive Plan, Suwanee, Georgia

*See Appendix for large scale maps.

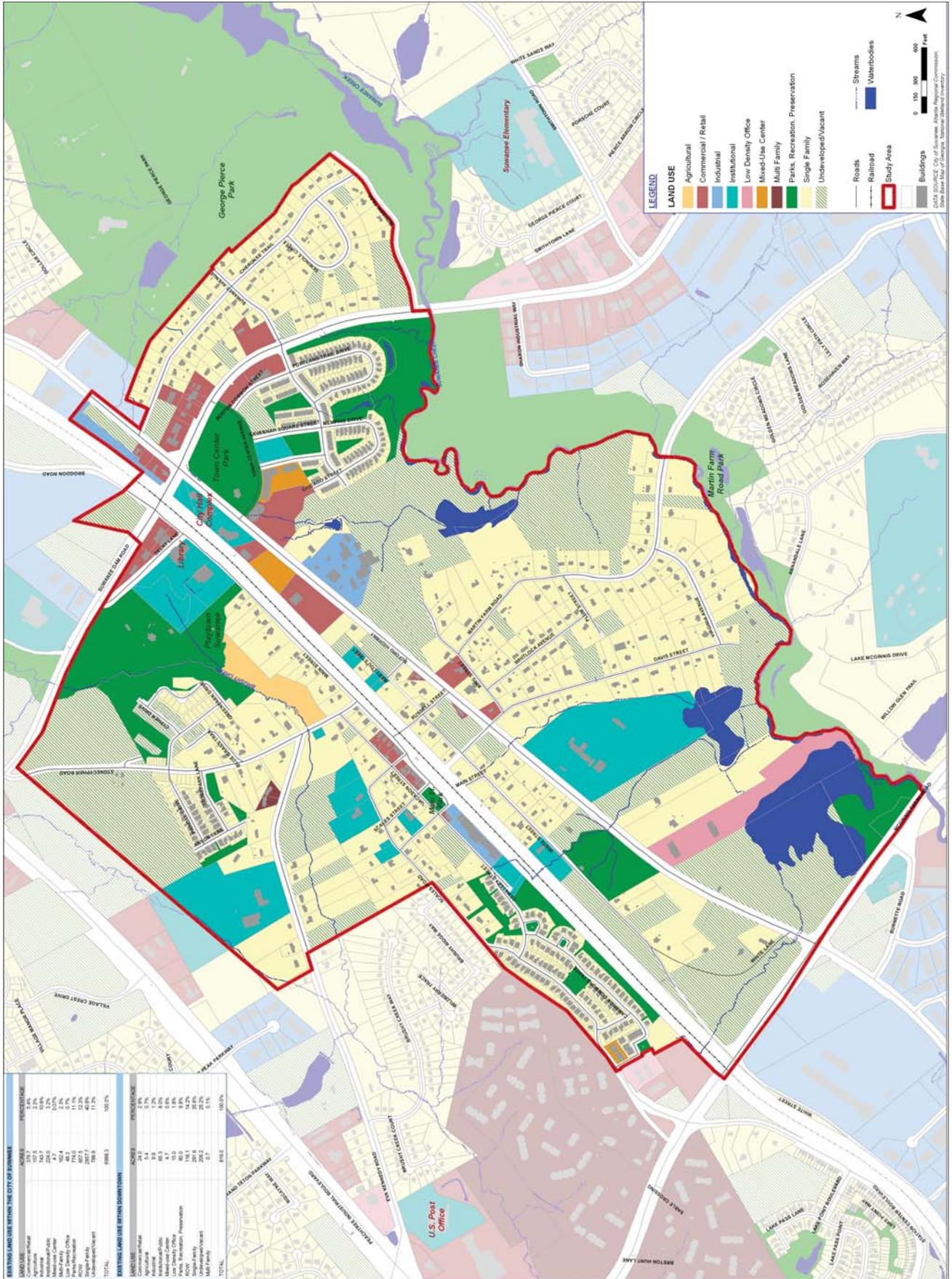


Figure 1-F: Existing Land Use

Existing Zoning (Figure 1-G)

Table 1-2 identifies the zoning districts within the study boundary for Downtown Suwanee.

Table 1-2 Zoning Districts

Zoning District		Description
R140	Residential Single Family District	The R140 District is intended primarily for development of single-family detached residential structures and related uses on lots of a minimum 30,000 square feet with a minimum width of 140 feet.
R100	Residential Single Family District	The R100 District is intended primarily for development of single-family detached residential structures and related uses on lots of a minimum 18,500 square feet for sewered lots and 22,000 square feet for septic lots with a minimum width of 100 feet.
R75	Single-Family Residence District	The R75 District is a transitional district between residential and non-residential areas. It limits the project size to 40 acres. Lots may be developed at 12,000 square feet, but overall density is limited to 2.5 units per acre and additional design conditions are imposed.
RM6	Residential Multi-Family Duplex District	The RM6 District allows for the construction of duplex, triplex, quadplex and multi-family attached dwellings and some related uses at a density of 6 units per acre.
RM8	Residential Multi-Family Duplex District	The RM8 District allows for construction of duplex, triplex, quadplex and multi-family attached dwellings and some related uses at a density of 8 units per acre.
C1	Neighborhood Commercial District	The C1 District allows for establishments which provide goods and services, such as retail, child care, and professional use, for the convenience of an adjacent neighborhood.
C2	General Commercial District	The C2 District allows for establishments which provide commercial services and professional uses that serve large numbers of people and substantial portions of the community.
C2A	Special Commercial District – Alcoholic Beverage Sales	The C2A District allows for establishments which provide commercial services that sell alcohol for consumption and serve large numbers of people and substantial portions of the community.
OI	Office Institutional District	The OI District allows for offices, institutions and service activities.
M1	Light Industry District	The M1 District allows for industrial operations and processes that would be less impactful to adjacent residential and commercial development. It also favors locations adjacent to streets, such as state highways, that are designed to accommodate industrial traffic.
PMUD	Planned Mixed Use District	The PMUD District allows for flexibility and creativity in design and land development and fosters a mix of residential and non-residential development in higher density, compact nodes with amenities for pedestrians and alternative transportation forms. Scale and mix of uses is differentiated between two subcategories: Mixed Use Village and Mixed Use Center.
OTOD	Old Town Overlay District	The OTOD is designed to allow development that is compatible with the existing character in Downtown Suwanee. Scale and uses are differentiated between two sub-districts: Old Town Commercial District and Infill Residential District. This district is only applicable for non-residential development and residential development that results in the creation of 5 or more new parcels.
OTCD	Old Town Commercial District	The OTCD allows for establishments which provide goods and services for the convenience of neighborhoods within Old Town Suwanee. It is limited to the Old Town Overlay District.
IRD	Infill Residential District	The IRD allows infill development opportunities that are to be designed in a manner that is compatible with existing nearby properties. It is limited to the Old Town Overlay District.

(Source: 1998 Zoning Ordinance for the City of Suwanee, Revised May 27, 2008)

*See Appendix for large scale maps.

I. BACKGROUND

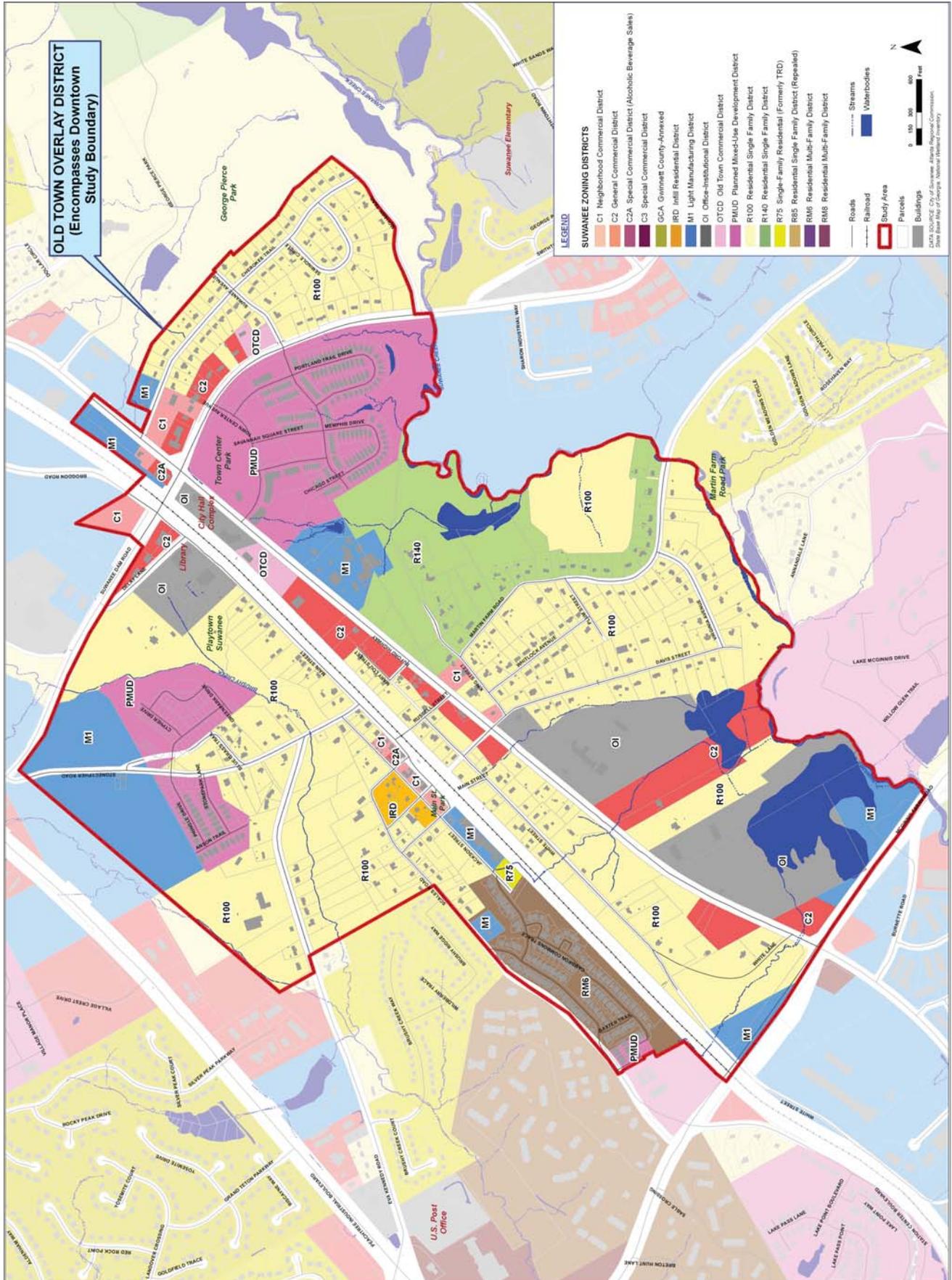


Figure 1-G: Existing Zoning

Transportation Features (Figure 1-H)

Introduction: Development of the transportation and infrastructure inventory and assessment of conditions is an essential component of the Downtown Suwanee Master Plan. A thorough understanding of needs and issues is essential for developing appropriate improvements that support planned development and land use changes. The following provides an overview of existing conditions and summarizes identified needs within the study area.

Major Roadways Inventory: The downtown Suwanee study area includes approximately 13.3 centerline miles of major roadways. The study area is characterized by an arterial network that forms the outer boundaries as well as traverses the middle. Suwanee Dam and Lawrenceville-Suwanee Road/SR 317 is the northern boundary of the study area while McGinnis Ferry Road is the southern boundary. Just outside of the study area to the west is Peachtree Industrial Boulevard. Buford Highway bisects the study area running southwest to northeast. These arterials provide both local and regional mobility and access to the study area. Other roadways that provide important local connectivity include Eva Kennedy Road, Stonecypher Road, Scales Road, Main Street, Jackson Street, Russell Street, and Martin Farm Road.

Roadway characteristics, including functional classification, number of through lanes, posted speed, and average daily traffic volumes are provided for the major roadways in Table 1-3. An illustration showing study area transportation characteristics is provided in Figure 1-H.

Table 1-3 Roadway Inventory

Roadway	Designated Functional Class		Number of Through Lanes	Posted Speed	Average Daily Traffic (2007)
	GDOT	City of Suwanee			
Buford Highway/US 23/SR 13	Urban Minor Arterial	Major Arterial	2	45	12,800
Lawrenceville-Suwanee Road/SR 317	Urban Minor Arterial	Principal Arterial	4	45	30,600
Suwanee Dam Road	Urban Minor Arterial	Principal Arterial	4	45	24,500
McGinnis Ferry Road	Urban Collector	Major Arterial	4	45	27,100
Eva Kennedy Road	Urban Collector	Minor Collector	2	35	n/a
Stonecypher Road	Urban Collector	Minor Collector	2	25	n/a
Scales Road	Local	Minor Collector	2	25	n/a
Main Street	Local	Minor Collector, Major Collector	2	25	n/a
White Street	Local	Local	2	25	n/a
Jackson Street	Local	Local	Varies*	Not posted	n/a
Russell Street	Local	Local	2	25	n/a
Martin Farm Road	Local	Local, (Minor Collector outside study area)	2	30	n/a

Notes:

1. **Data sources: Georgia Department of Transportation (GDOT) functional classification, GDOT 2007 traffic counts, City of Suwanee functional classification and Geographic Information System (GIS) files, City of Suwanee staff, and field review**
2. **n/a indicates that data is not available**
3. *** The 700 Block of Jackson Street is 1 lane and one-way (north); The 600 Block is unpaved; the 500 Block is 2 way with 1.5 lanes.**

*See Appendix for large scale maps.

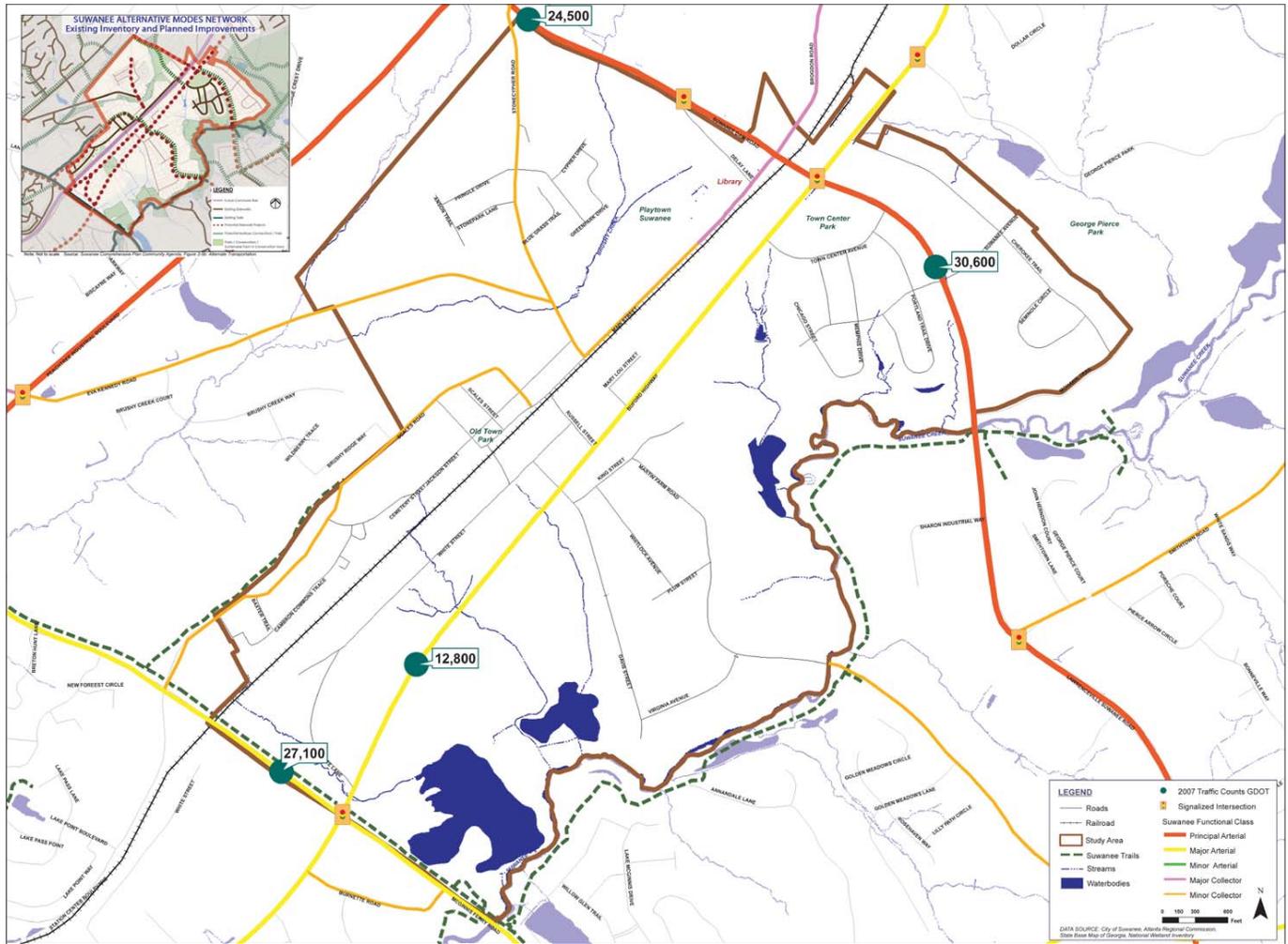


Figure 1-H: Transportation Features

Functional classification for roadways is used to identify the roads' purposes and the intended level of access and mobility for a roadway. The functional classification scale is hierarchical. The level of access is inversely related to the level of mobility as shown in the inset. Arterial roadways are intended to provide the greatest mobility and least access while local roadways provide the greatest access but least mobility. Collector roadways fall in between, providing more balanced access and mobility. Both Georgia Department of Transportation (GDOT) and the City of Suwanee have assigned functional classification designations for roadways within the study area. GDOT functional classification is important to note for funding as any roadway classified as an urban collector or higher is eligible for federal transportation program funds. Local roadways are generally only eligible for local funds, though exceptions exist for safety programs. In addition, the Atlanta Regional Commission (ARC) has created a Regional Strategic Transportation System (RSTS), identifying regionally significant arterial roadways for focused investments. Within the study area Buford Highway, Lawrenceville-Suwanee/Suwanee Dam Road, and McGinnis Ferry Road are identified as part of the RSTS.

For the City of Suwanee, in addition to functional classification defining intended roadway purpose, functional classification is included in its zoning and development regulations to specify right-of-way (ROW) requirements and roadway development standards. Tables summarizing current ROW requirements and roadway widths for new developments within the Development Regulations and Zoning Ordinance are included in the Appendix of this document.

Traffic Controls and ITS Infrastructure: The study area contains three signalized intersections: Buford Highway at McGinnis Ferry Road, Buford Highway at Lawrenceville-Suwanee/Suwanee Dam Roads, and Suwanee Dam Road at the Suwanee Library driveway, as shown in Figure 1-H. The *Gwinnett County ITS Master Plan (2007)* identifies both existing and planned Intelligent Transportation System (ITS) infrastructure along McGinnis Ferry Road and Lawrenceville-Suwanee/Suwanee Dam Roads that connect to the signalized intersections. Along McGinnis Ferry Road, existing communications fiber extends from Satellite Boulevard to Peachtree Industrial Boulevard which provides signal communications capabilities. An Advanced Traffic Management System (ATMS) is under construction on Lawrenceville-Suwanee/Suwanee Dam Road, extending from Peachtree Industrial Boulevard to outside the Suwanee City limits south toward I-85 and SR 120. The intersection of Peachtree Industrial Boulevard and Suwanee Dam Road will include a closed circuit television (CCTV) for intersection monitoring.

In coordination with the new pedestrian tunnel under the Norfolk Southern Railroad, a marked pedestrian crosswalk across Buford Highway will include a HAWK (High Intensity Activated Crosswalk) pedestrian crossing signal. The pedestrian signal will be connected to the signal at Buford Highway and Town Center Avenue with communications fiber for signal coordination. The intersection at Buford Highway and Lawrenceville-Suwanee/Suwanee Dam Road is also undergoing traffic improvements to provide pedestrian crosswalks and pedestrian signals on all four corners. To manage the traffic during railroad crossings at Suwanee Dam Road, Gwinnett County is working with the City, State and Norfolk Southern to coordinate the railroad crossing signals with the traffic signal at Lawrenceville-Suwanee/Suwanee Dam Road.

Level of Service: An analysis was conducted to determine and qualify general traffic conditions in and around the downtown Suwanee study area. This analysis utilized general Level of Service (LOS) thresholds to assign a letter grade (A through F, with LOS A indicating free-flow conditions and LOS F indicating over-capacity conditions). The LOS thresholds assume generalized roadway characteristics used for more detailed operational level analysis, such as peak-to-daily traffic ratios, peak directional characteristics, traffic signal spacing, and truck percentages and are used by the Georgia Regional Transportation Authority (GRTA) for traffic impact studies. These thresholds were in turn developed by the Florida Department of Transportation and documented in the *2002 Quality Level of Service Handbook*. Although developed in Florida, this publication is considered a national standard on conducting planning-level analysis, and its methodologies have been incorporated into the most recent version of the Highway Capacity Software, which is the software tool used to implement analyses described in the Highway Capacity Manual.

The analysis was conducted in two major steps:

1. Comparing 2007 GDOT daily traffic counts (factored to Annual Average Daily Traffic) in the study area to the LOS thresholds. Although the analysis is conducted using daily traffic volumes, the thresholds incorporate aforementioned assumptions and as a result estimate LOS during peak conditions.
2. Projecting a 2030 daily traffic count utilizing the ARC travel demand model. This model takes into account future planned transportation improvements and future expectations in regional population and employment to project future traffic volumes. For this projection, the annualized observed traffic growth between a 2005 travel demand model and a 2030 travel demand model was applied to the 2007 daily traffic volume. (This is a simplified version of the traffic forecasting methodologies utilized by state DOTs for roadway widening and improvement projects.) The resulting 2030 projection was then compared to the LOS thresholds.

The results of the LOS analysis are provided in Table 1-4 and indicate that the downtown Suwanee area locations operate at LOS C or better in 2007. However, the traffic projections indicate that all locations will likely operate at LOS E or F (LOS failure) in the year 2030 without capacity or additional transportation network improvements. As this analysis is generalized, it cannot take into account any nuances within the study area such as over-capacity intersections. Instead, it examines whether the segments of the study roadways have the capacity to meet traffic demand. In particular, the intersection of Lawrenceville-Suwanee Road and Buford Highway is over capacity (traffic demand through the intersection exceeds intersection capacity), which is exacerbated by the intersection's proximity to the railroad crossing. The resulting queues at this intersection during the PM peak period often result in lengthy delays on both Lawrenceville-Suwanee Road and Buford Highway.

Table 1-4 Generalized Existing Level of Service Results

Roadway	Location	2007 AADT	Existing Segment LOS	2030 Projected AADT	Projected Segment LOS
Suwanee Dam Road	Between Peachtree Industrial Boulevard and Buford Highway	24,500	B	37,500	E
Lawrenceville-Suwanee Road	Between Buford Highway and Satellite Boulevard	30,600	C	36,200	E
Buford Highway	Between McGinnis Ferry Road and Suwanee Dam Road	12,800	C	17,300	F
McGinnis Ferry Road	Between Peachtree Industrial Boulevard and Buford Highway	27,100	B	44,800	F

Source: GDOT Traffic Counts, 2002 Quality Level of Service Handbook

Traffic Safety: Traffic crash data for the years 2005 through 2007 was obtained from GDOT Crash Analysis Reporting Environment (CARE) database for the study area. The total number of crashes occurring within the three-year period was 323, averaging 108 crashes per year. Of those crashes 22% resulted in a non-fatal injury. No fatal crashes were reported for the study area during the time period. The most prevalent "First Harmful Event" occurring in a crash was vehicles colliding with other vehicles (88%). Three percent of crashes involved hitting deer. The most frequent "Manner of Collision" was rear-end crashes (54%), followed by angle crashes (23%). 82% of crashes occurred at intersections. The most frequently recorded crashes were on Buford Highway, followed by Suwanee Dam Road and McGinnis Ferry Road. The intersections with the greatest average number of crashes were Buford Highway at Suwanee Dam/Lawrenceville Suwanee Road (29 crashes), Buford Highway at McGinnis Ferry Road (21 crashes), and Suwanee Dam Road at Main Street/Brogdon Road (12 crashes).

Though this planning-level assessment of safety identifies potential safety concerns, more detailed traffic safety analysis is required in order to validate safety needs, identify what may be causing the problem, and identify corrective measures. The higher number of crashes occurring at the intersections of Buford Highway at Suwanee Dam/Lawrenceville Suwanee Road and McGinnis Ferry Road may not represent anything out of the ordinary for these locations, considering the traffic volumes through these intersections on a daily basis. It should be noted however, that stakeholder and community input have expressed concern about the unsignalized intersection of Suwanee Dam Road at Main Street and Brogdon Road.

Transit: Gwinnett County Transit (GCT) provides public transportation services in the City of Suwanee. Currently, none of the existing GCT routes serve the Downtown Suwanee Master Plan study area. The closest local fixed-route bus service operated by GCT is Route 50, which operates on a portion of Lawrenceville-Suwanee Road, east of I-85. GCT will be undertaking a Transit Development Plan in spring 2009, which may identify service expansion to the Downtown area.

Study area demographic characteristics for 2000 were reviewed to identify potential transit needs using U.S. Census data by examining Census Block Group data encompassing the study area. Although the data does provide a snapshot in time, Suwanee has experienced major growth since 2000. The 2007 Census population estimate for Suwanee was nearly 14,900 persons, an increase of 70 percent since 2000, when the population was 8,725. For this review, data was collected at the Census Block Group, City, and County level to compare relative transit market characteristics. Data from Block Group 2, Census Tract 502.02 was used as approximate geography for the study area, though this Block Group does extend beyond the study area.

Populations that are more likely to need or use public transit include non-white persons, youth, elderly, those without access to vehicles, and low-income persons. Table 1-5 shows a summary of the following characteristics: non-white persons, persons age 10 to 17, and persons age 65 and over, while Table 1-6 shows households without vehicles and persons living below the poverty level.

Table 1-5 Potential Transit Markets with Study Area (Population Characteristics – 2000)

Geography	Total Population	Non-white Persons		Persons Age 10-17		Persons Age 65+	
		Total	Percent	Total	Percent	Total	Percent
Study Area (Block Group 2, Census Tract 502.02)	5,190	1,170	23%	526	10%	202	4%
City of Suwanee	8,725	1,550	18%	1,052	12%	377	4%
Gwinnett County	588,448	194,284	33%	71,702	12%	31,599	5%

Source: 2000 U.S. Census, Tables P1, P4, P12

Table 1-6 Potential Transit Markets within Study Area (Household Characteristics – 2000)

Geography	Total Households	Households Lacking Vehicles		Total (For whom Poverty Status is determined)	Income below Poverty Level	
		Total	Percent		Total	Percent
Study Area (Block Group 2, Census Tract 502.02)	1,861	43	2%	5,177	117	2%
City of Suwanee	2,947	78	3%	9,051	202	2%
Gwinnett County	202,317	6,294	3%	582,453	33,067	6%

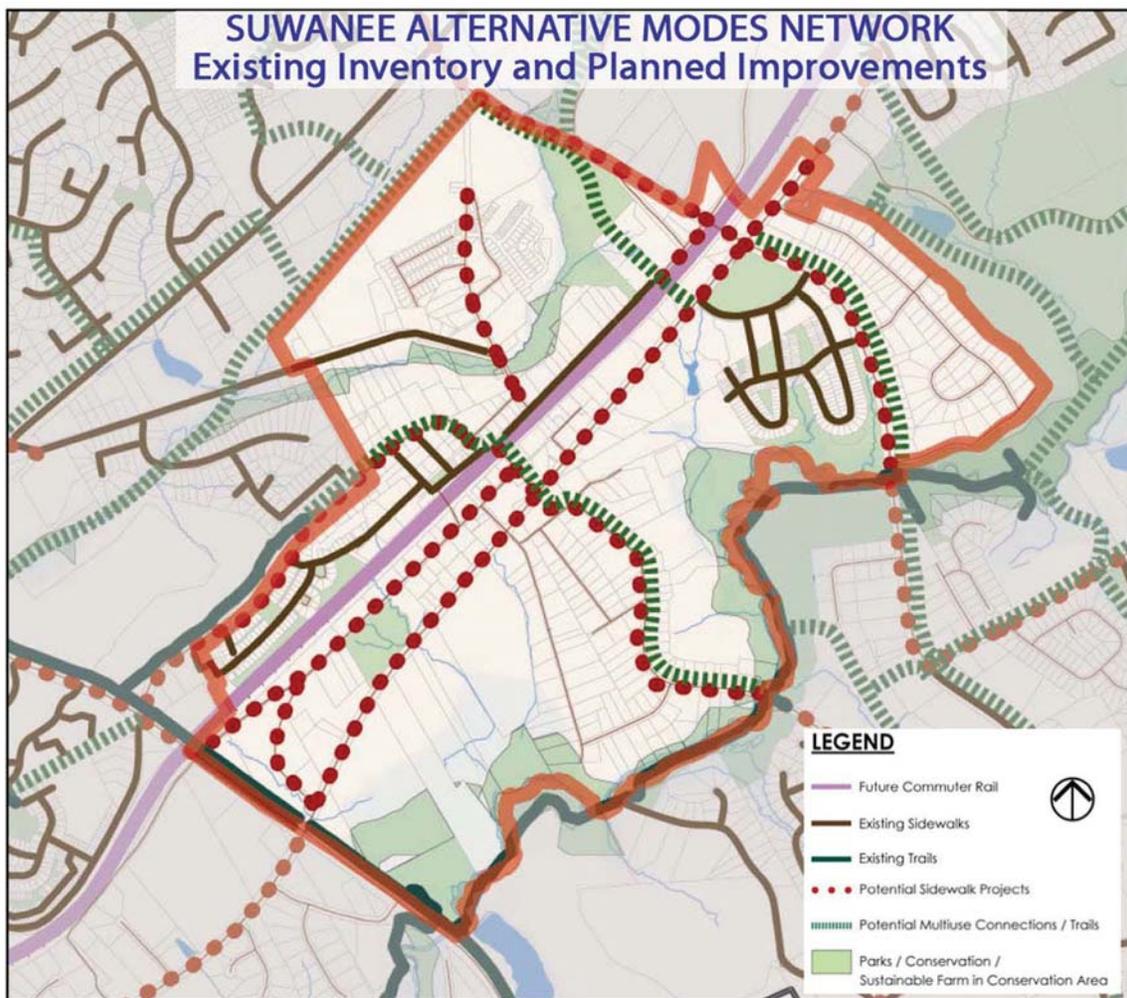
Source: 2000 U.S. Census, Tables P15, P87, H44

As shown in Tables 1-5 and 1-6, it appears that within the study area, the market potential for persons likely to need or use transit is small. However, considering the growth and development within the study area, it is possible that the markets have grown. Overall, characteristics within the downtown study area are similar to what are found in the city and county, though a slightly larger concentration of non-white persons is found within the study area (23 percent) than within the city (18 percent).

Another metric used to identify potential transit needs is population density. The approximate population density within the study area (in 2000) was 1.3 persons per acre. This compares to an overall population density within Suwanee of 1.4 persons per acre and 2.1 persons per acre within Gwinnett County. In comparison, the City of Norcross's population density was 3.2 persons per acre and the City of Duluth's was 3.9 persons per acre in 2000.

In regard to special events, Suwanee's Town Center Park hosts 30 to 35 events per year which attract from 1,000 to 40,000 visitors. Limited special event shuttle service is currently provided from nearby surface parking lots during high-demand events, though further investigation is needed to determine the feasibility of expanding this service.

Bicycle and Pedestrian Facilities: The City of Suwanee has taken an active role in development of alternative transportation infrastructure for pedestrian and bicycle travel. The existing inventory and planned and proposed extensions to the sidewalk and trails network is shown in Figure 1-I. The core of the Suwanee's alternative transportation mode network is the Suwanee Trail System. The primary spine of the system is the Suwanee Creek Greenway, which extends from Suwanee Creek Park to George Pierce Park. A cross-connection to the greenway trail is a multi-use path adjacent to McGinnis Ferry Road extending from Peachtree Industrial Boulevard to Satellite Boulevard. Another section of multi-use path parallels Scales Road from McGinnis Ferry Road to just beyond the intersection with Jackson Street. The City has recently completed a connection between the Suwanee Creek Greenway and Town Center Park, west of Lawrenceville-Suwanee Road.



Note: Not to scale Source: Suwanee Comprehensive Plan Community Agenda, Figure 2-5b: Alternate Transportation

Figure 1-I: Suwanee Alternative Modes Network

The City of Suwanee requires sidewalks in all new development, so the concentration of existing sidewalks is found in more recently developed areas. Segments of sidewalks exist on roadways in older developed areas. Table 1-7 provides the list of major roadways and identifies whether sidewalks or trails are present or missing. One field observation about the sidewalk infrastructure within the Downtown study area is that there are locations where sidewalks end mid-block, and gaps exist between segments of sidewalks.

Table 1-7 Major Roadway Sidewalk and Path Infrastructure

Roadway	Sidewalk or Multi-Use Path Description
Buford Highway/US 23/SR 13	Intermittent segments of sidewalk exist in front of new development on both sides of roadway
Lawrenceville-Suwanee Road/SR 317	Intermittent segments of sidewalks on both sides of roadway
Suwanee Dam Road	Intermittent segments of sidewalks on both sides of roadway
McGinnis Ferry Road	Multi-use path adjacent to roadway on the north side of roadway
Eva Kennedy Road	Five-foot sidewalk on southeast side of roadway
Stonecypher Road	Intermittent segments of sidewalks on both sides of roadway
Scales Road	Sidewalks on both sides of roadway, with intermittent gaps
Main Street	Intermittent segments of sidewalk on both sides of roadway
White Street	No sidewalks exist within the study area
Jackson Street	Intermittent segments of sidewalk on both sides of roadway
Russell Street	No sidewalks exist within the study area
Martin Farm Road	No sidewalks exist within the study area

Source: Suwanee Comprehensive Plan Community Agenda, Figure 1-I: Alternate Transportation, Alternate Modes Transportation Plan, City of Suwanee, and field review.

The latest addition to non-motorized infrastructure within the downtown study area is the pedestrian underpass under the Norfolk Southern railroad. The pedestrian underpass was identified in the *2002 Old Town Suwanee Master Plan* and was opened to the public in February 2009. The underpass provides a safe and direct passage between Old Town Suwanee and the new Town Center. As noted in the Traffic Controls section, addition of a marked pedestrian crosswalk and Pedestrian HAWK signal is under construction on Buford Highway to facilitate pedestrian crossings. These two projects are expected to contribute significantly to connecting Historic Old Town with Town Center.

Suwanee undertook development of an *Alternate Modes Transportation Plan* to evaluate the non-motorized transportation system throughout Suwanee and develop recommendations for future development. Major issues and needs identified in the study that apply to the Downtown study area include:

- Lack of direct pedestrian/bicycle connections to the new Town Center;
- Need for upgrades at intersections for pedestrian crossings; and
- Connections are needed for destinations within the study area, including the Suwanee Library, Old Town, and Playtown Suwanee.

Within the study area, few formal on-street facilities exist for bicyclists, such as marked bicycle routes or marked bicycle lanes. It should be noted, however, that a statewide bicycle route runs through Suwanee. The *Georgia Bicycle and Pedestrian Transportation Plan - Statewide Route Network* identified Route 70, the Northern Crescent, extending from the City of Acworth in Cobb County to the City of Snellville in Gwinnett County. The Suwanee portion of this route runs along Suwanee Dam Road/Lawrenceville-Suwanee Road from Peachtree Industrial Boulevard past I-85.

To assess pedestrian connectivity within the study area, a GIS evaluation was undertaken. The evaluation focused on three major destinations within the study area: Town Center, the Library, and Old Town. The intent was to examine walking distances between these destinations along the existing roadway network and to identify where pedestrian infrastructure may be needed within one-half mile and one-mile walking distance from each. The result of the assessment is shown in Figure 1-J. Other pedestrian concerns identified through field review include lack of ADA-accessible ramps at intersections and driveways as well as lack of pedestrian signal heads at signalized intersections.

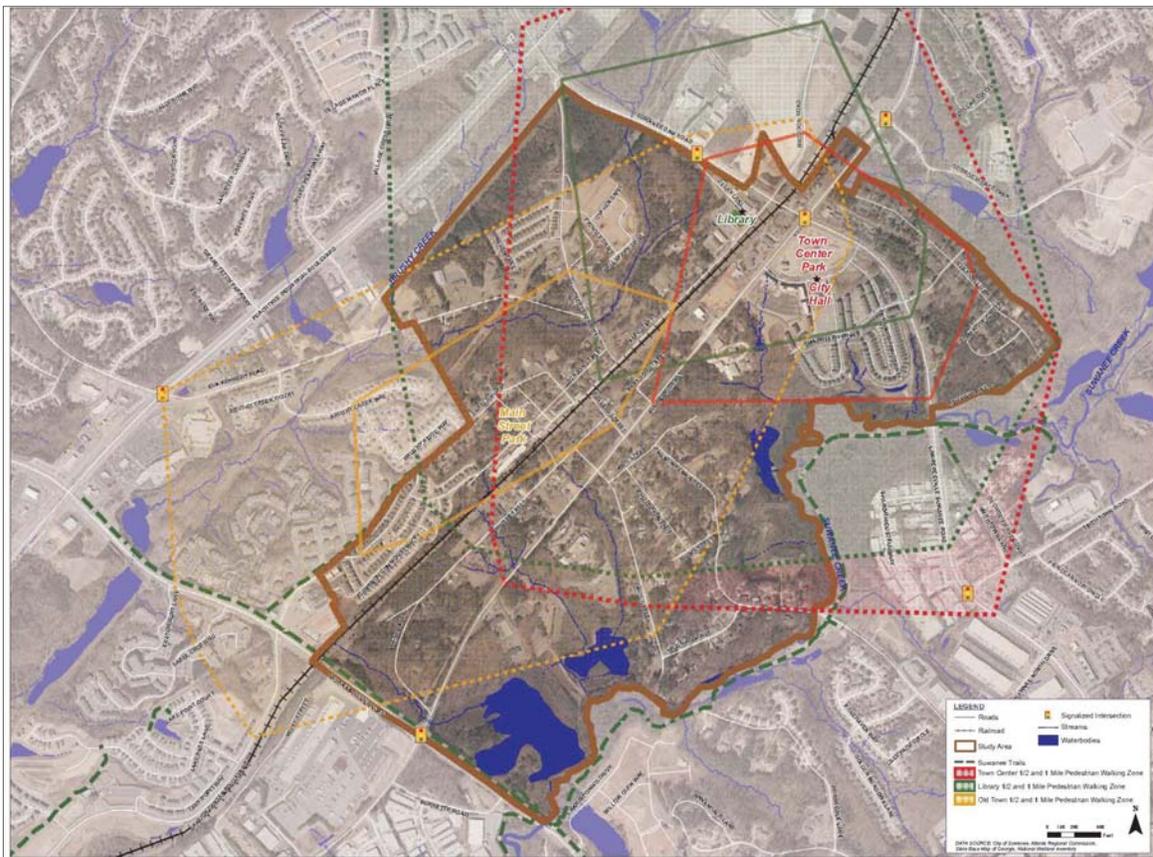


Figure 1-J: Pedestrian Walking Zones

Railroad: A rail line owned by Norfolk Southern bisects the study area. The rail line is a main line which connects Atlanta to Charlotte but is a part of a larger system providing access along the entire East Coast, extending from New Orleans to New York. Amtrak intercity passenger rail operates on this line. Based on data provided by the Federal Railroad Administration, a total of 29 trains per day operate on this line through Suwanee.

Within the study area are four vehicle-rail crossings: three at-grade crossings at Suwanee Dam Road, Russell Street, and Main Street and a grade-separated crossing at McGinnis Ferry Road. The crossing at Main Street (Crossing number 717834P) has been closed. The crossing at Suwanee Dam Road (Crossing number 717832B) reported a total of two rail-vehicle crashes in recent history, one in 2006 and another in 2003. The crossing at Russell Street (Crossing number 717833H) has not experienced any rail-vehicle crashes within the last five years.

Although the vehicle-rail crash history is not extensive, stakeholder and community input indicate concern about the rail crossing on Suwanee Dam Road and the relationship of that rail crossing to the intersections of Suwanee Dam Road/ at Buford Highway and Suwanee Dam Road at Main Street and Brogdon Roads. During heavy traffic periods, particularly in the afternoon peak-

period, trains passing over Suwanee Dam Road degrade the performance of the Suwanee Dam Road/Buford Highway intersection.

Infrastructure

Water and Sewer: Gwinnett County provides most of the water service and all of the sewerage service provided within the City of Suwanee. However, the City operates a small water system that services approximately 300 customers in Old Town with a City well and a 150,000 gallon elevated storage tank. In 2008, the City retained Rindt-McDuff Associates, Inc. to provide a comprehensive assessment of the municipal water system, resulting in a *Water System Evaluation Report*.

The *Water System Evaluation Report* found that the city’s current system is generally adequate for providing water to its existing customers, but upgrades are required to continue to meet water supply and fire flow/pressure needs. Recommendations for capital improvements include waterline projects to increase capacity lines on Scales Street, Jackson Street, Stonecypher Road, Russell Street, Martin Farm Road, Buford Highway, and Eva Kennedy Road as well as a new connection through the pedestrian underpass.

Baseline conditions maps were developed showing existing water and sewer infrastructure within the Downtown study area (see Figures 1-K and 1-L). As shown, City water, County water and County sewer service exist in the core of the Downtown study area. However, the Old Town Area around the Buford Highway and Russell Street intersection and the southern edge of the study area near McGinnis Ferry Road are not served by the Gwinnett County sewer system.

*See Appendix for large scale maps.

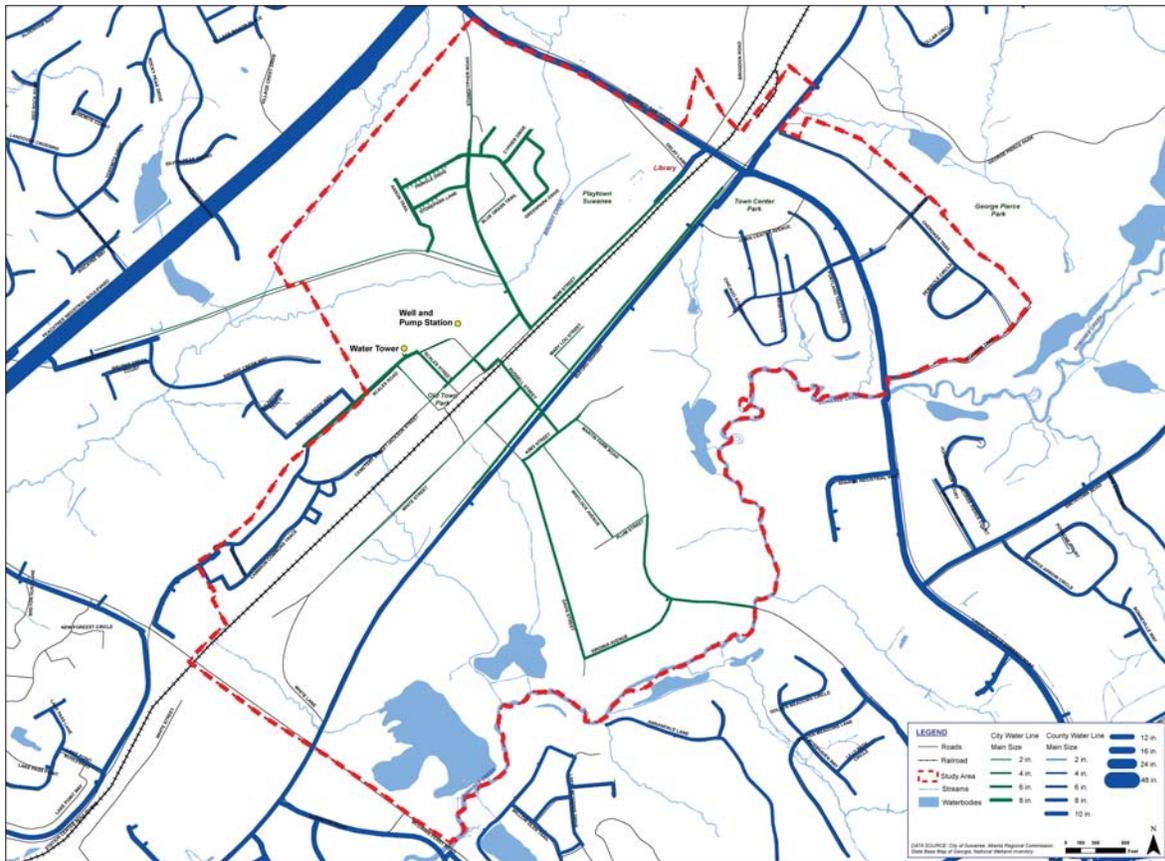


Figure 1-K: Existing Water Lines

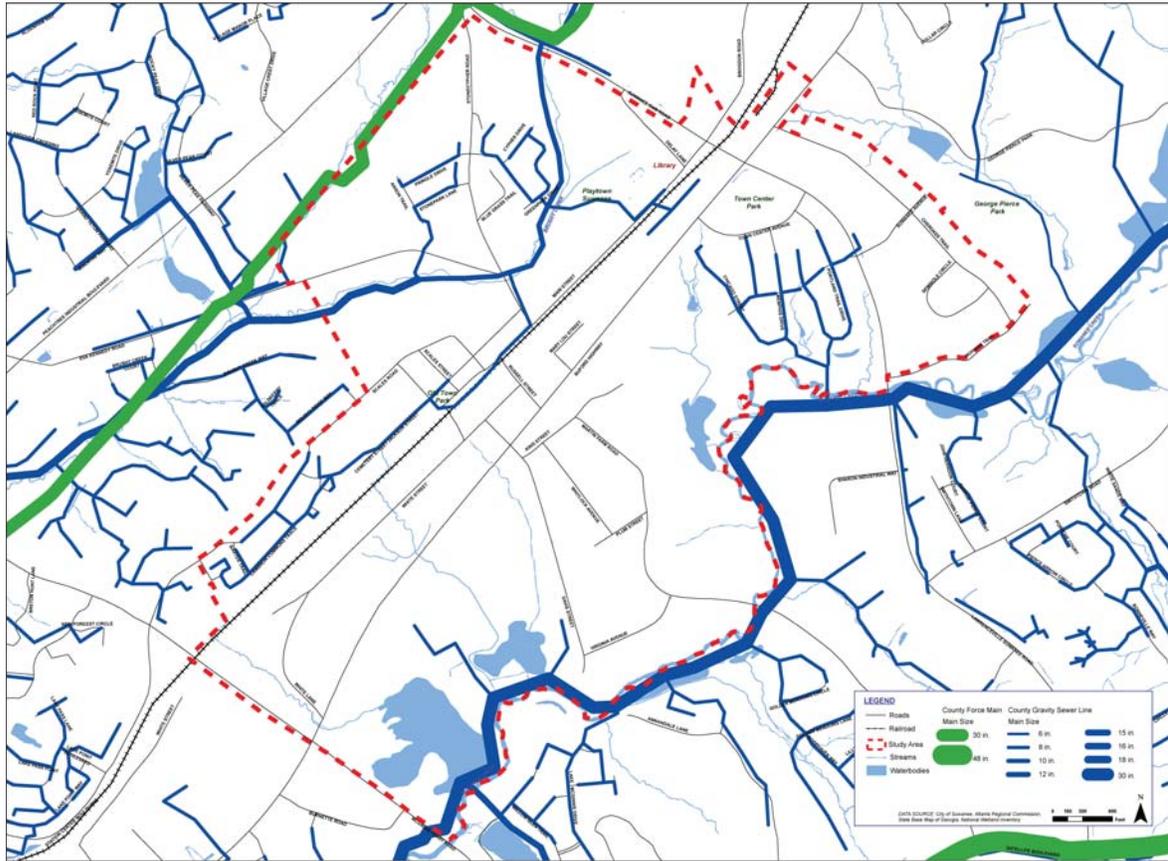


Figure 1-L: Existing Sewer Lines

Previous Studies (Figure 1-M)

The Previous Studies Map references the 2030 Comprehensive Town Master Plan, the 2002 Suwanee Old Town Master Plan, and the Suwanee Town Center Master Plan. It overlays and analyzes each plan’s approach to open space, circulation/infrastructure and land use to identify key features/action items within each category. The map marks potential gateways and areas for park expansion. Specific action items include:

Open Space: Create an urban park behind the new City Hall; Establish gateways and wayfinding; Provide community garden/preservation farm at Suwanee Farm; Support tree preservation; and Provide park facilities/access at PlayTown Suwanee and adjacent protected land.

Circulation/ Infrastructure: Explore alternative transportation; Improve streetscaping along Buford Hwy. and Main St. to enhance pedestrian environment; Provide roadway improvements along Eva Kennedy Rd.; Provide safe pedestrian crossings on Buford Hwy.; Enhance connectivity between Martin Farm Rd. and Stonecypher Rd., Eva Kennedy and Scales Rd., and Town Center and George Pierce Park; Address parking demands during events; Improve pedestrian facilities with additional sidewalks and expansion of multi-use trail network.

Land Use: Encourage a variety of infill residential housing that respects/ enhances historic character; Provide diverse, affordable, and senior housing options; Explore redevelopment of Lawrenceville-Suwanee Rd., Russell St., and industrial properties; Encourage arts programming/ a performing arts center; Establish downtown historic district; Explore needs/location for elementary school; Establish Gateway District at Russell St.; Establish Old Town Infill District; Enhance bluegrass concerts as continual cultural resource; Expand local retail around Main Street through adaptive reuse and new development; Integrate local institutions/ landmarks like Dillard’s Barbecue into new and redevelopment; Revisit/ revise Old Town Overlay District regulations and boundary.

*See Appendix for large scale maps.

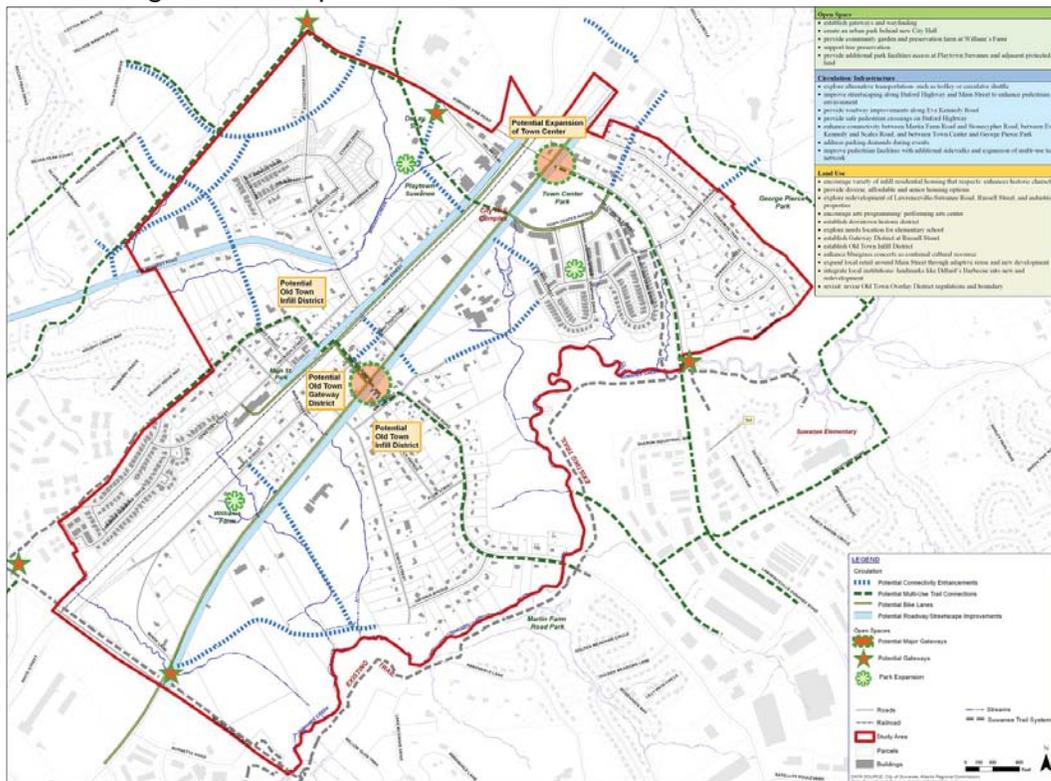


Figure 1-M: Previous Studies

Opportunities and Challenges (Figure 1-N)

Community members were asked to consider elements of Downtown Suwanee that they felt were assets, as well as those elements that posed challenges to implementing their vision for their community. These opportunities and challenges were compiled based on feedback received at Community Meeting #1, as well as through a community survey and stakeholder interviews. Three main components were identified.

Open Space: This component includes plazas, parks, greenways, conservation areas and natural areas. Feedback included suggestions of expanding open space in downtown, providing neighborhood gathering spaces, providing a diversity of greenspace, and prioritizing the creation of neighborhood open space and passive parks. A desire to preserve historic areas, including landscapes, as a part of Suwanee’s cultural heritage was expressed.

Circulation and Infrastructure: This component includes consideration of streets, sidewalks, trails, parking, and utilities, such as water and sewer service. Feedback included suggestions such as expanding sidewalks and off-road surface trail networks to improve pedestrian and bicycle safety, improving pedestrian and vehicular wayfinding signage, and enhancing connectivity among areas of downtown.

Land Use: This component includes housing, shops, offices, restaurants, and civic spaces, as well as consideration of the architectural and spatial elements of each, such as building height, setbacks, and parking. Feedback included suggestions of preserving small town character, establishing connections between Old Town and Town Center, ensuring compatibility between new and existing structures, and consideration of architecture and streetscape elements. A desire for additional cultural and social amenities and opportunities was expressed.

*See Appendix for large scale maps.

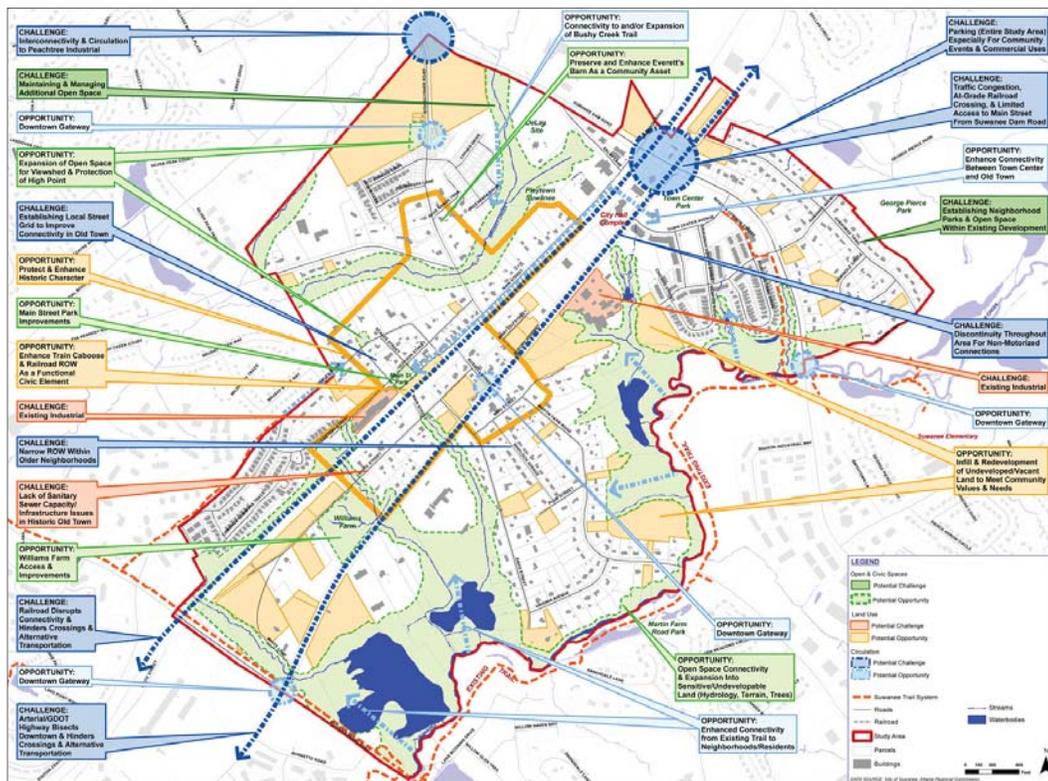


Figure 1-N: Opportunities and Challenges

Chapter II. Methodology & Process



Study Methodology

The study methodology for this project included a variety of approaches to better understand existing land use patterns and the impacts of the initial LCI plan for the area.

- A **Project Management Team** took the lead on facilitating the project. In addition to consultants from Ecos Environmental Design, Inc. and its sub consultants, the Project Management Team included representatives from the City of Suwanee including the City Manager, Economic & Community Development Director, Planning and Inspections Director, Downtown Manager and Planning Division Director.
- A **Steering Committee** appointed by City Council included residents, property owners, business owners and religious leaders from both historic Old Town as well as Town Center. Consultants and city officials conducted a series of meetings throughout the process to keep stakeholders informed on the progress of the study and receive feedback and direction.
- A series of five **Community Meetings** were held during the course of the study to involve the greater community in the development of the vision for the plan and to receive feedback on various planning concepts and implementation techniques. In addition to creating this forum for public input, consultants also developed a **website** that provided access to all materials relevant to the study. A timeline of activities, agendas, meeting minutes and conceptual plan materials were posted at www.downtownsuwaneeplan.com.
- The Steering Committee took two **Tours** of other communities that have successfully implemented planning concepts which might benefit Downtown with particular focus on infill development and redevelopment of historic districts. These tours included site visits to Inman Park Village and Glenwood Park in Atlanta, Smyrna, Marietta, Woodstock and Roswell.
- A series of **stakeholder interviews** were conducted by consultants with representatives from the community, including residents, property owners, business owners and local officials.
- An online **Survey** was available that addressed a variety of issues relating to Downtown Suwanee. It provided an opportunity for citizens to articulate their perceptions of Downtown Suwanee as well as give recommendations on appropriate types of housing, transportation, commercial uses, and open space within the study area. Survey results were incorporated into the formulation of the Vision and Goals for Downtown Suwanee.

In addition to working closely with community members and elected officials, consultants reviewed and analyzed existing conditions and planning documents, including:

- 2020 Comprehensive Plan
- 2030 Comprehensive Plan
- Old Town Master Plan
- New Town Center Master Plan
- Alternative Transportation Plan
- 2003-2004 Small Area Study
- Open Space and Recreational Needs Assessment

These documents, along with observations made during field investigations also helped shape the recommendations.

The following outline of activities identifies the highlights of the community involvement opportunities throughout the study process. A detailed description of each meeting is included in the Appendix.

- **Tour #1: Inspirations:** Tour #1 was designed to introduce placemaking components, such as balanced elements, appropriate scale, and quality design. The tour included Inman Park Village and Glenwood Park in Atlanta.
- **Community Meeting #1: Discover Downtown:** Held on October 14, 2008, Community Meeting #1 began with community members reviewing a series of existing conditions maps, mapping neighborhood boundaries and participating in a Community Dot Voting Exercise.
- **Community Meeting #2: Creation of Vision, Goals, and Objectives:** Held on November 11, 2008, Community Meeting #2 began with a presentation on placemaking and community values, a review of the community survey results and an exploration into the opportunities and challenges for the Downtown Suwanee Master Plan. The community participated in an interactive exercise, breaking out into three groups focusing on circulation, land use, and open space, to establish a vision, goals and strategies for the Downtown Suwanee Master Plan.
- **Steering Committee Design Charette: Exploring Opportunities:** Held on December 9, 2008, the Downtown Suwanee Design Charrette included both Steering Committee and Project Team members and focused on applying placemaking principles to Downtown Suwanee. The goal of the charrette was to design two scenarios for Downtown Suwanee that examined and incorporated balanced elements, appropriate scale and quality design.
- **Tour #2: Comparisons:** Tour #2 included site visits to four communities to observe elements of places that may be applicable to Suwanee. Community members were able to engage in discussions with consultants as well as provide feedback on comment forms. The cities visited during the tour include Smyrna, Marietta, Woodstock and Roswell.
- **Community Meeting #3: Concept Plan & Placemaking:** Held on February 10, 2009, a presentation was given on placemaking, community values and the downtown components as they relate specifically to the vision and goals of downtown Suwanee. A summary was given of two concept plans. The community participated in an interactive exercise, breaking out into five groups to take a closer look at land use, open space, and circulation for the proposed character areas.
- **Community Meeting #4: Draft Plan Presentation:** Held on March 19, 2009, a presentation was given on the Draft Concept Plan for the Downtown Suwanee Master Plan. Recommendations were made regarding an appropriate mix of Land Uses, included preferred elements from Concept A and Concept B presented at Community Meeting #3. Consideration was given to transportation corridors with the development of Corridor

Character Areas, meant to augment and enhance road design beyond functional road classifications.

- **Community Meeting #5: Final Plan Presentation:** Held on April 14, 2009, the final community meeting took place in the atrium of the new Suwanee City Hall. Boards were displayed around the atrium that illustrated the timeline and various steps that were undertaken throughout the planning process. Upon arrival, community members were asked to circulate around the atrium where consultants were available to explain the boards and answer questions. Comment cards were used to collect feedback from community members.

Process Timeline

II. METHODOLOGY & PROCESS

TOUR #1 INSPIRATIONS

September 30

PLACEMAKING IN DOWNTOWN SUWANEE - HOW WILL IT BE ACHIEVED?

WHAT IS PLACEMAKING?	Balanced Elements	Land Uses Residential Business Civic Spaces	Circulation/Infrastructure Bicycle Bikepaths/Trails Parking Utilities	Open Spaces Parks Public Greenways Commemorative Areas	
	Appropriate Scale	Center	Village	Corridor	Neighborhood
	Quality Design	Supports Community:		Vision & Goals Identity (Urban Design, Character) Preservation (Historic Integrity) Sustainability (Economic, Environment, Equity)	

STEERING COMMITTEE

DESIGN CHARRETTE December 9



STEERING COMMITTEE MEETING #1
September 25

STEERING COMMITTEE MEETING #2
October 30

COMMUNITY MEETING #1
October 14

COMMUNITY MEETING #2
November 11

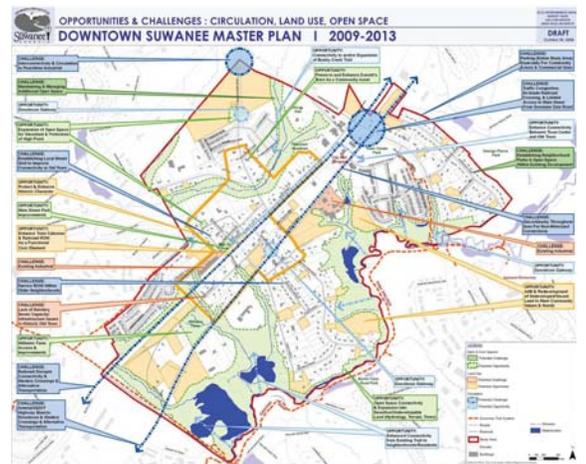
Project Initiation

September

October

November

December



TOUR #2 COMPARISONS

January 13



PRESENTATION AND ADOPTION
May 2009

STEERING
COMMITTEE
MEETING #3
January 29

STEERING
COMMITTEE
MEETING #4
March 10

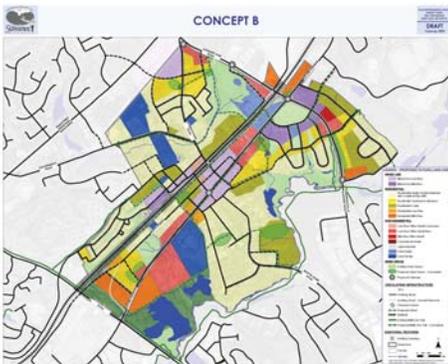
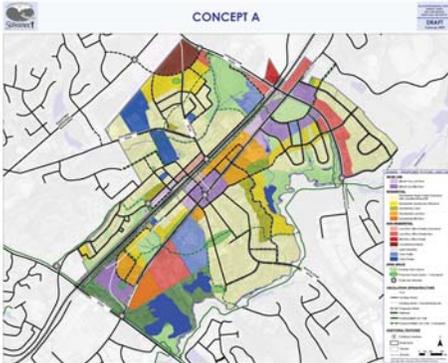
STEERING
COMMITTEE
MEETING #5
March 31



COMMUNITY MEETING #3
February 10

COMMUNITY MEETING #4
March 19

COMMUNITY MEETING #5
April 14



Chapter III. Plan Overview



Placemaking in Downtown Suwanee

Educating the community members on what makes a place and how to achieve placemaking in downtown Suwanee is central to the planning process. The key to placemaking is to ensure the Master Plan Elements (Land Use, Circulation/ Infrastructure, and Open Space) are well balanced, at the appropriate scale (Center, Village, or Neighborhood), and contain quality design elements.

To ensure the components of placemaking were addressed, community feedback was obtained through the Steering Committee, stakeholder interviews, community meetings and a community survey. This feedback was utilized to form the Community Values which are represented as the Vision and Goals.

Vision and Goals for The Downtown Suwanee Master Plan

Vision and Goals are defined as the following:

- Vision: What the Downtown Suwanee Master Plan wants/strives to be for the benefit of the community in the future.
- Goals: Broad statements that set the direction and guides how Downtown Suwanee should evolve over the next 5-10 years.

The Downtown Suwanee Master Plan Vision

The implementation of the Downtown Suwanee Master Plan will improve and enhance walkability, livability and identity to create a unified, economically viable Downtown.

The Downtown Suwanee Master Plan Goals

- Circulation/ Infrastructure
 - Develop a pedestrian, bicycle and vehicular network that is safe, attractive and continuous.
 - Ensure adequate water and sewer infrastructure to accommodate a range of future Downtown needs.
- Open Space
 - Promote multi-purpose outdoor spaces in close proximity to residents for gathering, interacting, and cultural programming.
 - Provide a variety of greenspaces that appropriately relate to the surrounding built environment.
- Land Use
 - Identify, strengthen, and respect the unique character and historic integrity of Downtown neighborhoods.
 - Foster quality and appropriately-scaled places that sustain the economic well-being of downtown and provide opportunities for live, work and play for all ages.
 - Promote variety in housing options for all ages.

Character Districts (Figure 3-A)

Downtown Suwanee is a collage of distinct places and districts that, woven together, form a diverse community with tremendous character, history, and vibrancy. The emerging vision of downtown Suwanee is that of an intentionally connected series of distinct places and character areas. The districts that form will continue to better define Downtown. They possess or are planned to develop at one of the different scales: Center, Village, or Neighborhood. Identifying each of these distinct separate types of places confirms that each has an appropriate scale, mix of elements, and unique form.

Centers, Villages, and Neighborhoods: The principal success story of the City of Suwanee over the last 5 years has been the planning for and construction of the new Town Center. Town Center exemplifies the importance of first defining character areas and then implementing that character area with appropriate scale and design. In this study area, several Villages and Centers either exist or should be nurtured to enhance their own unique and diverse elements. Some of these districts already exist, such as the Town Center District and Historic Old Town Village District. These areas simply need additional development to strengthen the fabric of what is already in place in those districts. Other districts, such as the Stonecypher Village District and the Suwanee Farm Village District (formerly known as Williams Farm District), are tremendous opportunities to create new character areas within Downtown. These areas should not conflict or compete with the other districts, but instead they should complement and complete these districts and the overall offerings within Downtown Suwanee.

The essence of the Master Plan is the preservation and enhancement of the single-family neighborhoods within the Downtown area. The single-family core is the foundation of the Downtown and it is essential that these vital neighborhoods be sustainable, vibrant, and safe. The Master Plan advocates the preservation of the predominantly single-family nature of the community and balancing this with compatible and suitable infill residential uses as well as the establishment of solid connections to the existing and proposed center and villages. It is crucial for new infill residential development to be compatible with the existing form and character of the iconic buildings that define these neighborhoods. To ensure this compatibility, new design and form standards must be crafted to ensure that elements of value are preserved in historic structures and enhanced in new development. Those elements that are undesirable and detract from the character of the area are allowed to be removed and prevented from being repeated in new construction. Redevelopment or new development should include small usable pocket parks for the use of district residents.

DOWNTOWN SUWANEЕ CHARACTER DISTRICTS

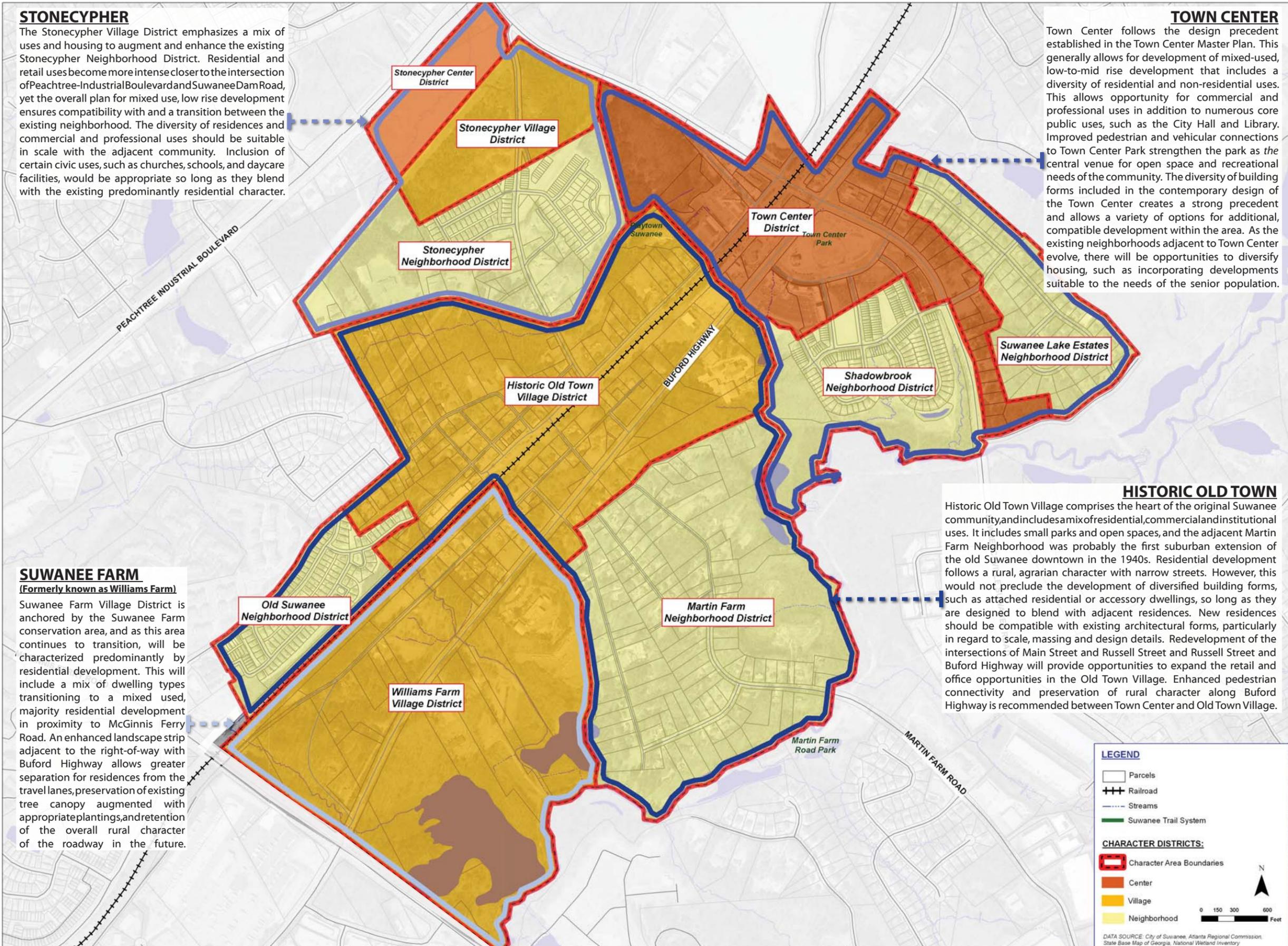


Figure 3-A: Character Districts

Land Use Elements (Figure 3-B)

Within each of the specific character districts identified for Downtown Suwanee, a variety of land uses are combined to create an appropriate mix of uses and building forms. Consideration is given to historic patterns of development, existing transportation infrastructure and pedestrian circulation, and the character of emerging building trends. It is necessary to balance residential and non-residential uses in each district, as well as providing open space amenities that create opportunities for active and passive recreation.

	Mixed-Use Low-Rise Majority Non-Residential: Structures of 1-2 Floors that can accommodate a variety of non-residential uses. A smaller percentage of floor area, typically on upper floors, is reserved for residential uses.
	Mixed-Use Low-Rise Majority Residential: Structures of 1-2 Floors that allow for primarily non-residential uses on the ground floor and residential uses above.
	Mixed-Use Mid-Rise Majority Non-Residential: Structures of 3-5 floors that can accommodate a variety of non-residential uses. A smaller percentage of floor area, typically on upper floors, is reserved for residential uses.
	Mixed-Use Mid-Rise Majority Residential: Structures of 3-5 Floors that allow for primarily non-residential uses on the ground floor and residential uses above.
	Residential Single-Family Detached with complementary infill: Complementary infill may include accessory dwelling units, such as granny-flats or garage apartments, so long as the accessory dwelling is architecturally compatible and serves as a secondary use to the principal dwelling.
	Residential Townhomes Attached: Attached dwelling units, with a predominantly vertical, rather than horizontal building form, that are typically built in groupings of 2-8 units.
	Residential 2-plus: Structures designed to accommodate 2-3 separate residential dwelling units while preserving the appearance and architectural details of a single-family detached dwelling.
	Residential Low Rise: A complex of attached dwelling units limited to 1-3 floors that are typically built to accommodate apartments or condominiums.
	Residential Mid-Rise: A complex of attached dwelling units limited to 4-5 floors that are typically built to accommodate apartments or condominiums.
	Low-Rise Office-Retail-Conversion: Adaptive reuse of existing structures for new purposes, such as converting an existing single family dwelling into an office. Any structure is limited to 1-2 Floors.
	Low-Rise Office-Retail-New: Structures of 1-2 floors used exclusively for non-residential uses. Though constructed as new buildings, they should blend with their surrounding environment and architectural precedent.
	Mid-Rise Office-Retail: Structures of 2-3 floors used exclusively for non-residential uses. Though constructed as new buildings, they should blend with their surrounding environment and architectural precedent.
	Civic-Public: Land and/ or structures typically owned by public agencies such as schools or governments.

Table 3-1: Proposed Land Use Classifications

The land use elements and the total corresponding acreage proposed in the Future Land Use Concept Plan and Conceptual Land Use Sketch (Figure 3-B) within the districts are calculated below, exclusive of road and railroad right-of-way.

Civic Uses	
• Civic Private	25.27 acres
• Civic Public	28.15 acres
Retail Uses	
• Low-Rise Office-Retail-Conversion	3.94 acres
• Low-Rise Office-Retail-New	30.16 acres
• Mid-Rise Office-Retail	2.96 acres
Mixed Uses	
• Low-Rise Majority Non-Residential	21.05 acres
• Low-Rise Majority Residential	4.99 acres
• Mid-Rise Majority Non-Residential	20.12 acres
• Mid-Rise Majority Residential	18.85 acres
Open Space Uses	
• Open Space-Conservation	85.70 acres
• Open Space-Existing	79.95 acres
• Open Space-Proposed	0.58 acres
Residential Uses	
• Residential Two-plus	46.58 acres
• Residential Low-Rise	36.07 acres
• Residential Mid-Rise	9.60 acres
• Residential Single-Family Detached	226.28 acres
• Residential Town Homes Attached	58.98 acres

Table 3-2: Land Use Elements and Total Corresponding Acreages

DOWNTOWN SUWANEE CONCEPT PLAN

MIXED-USE:
Mixed-Use Low-Rise Majority Non-Residential (1-2 Floors)
Mixed-Use Low-Rise Majority Residential (1-2 Floors)
Mixed-Use Mid-Rise Majority Non-Residential (3-5 Floors)
Mixed-Use Mid-Rise Majority Residential (3-5 Floors)

RESIDENTIAL:
Single Family Home, Detached
Townhome, Attached
Two-Plus Family Residential
Low-Rise Residential (1-3 Floors)
Mid-Rise Residential (4-5 Floors)

NON-RESIDENTIAL:
Low-Rise Retail/Office, Conversion (1-2 Floors)
Low-Rise Retail/Office, New Building (1-2 Floors)
Mid-Rise Retail/Office (2-3 Floors)

LEGEND

I. PROPOSED LAND USES
Light Industrial
Civic-Public
Civic-Private

II. OPEN SPACE
Existing Open Space/Park
Conservation
Proposed Open Space (Conceptual)

III. CIRCULATION/INFRASTRUCTURE
Existing Street
Existing Street-Closed/Removed
Proposed Street
Railroad
Existing Multi-Use Trail
Proposed Multi-Use Trail (Conceptual)

IV. ADDITIONAL FEATURES
Existing Cemetery
Study Area
Parcels
Streams

0 150 300 600 Feet
DATA SOURCE: City of Suwanee, Atlanta Regional Commission, State Base Map of Georgia, National Wetland Inventory



Figure 3-B-1:
Concept Plan

CONCEPTUAL LAND USE SKETCHES



Artist Rendering Of Proposed Concept At Russell Street and Buford Highway



Artist Rendering Of Proposed Concept At Main Street and Callaboose Street



Artist Rendering Of Proposed Concept Along White Street at Suwanee Farm

CONCEPTUAL LAND USE SKETCH - BIRD'S EYE VIEW



Artist Rendering Of Proposed Concept Looking South on Buford Towards Historic Old Town

Circulation Elements (Figure 3-C)

Circulation networks include not only vehicle-oriented transportation corridors, but sidewalks, trails, and pathways. Within the study area, three conceptual circulation character types that compliment the proposed character districts are introduced: **Boulevards, Village Avenues, and Neighborhood Avenues**. These corridor character types augment and enhance road design beyond functional road classifications. Typical descriptors, such as arterials or collectors, classify roads based on functional characteristics such as right-of-way widths, paved surface widths, and carrying capacity for vehicle trips. The proposed road corridor types give consideration to placement of landscape and hardscape features parallel to travel lanes that will enhance the viewshed opportunities, create greenspace and buffer adjacent land uses along transportation corridors. Consideration is given to the installation of amenities including wayfinding signs, street lights, banners, benches, and landscape planters, which are welcoming features that soften typical transportation corridors and encourage pedestrian use. **Enhanced Landscape Strips** take into account areas beyond the corridor right-of-way.

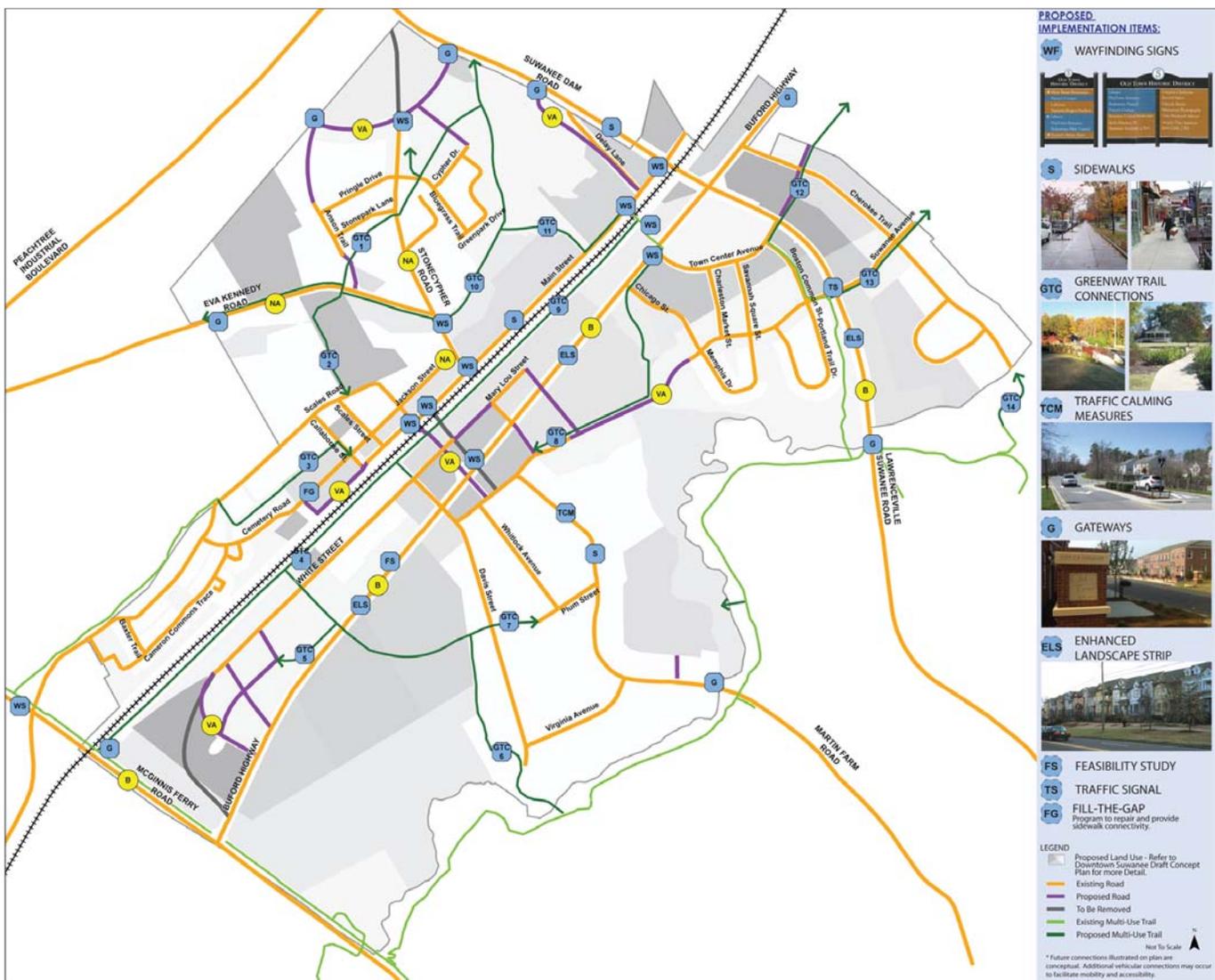


Figure 3-C: Circulation Elements

- Boulevards (Figure 3-D):** Within the study area, Lawrenceville-Suwanee Road, Buford Highway, and McGinnis Ferry Road are identified as Boulevards. These are typically arterial streets that provide primary community travel routes. They may include multi-modal travel options including bike lanes and pedestrian sidewalks. Widths of sidewalks and/or trails may vary between 5-10 feet, as appropriate. Landscape enhancements provide buffering between vehicle travel lanes and pedestrian amenities. Community feedback articulated a preference for wider strips of landscape and vegetation where possible. Where clear zones are preferred adjacent to travel lanes, small shrubs may serve as a buffer if trees are not appropriate. Boulevards will run through areas of both residential and non-residential development, and in certain areas, consideration should be given to the area beyond the road right of way.

Enhanced Landscape Strips (Figure 3-E) will provide opportunities for an additional buffer and transitional space to protect existing vegetation, enhance the existing landscape and screen adjacent development beyond the road corridor. Wider landscape strips (50-80 feet beyond the right-of-way) should be established between residential development and road corridors; reduced landscape strips (0-35 feet beyond the right-of-way) are sufficient when road corridors are adjacent to non-residential uses.

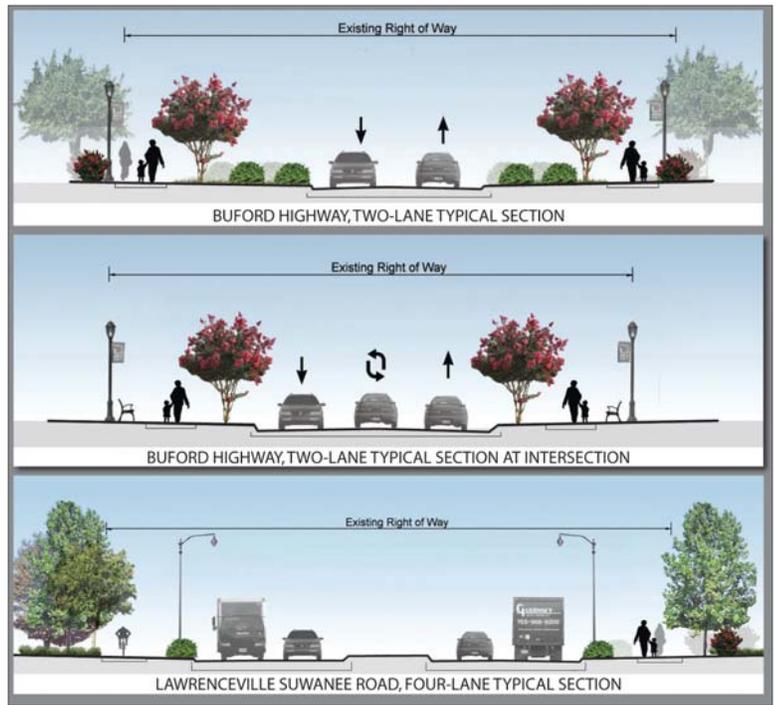


Figure 3-D: Boulevards

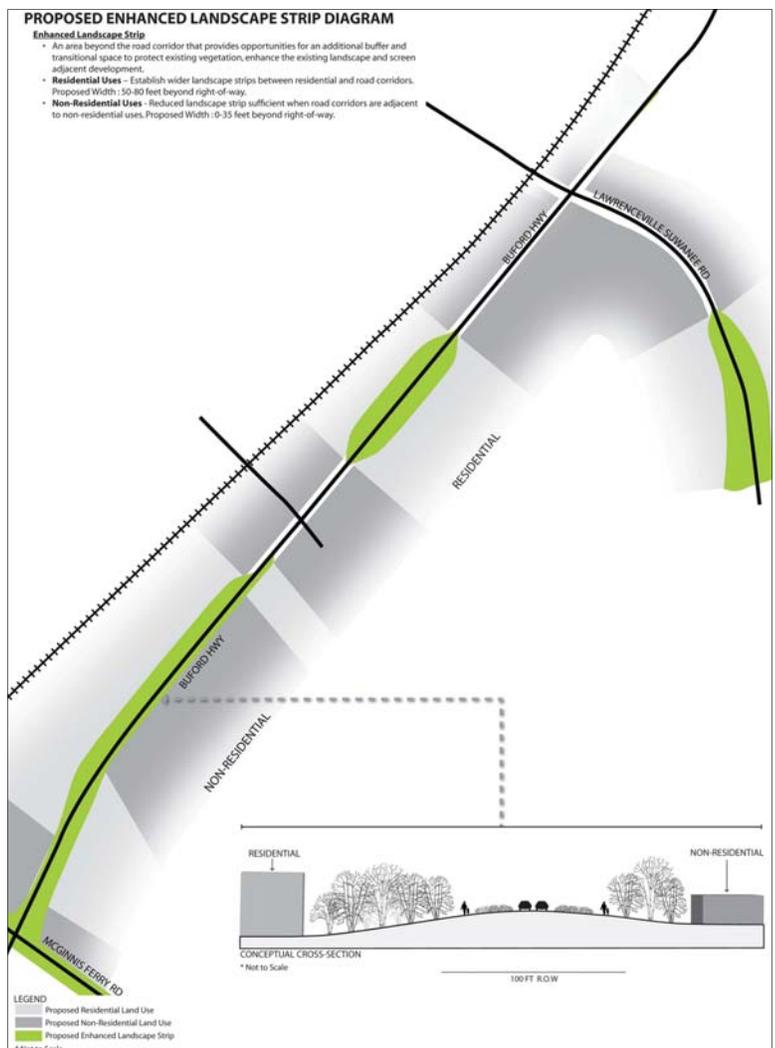


Figure 3-E: Enhanced Landscape Strips

- Village Avenues (Figure 3-F):** Within the study area, the proposed Stonecypher Connector, Russell Street, and Main Street are identified as Village Avenues. These are typically collector streets that serve as secondary community routes and may include options for on-street parking adjacent to sidewalks and public spaces. Widths of sidewalks may vary between 5-8 feet. Amenities such as benches and streetlights are welcoming to pedestrians and enhance public spaces. Landscape planters can be utilized to provide enhancements in areas where the planting of trees or shrubs may be limited by the proximity of buildings or right-of-way. Also, it may be preferable to utilize pavers or other hardscapes adjacent to on-street parking rather than planted landscape strips, and landscape planters can soften the appearance of such areas.

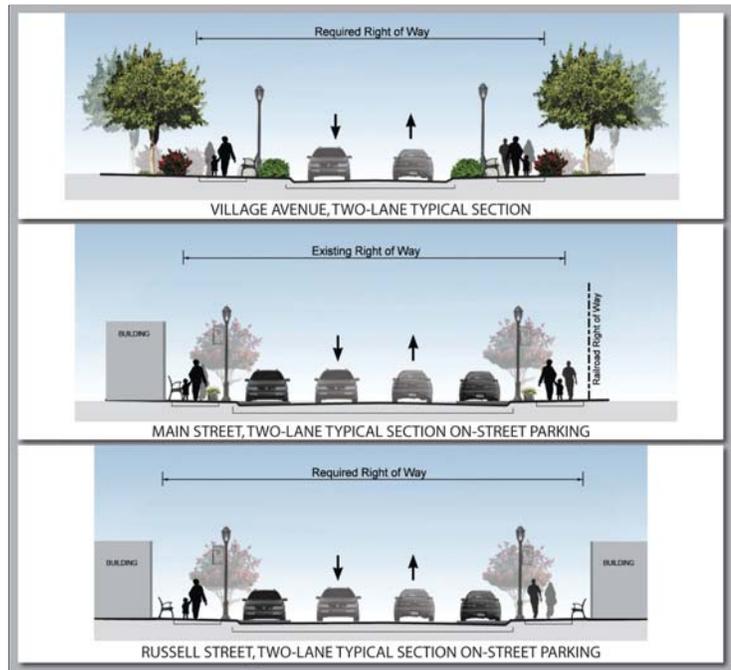


Figure 3-F: Village Avenues

- Neighborhood Avenues (Figure 3-G):** Within the study area, Eva Kennedy Road, Stonecypher Road, and Martin Farm Road are identified as Neighborhood Avenues. These are typically collector or local streets that serve the needs of the residential community. They may include pedestrian sidewalks and landscape amenities. Widths of sidewalks may vary between 5-6 feet, and widths of trails may vary between 6-8 feet. Street lights may be appropriate on one side of the street, but spaced at greater intervals than would otherwise be used in a Village or Center. In some instances, streetlights may not be necessary or appropriate at all. Landscape enhancements may include formal street plantings, but in certain instances it may be appropriate to preserve existing vegetation and tree canopy rather than introducing formal elements.

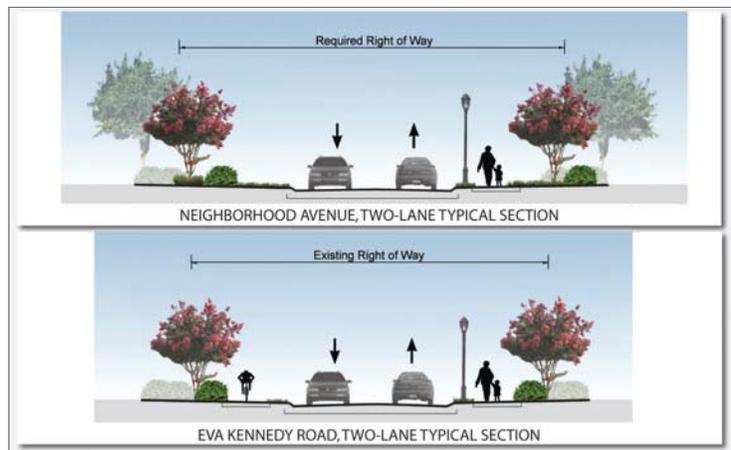


Figure 3-G: Neighborhood Avenues

In addition to these circulation elements, certain local streets in Historic Old Town have developed their own character and quality over the years. These are typically streets that serve an established residential community, many of which have a narrow, agrarian feel typical of the early patterns of development of the City. Streetscape elements, such as sidewalks, streetlights, and curb and gutter might be appropriate and should be determined on a case by case basis. Opportunities do exist to enhance the existing corridor with “green” elements that preserve their rural character and mitigate stormwater run-off.

Plan Concepts

The following Villages and Centers have been identified in the Downtown Suwanee Master Plan study boundary.

The **Stonecypher Village District (Figure 3-H)** comprises the portion of the study area concentrated around the intersection of Peachtree Industrial Road and Suwanee Dam Road and areas south along Stonecypher Road and Eva Kennedy Road. Existing land use patterns are primarily residential, and the area includes historic structures and new construction. The concept plan for this area emphasizes a mix of uses and housing to augment and enhance the existing Stonecypher Neighborhood District. Residential and retail uses become more intense closer to the intersection of Peachtree-Industrial Boulevard and Suwanee Dam Road. Mixed use, low rise development ensures compatibility with and a transition from the retail use along Peachtree Industrial Boulevard to the existing neighborhood. New residential and nonresidential uses should respect the scale of existing neighborhoods. Inclusion of certain civic uses, such as churches, schools, and daycare facilities, would be appropriate so long as they blend with and do not overwhelm the existing residential character.



Figure 3-H: Stonecypher Village District

The **Historic Old Town Village District (Figure 3-I)** comprises the heart of the original Suwanee community; it includes a mix of residential, commercial and institutional uses along with small parks and open spaces. The adjacent Martin Farm Neighborhood was probably the first suburban extension of the old Suwanee downtown in the 1940s. Historic residential development follows a rural, agrarian pattern with narrow streets. However, this pattern does not preclude the development of diversified building forms, such as attached residential or accessory dwellings, so long as they are designed to blend with existing adjacent residences. New residences should be compatible with existing architectural forms, particularly in regard to scale, massing, and design details. Redevelopment of the intersections of Main Street and Russell Street and Russell Street and Buford Highway provide opportunities to expand the retail and office opportunities in the Historic Old Town Village District. Enhanced pedestrian connectivity and preservation of rural character along Buford Highway is recommended between Town Center and Old Town Village.



Figure 3-I: Historic Old Town Village District

The Suwanee Farm Village District (formerly known as Williams Farm District) (**Figure 3-J**) is anchored by the Suwanee Farm conservation area and in the future is planned to be characterized predominantly by residential development. This will include a mix of dwelling types transitioning to a mixed-used, majority residential development nearer to McGinnis Ferry Road. An enhanced landscape strip adjacent to the right-of-way along Buford Highway allows for greater separation between residences and the travel lanes, preservation of existing tree canopy augmented with appropriate plantings and retention of the overall rural character of the roadway in the future. The Suwanee Farm conservation area should be cultivated into a community garden. This park could set the tone for the development of this area.



Figure 3-J: Suwanee Farm Village District

The Town Center District (**Figure 3-K**) follows the design precedent established in the Town Center Master Plan. This generally allows for development of low to mid-rise development that includes a diversity of residential and non-residential uses. Commercial and professional uses are integrated with numerous core public uses, such as the City Hall, park and amphitheatre, and Library. Improved pedestrian and vehicular connections to Town Center Park strengthen the park as *the* central venue for the open space and recreational needs of the community. The diversity of building forms included in the contemporary design of Town Center creates a strong precedent and allows a variety of options for additional, compatible development within the area. As the existing neighborhoods adjacent to Town Center evolve, there will be opportunities to diversify housing, such as incorporating developments suitable to the needs of the senior population.

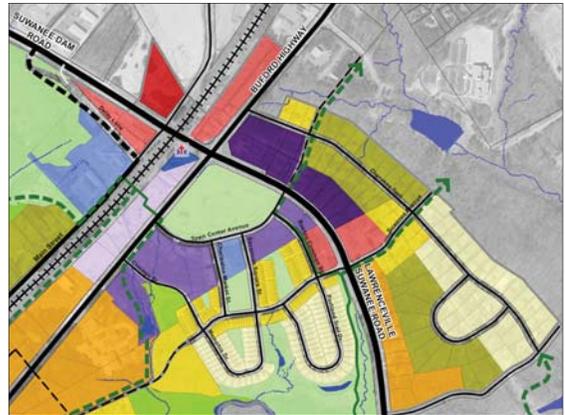


Figure 3-K: Town Center District

Chapter IV. 5-Year LCI Update



Suwanee LCI 5-Year Update

Evaluation and Appraisal Narrative

Since the adoption of Suwanee's Old Town Master Plan in 2002, the city has successfully accomplished many of the goals and projects identified in the plan. Initial proposals for funding of the Old Town Master Plan by the ARC Board were declined. Initiative and foresight demonstrated by city officials in completing a study that was in compliance with LCI standards, at the City's own expense, resulted in grandfathered status. It is important to remain in compliance with ARC standards and requirements to be eligible for LCI benefits. To this end, the city has made significant progress in following through on the plan's vision and is submitting a 5-Year Plan Update in order to continue with implementation.

Completed Actions

The City has made great progress in implementing the vision of the Old Town Master Plan. The vision is being achieved through a combination of public investment, careful planning, and active promotion of the community. The following represent the actions completed that further the goals of the Old Town Master Plan.

Suwanee Town Center: Suwanee Town Center is a significant component of the ambitious redesign of the heart of the community. Initiated as a result of a 1999 Comprehensive Plan adopted in 2000, and subsequently expanded in the Old Town Master Plan and the Open Space and Recreational Needs Assessment, the overall vision for Town Center is that of a mixed-use development that provides opportunities to live, work, and play in the same concentrated node. Parks and open space are an integral component of the overall design. The 2002 Old Town Master Plan recognized the need to preserve its more reserved historic core, while identifying the current Town Center site as the location for a more vibrant community focal point. The City moved quickly to acquire the needed land for Town Center and engineer and construct Town Center Park by 2003. In addition to active and passive recreation opportunities, the site includes an outdoor amphitheater which provides a venue for civic and cultural activities for the community.

Library and PlayTown Suwanee: A goal identified in the 2002 Old Town Master Plan was implementing a new library design and acquiring the site behind the library for a children's playground. Both projects were successfully completed to the satisfaction of the community. The library opened in October 2004. The design of the building includes elements reminiscent of historic styles to blend with its setting in Historic Old Town. The Old Town park site was acquired and redeveloped into PlayTown Suwanee, which features an elaborate playground structure with a climbing wall, bridges, slides and swing sets. Even more unique is the fact that PlayTown Suwanee typifies the civic spirit of the community, as it was constructed largely through the efforts of 1,200+ volunteers working intensively over five days to construct the project. PlayTown Suwanee also opened to the public in 2004.

New Police Station: The city continues its transition from the old to the new by relocating the majority of its administrative staff from the former City Hall to the new LEED-certified City Hall, a focal point of the city's New Town Center. Now that administrative offices are relocated to the

New City Hall, the existing City Hall will be given over entirely to the Police Department. Plans are currently underway and renovations are expected to begin in 2009.

Pedestrian Tunnel: Keeping Historic Old Town connected to New Town Center is an important element of the continued success of these two nodes. To further this end, negotiations were initiated with Norfolk-Southern Railway Company to allow for the construction of a pedestrian underpass under the railroad right-of-way between these areas. This project was partially funded through a \$1 million dollar implementation grant from funds earmarked for LCI projects through the Atlanta Regional Commission. The City of Suwanee contributed approximately \$400,000 to the project as well. The pedestrian underpass was completed and opened to the public in February of 2009.

Audit of Municipal Water System and Extension of Service: The first water system in the city of Suwanee was installed in the 1950s. It wasn't until 2005 and the construction of a new water tower that any significant improvements were made. Per the 2030 Comprehensive Plan, "the city is currently in the process of studying the water system to determine the well condition, long-term capital needs, maintenance requirements, pricing implications, recommended levels of service, potential financing approaches, the water supply, and the condition of the distribution system." The first phase of this two phase project is complete and a draft report has been submitted. The City anticipates completion of the study and the submission of a final report in 2009.

Creation of Old Town Overlay Zoning District: The Old Town Overlay Zoning District was adopted in 2005 and includes two distinct districts: the Old Town Commercial District (OTCD) and the Infill Residential District (IRD). These classifications recognize that the historic patterns of development contained in Old Town Suwanee may be constricted by contemporary zoning classifications, particularly those typified by suburban communities. This classification is designed with flexibility to respect and preserve historic development patterns while encouraging continued development and redevelopment of existing parcels.

Transportation/Infrastructure Improvements: Proposed transportation enhancement projects in the Old Town Master Plan include a variety of improvements to existing roads, expansion of sidewalks and trails, and provisions for better connectivity throughout the area. Within the scope of the master plan, traffic calming features were added to Stonecypher Road south of Suwanee Dam Road, improvements were made to White Street, the Suwanee Creek Greenway Trail was extended from Martin Farm to McGinnis Trail and McGinnis Trail to Buford Highway, and a pedestrian bridge was recently completed to connect Town Center to the Suwanee Creek Greenway. A new road, Town Center Avenue, was constructed between Lawrenceville-Suwanee Road and Buford Highway. Several other projects have been recently initiated and are currently underway, including traffic calming features on Eva Kennedy Road and a multi-use trail between the new library and Town Center. These projects will be completed in 2009.

Development Inventory

The City of Suwanee has undergone major development since the adoption of the Old Town Master Plan. Most notably, the development of the New Town Center has resulted in a stronger community identity. Other developments have been completed or are currently under construction that respect the goals of the plan. See the Development Inventory (Table 4-1) for detailed information regarding planning area development projects.

Table 4-1: Development Inventory

LCI Study Year	LCI Study Area	Project Name	Project Location	Census Tracts	Number of Residential Units	Type of Residential Unit	Number of Hotel Units	Commercial Space (sq ft)	Office Space (sq ft)	Open Space	Other	Construction Stage	Estimated Completion Date	Year of DRI Review	Contact Name and Phone
GF	Suwanee	Shadowbrook at Town Center	Lawrenceville Suwanee Rd, South of Town Center	502.02	201	townhomes, single family	-	-	-	-	-	Complete	-	N/A	Bowen Family Homes 404-569-2653
GF	Suwanee	Madison Retail (Town Center Phase 1)	Town Center Av.	502.02	-	N/A	-	4,500	7,500	-	-	Permitted	2009	N/A	GK Johnson 770-818-4130
GF	Suwanee	Madison Retail (Town Center Phase 2)	Town Center Av.	502.02	8	Condo	-	20,633	-	-	-	Permitted	2009	N/A	GK Johnson 770-818-4130
GF	Suwanee	Madison Retail (Town Center Phase 3)	Town Center Av.	502.02	23	Condo	-	43,837	28,000	-	-	Complete	-	N/A	GK Johnson 770-818-4130
GF	Suwanee	Main Street Corners (Town Center Phase 4)	Town Center Av.	502.02	-	N/A	-	14,000	28,000	-	-	Complete	-	N/A	Kevin O'Brien 404-932-5381
GF	Suwanee	City Hall (Town Center Phase 5)	Town Center Av.	502.02	-	N/A	-	-	23,600	-	-	Complete	-	N/A	Marty Allen 770-945-8996
GF	Suwanee	Suwanee Day Centre	Lawrenceville Suwanee Rd at Town Center Park	502.02	-	N/A	-	18,000	-	-	-	Complete	-	N/A	Day Retail, LLC 770-446-1500
GF	Suwanee	Shoppes at Olde Towne	Buford Hwy. near Town Center	502.02	-	N/A	-	15,000	17,000	-	-	Complete	-	N/A	Old Town Enterp. 404-886-0948
GF	Suwanee	Old Suwanee Village	Scales Rd. and McGinnis Ferry Rd.	502.02	23	single family, townhomes, live-work	-	-	-	-	-	Complete	-	N/A	RAME 770-533-9585
GF	Suwanee	Stonecypher Village	Stonecypher Rd.	502.02	130	single family, townhomes	-	-	-	-	-	Under Construction	2009/2010	N/A	Richport Properties 770-934-0710
GF	Suwanee	Town Square	Jackson Street, Old Town	502.02	2	single family	-	-	-	-	-	project foreclosed after 2 homes built	Unknown	N/A	Bank Owned

Actions Not Completed, Barriers and Strategies to Overcome Barriers

Though the city has successfully implemented numerous projects to improve the quality of life in the area, there are still outstanding projects that have not been completed. The following projects were included in the original 5 year action plan and have not yet been implemented.

Gateway Entry Points into the Community: Two of the seven identified gateway entrance points into the community have been constructed in the last five years. One was installed along Stonecypher Road by a private developer in conjunction with a new residential development and the second was installed by a private developer on Scales Road near McGinnis Ferry Road. The idea of gateway entry points is one that needs be revisited in regard to developing a common understanding of the concept and cohesive design standards for any elements of landscape or hardscape associated with these points. *Strategies* to overcome challenges to implementation include developing consistent standards for gateway entry points that are readily implemented in a consistent fashion, identifying private sector partners that can implement gateway improvements in conjunction with development, and identifying funding sources.

Extension of Sewer: Sewer was extended by Gwinnett County into the City of Suwanee in 1991. There was an expansion of sewer lines in 2000-01 through some areas of Old Town, including portions of Main Street near Calaboose Street and Scales Street, as well as to residential developments on Stonecypher Road, Scales Road and Jackson Street. Further expansion of the sewer system will be necessary to facilitate much of the development/redevelopment potential of Historic Old Town by the city. *Strategies* to overcome the challenges to implementation include obtaining sufficient right-of-way to run new sewer lines, transitioning existing residents off of septic tanks and onto community sewer, and obtaining funding to implement the projects.

Market Study: Though a market study was conducted as an element of the New Town Center Plan, a market study for the entire planning area has not been implemented. It is recommended that this be carried over as an action item to be implemented moving forward. *Strategies* to overcome the challenges to implementation include obtaining funding for the project.

Transportation Improvements: Transportation projects that have not been implemented have been carried over into the updated 5-Year Implementation Program. *Strategies* to overcome the challenges to implementation include acquiring right-of-way and funding for these projects.

Streetscape Improvements: Streetscape improvements identified in the plan that have not been implemented have been carried over into the updated 5-Year Implementation Program. *Strategies* to overcome challenges to implementation include developing consistent standards for streetscape elements that are utilized in a consistent fashion in addition to identifying funding sources.

Evaluation and Appraisal Report

See attached Report that identifies status of each item in the original LCI 5 Year Action Plan (Table 4-2) and Transportation Improvements (Table 4-3).

Table 4-2: Evaluation and Appraisal Report

Local Actions		Status				Notes
		Complete	Underway	Not Started	Not Relevant	
Project	Study/Implementation Year					
Amendment to Suwanee Town Master Plan	2002	✓				
Creation of Old Town Overlay District	2002	✓				
Initiate ongoing active promotion of plan	2002	✓				
New Library Design	2002	✓				
Apply for 2004 transportation funding through TIP and SPLOST	2002	✓				
Initiate discussion with Norfolk-Southern on plan for the pedestrian tunnel	2002	✓				
Acquisition of Suwanee Town Square Site	2002	✓				
Acquisition of Old Town Park behind Library	2002	✓				
Gateway Design Finalized	2002	✓				
New Police Station Development	2002	✓				
Cemetery Beautification	2002	✓				
Independent Audit of City Water System	2002		✓			
Streetscape of Russell Street and Main Street	2002			✓		
Undertake full Market Study for the study area	2003			✓		
Town Square Engineering	2003	✓				
Old City Hall façade improvement	2003	✓				
Encourage reuse of Old Town Industrial Site	2003		✓			
Suwanee Town Square & Amphitheatre construction	2004	✓				
Extension of sewer along Buford Highway and through Old Town area	2005			✓		
Extension of water throughout the new town square area	2005	✓				

Table 4-2 - Local Evaluation and Appraisal Report

Table 4-2: Evaluation and Appraisal Report, continued

Urban Design Projects				Status				Notes
Project	Description	Engineering Year	Construction Year	Complete	Underway	Not Started	Not Relevant	
	Streetscape for new road connecting Main Street with Suwanee-Dam Road in an "L" shaped design	2004	2005			✓		
	Streetscape for new road connecting Lawrenceville-Suwanee Road and Buford Highway (to link to proposed Amphitheatre)	2004	2005			✓		
Construct 2 major gateways for the city:								
	intersection of Buford Highway and Lawrenceville-Suwanee Road	2005	2006			✓		
	intersection of Buford Highway and Russell Street	2005	2006			✓		
Construct 7 minor gateways along roadways entering the city:								
	Eva Kennedy Road	2005	2006			✓		
	Stonecypher Road	2005	2006	✓				
	Lawrenceville-Suwanee Road	2005	2006			✓		
	Buford Highway (2)	2005	2006			✓		
	Scales Road	2005	2006	✓				
	Martin Farm Road	2005	2006			✓		

Table 4-2 Continued - Urban Evaluation and Appraisal Report

Table 4-3: Status of Transportation Initiatives from 2002 Old Town Master Plan

Project / Description					PE Year	Const. Year	Status				Notes / Project Update
Location	Extent (from/to)	Action	Project Category	Original Description from 2002 Old Town Master Plan; Section 6: Implementation Strategy			Completed	Underway	Not Started	Not Relevant	
Scales Road	At Calaboose Street	Flatten Hump at Intersection	Roadway Operations	Flatten Hump at Intersection of Scales Road and Calaboose Street		✓					
Stonecypher Road	South of Suwanee Dam Road at power line easement	Traffic calming: splitter islands or paving blocks	Roadway	Install traffic calming measures in the form of splitter islands/paving blocks at Stonecypher Road, south of Suwanee Dam Road (at power line easement)		✓				Installed pavers only	
White Street	Russell Street to White Lane	Improve and pave	Roadway Safety, Maintenance	Improve and pave White Street (from Russell Street to White Lane)		✓					
Suwanee Creek Trail	Martin Farm Park to McGinnis Trail (0.8 miles)	Multi-use trail	Pedestrian/Bicycle	Construct multi-use trail: Suwanee Creek Trail - Martin Farm Park to McGinnis Trail (0.8 miles)		✓					
Suwanee Creek Trail	McGinnis Trail to Buford Highway (1.4 Miles)	Multi-use trail	Pedestrian/Bicycle	Construct multi-use trail: Suwanee Creek Trail - McGinnis Trail to Buford Highway (1.4 miles)		✓					
Pedestrian underpass	Under NS Railroad from Suwanee Library on Main Street to Buford Highway (ARC Project GW-AR-243; GDOT PI#: 0006277)	Pedestrian tunnel	Pedestrian	Construct a pedestrian tunnel under the existing Norfolk-Southern railroad line		✓					
New roadway	Lawrenceville-Suwanee Road to Buford Highway	New Road With Sidewalks	Roadway Capacity	Construct a new road connecting Lawrenceville-Suwanee Road and Buford Highway (to link to proposed Amphitheatre)		✓				The new road is Town Center Avenue	
Eva Kennedy Road	South of Peachtree Industrial Blvd. at the crossing location of proposed trail.	Traffic calming: splitter islands or paving blocks	Roadway Operations	Install traffic calming measures in the form of splitter islands/paving blocks at Eva Kennedy Road, south of Peachtree Industrial Boulevard at the crossing location of proposed trail			✓				
Eva Kennedy Road	Midway between Peachtree Industrial Blvd. and Stonecypher Road (in front of church)	Traffic calming: splitter islands or paving blocks	Roadway	Install traffic calming measures in the form of splitter islands/paving blocks at Eva Kennedy Road, in front of church property, approximately midway between Peachtree Industrial Boulevard and Stonecypher Road			✓				
Martin Farm Road		Traffic calming: splitter islands or paving blocks	Roadway	Install traffic calming measures in the form of splitter islands/paving blocks at Martin Farm Road			✓				
Greenway/Path	New Library to "Corner/Town Square property" development south of Buford Highway	Multi-use trail	Pedestrian	Greenway/Path connecting new Library to "Corner/Town Square property" development south of Buford Highway. This path would traverse the new pedestrian tunnel near City Hall and would require a pedestrian crossing at Buford Highway.			✓				
Upgrade Traffic Control Devices to MUTCD Standards	In downtown Suwanee study area	Traffic controls	Roadway Operations	Upgrade Traffic Control Devices (e.g. Stop Signs) to MUTCD Standards			✓				
Buford Highway/US 23	Suwanee-Dam/Lawrenceville-Suwanee Road to Russell Street	6' Sidewalks	Pedestrian	Buford Highway 6-foot wide sidewalks from Suwanee Dam/Lawrenceville-Suwanee Road to Russell Street				✓			
Jackson Street	Stonecypher Road to Calaboose Street	Improve and pave	Roadway Maintenance	Improve and pave Jackson Street (from Stonecypher to Calaboose)				✓			
Lawrenceville-Suwanee Road/SR 317	Buford Highway to Mohawk Trail	6' Sidewalks	Pedestrian	Lawrenceville-Suwanee Road 6-foot wide sidewalks from Buford Highway to Mohawk Trail				✓			
Suwanee Dam Road	New Library Road to Buford Highway	6' Sidewalks	Pedestrian	Suwanee Dam Road 6-foot wide sidewalks from New Library Road to Buford Highway				✓		High priority	
Main Street realignment	Extend Main Street southward through Metal Products facility	Realign	Roadway Capacity	Straighten/Realign Main Street west of Old Town through land currently occupied by the existing "Metal Products" facility				✓			
Martin Farm Road	King Street to Richard Trice Trail	5' Sidewalks	Pedestrian	Martin Farm Road 5-foot wide sidewalks from King Street to Richard Trice Trail				✓			
Martin Farm Road		Widen and/or eliminate vertical alignment problems	Roadway Safety	Improve Martin Farm Road				✓			

Table 4-3: Status of Transportation Initiatives from 2002 Old Town Master Plan

Project / Description					PE Year	Const. Year	Status				Notes / Project Update
Location	Extent (from/to)	Action	Project Category	Original Description from 2002 Old Town Master Plan; Section 6: Implementation Strategy			Completed	Underway	Not Started	Not Relevant	
Stonecypher Road	Lawrenceville-Suwanee to Main Street	5' Sidewalks	Pedestrian	Stonecypher Road 5-foot wide sidewalks from Lawrenceville-Suwanee Road to Main Street				✓			
Stonecypher Road	Main St. to Eva Kennedy	Traffic calming: splitter islands or paving blocks	Roadway	Install traffic calming measures in the form of splitter islands/paving blocks at Stonecypher Road, between Main Street and Eva Kennedy intersection				✓			
Stonecypher Road	Blue Grass Trail	Traffic circle at intersection	Roadway	Construct a traffic circle at the intersection of Stonecypher Road and Blue Grass Trail				✓			
White Lane	White Street to Buford Highway/US 23	Improve and pave	Roadway Safety, Maintenance	Improve and pave White Lane (from White Street to Buford Highway)				✓			
New roadway	Main Street to Suwanee-Dam Road	New Road With Sidewalks	Roadway Capacity	Construct a new road connecting Main Street with Suwanee-Dam Rd. in an "L-Shape" design				✓			
New Trail	New library to proposed transit station at McGinnis Ferry Road and Buford Highway	Multi-use trail	Pedestrian	Trail connecting the new library with the proposed transit station (intersection of McGinnis Ferry Road and Buford Highway)				✓			
Pedestrian wayfinding system	Guidance for points of interest in downtown Suwanee study area	Signage	Pedestrian	Install a wayfinding system to help guide visitors to the various attractions and places of interest in the Old Town Area.				✓			

Chapter V. Implementation



Transportation and Infrastructure Recommendations

Transportation

The City of Suwanee has grown dramatically in the recent past, and the transportation system infrastructure will need to change. The following provides an overview of the project identification process along with an action program and plan for future improvements. Complementary transportation strategies and policies are also identified.

Existing Studies and Plans: A number of transportation studies, plans, and resources which identify transportation projects within the study area were reviewed, including:

- Suwanee Old Town Master Plan – 2002
- 2007-2011 Capital Improvement Program
- 2030 Comprehensive Plan
- Alternate Modes Transportation Plan
- Atlanta Regional Commission Envision6 Regional Transportation Plan and 2008-2013 Transportation Improvement Program
- GDOT T-Rex

Table 5-1 provides a listing of all projects identified within the study area and provides the current status of each project. It should be noted that some projects have been included in multiple studies or plans. Transportation recommendations for both 5-Year and Long Term implementation are included in Table 5-8 and Table 5-10. Projects recommended in multiple studies are identified and modifications to or deletions of projects that conflict with the recommendations of the Downtown Suwanee Master Plan are explained.

Transportation Project Identification: As acknowledged in the existing conditions assessment, the study area's existing transportation network is predominately focused on providing vehicular access and mobility, though the City has undertaken development of an alternative modes network. To support the development framework of more compact, mixed-use village and neighborhood centers, the transportation recommendations realize the changing needs of such development. The recommendations address:

- Providing multimodal connectivity throughout the study area;
- Leveraging the existing transportation network for vehicular and alternative mode travel;
- Supporting proposed development/redevelopment opportunities in the study area.

Enhanced Connectivity: This plan focuses on strengthening existing centers and creating new and redeveloped mixed use districts along Stonecypher Road in Historic Old Town, around Suwanee Farm, and at Town Center. It is primarily within these districts that a new roadway network is desired to support development and provide needed access. New roadway connections will create a network of interconnected streets, appropriate to the scale of development and supportive of creating complete streets (streets that accommodate travel by vehicles, pedestrians, and bicyclists, or that could support future transit). The proposed street connectivity map is shown in Figure 5-A. It should be noted that the proposed connections are largely illustrative. That is, precise alignment of any future roadway connections will hinge on the type of development or redevelopment undertaken. A more in depth transportation engineering and traffic analysis will be required at such time to evaluate logical termini, alignment, impacts, and the like.

Location	Extent (from/to)	Action	Project Category	Suwanee Old Town					Project Status
				Master Plan - 2002	2007-2011 Capital Improvement Program	2030 Comprehensive Plan - Implementation	2030 Comprehensive Plan - Future Projects	Alternate Modes Transportation Plan	
Buford Highway/US 23	Lawrenceville-Suwanee Road to George Pierce Park	10' sidewalk	Pedestrian						Designed
Buford Highway/US 23	Suwanee-Dam/Lawrenceville-Suwanee Road to Russell Street	6' Sidewalks	Pedestrian	✓					
Buford Highway/US 23	Town Center Park Avenue and Lawrenceville-Suwanee Road	Intersection improvement, pedestrian improvements	Roadway Operations, Pedestrian	✓	✓				Out for Bid
Buford Highway/US 23	Town Center west to Russell Street	New sidewalks, lighting, crosswalks, landscaping	Pedestrian, Transportation enhancements			✓			
Buford Highway/US 23	Russell Street to city limits (west)	New sidewalks, lighting, crosswalks, landscaping	Pedestrian, Transportation enhancements			✓			
Buford Highway/US 23		Landscaping	Transportation enhancement	✓					
Buford Highway/US 23		Reconstruct Buford Highway to Function as Main Street	Roadway Operations, Transportation enhancement, Pedestrian			✓			
Buford Highway/US 23	Sugarloaf Parkway to SR 20 in Buford (GDOT PI#: 0002393)	Widen 2 to 4 lanes	Roadway Capacity	✓				✓	
Eva Kennedy Road	South of Peachtree Industrial Blvd. at the crossing location of proposed trail.	Traffic calming: splitter islands or paving blocks	Roadway Operations	✓	✓				Under Construction
Eva Kennedy Road	Midway between Peachtree Industrial Blvd. and Stonecypher Road (in front of church)	Sidewalks	Pedestrian	✓	✓				Under Construction
Eva Kennedy Road		Traffic calming: splitter islands or paving blocks	Roadway	✓	✓				Under Construction
Jackson Street	Stonecypher Road to Calaboose Street	Improve and pave	Roadway Maintenance	✓					
Jackson Street	Calaboose Street to Scales Road	Improve and pave	Roadway Maintenance	✓	✓				
Lawrenceville-Suwanee Road/SR 317	Town Center to existing sidewalk	5' sidewalk	Pedestrian				✓		
Lawrenceville-Suwanee Road/SR 317	Suwanee Creek Greenway to existing sidewalk	5' sidewalk	Pedestrian			✓			Completed
Lawrenceville-Suwanee Road/SR 317	Buford Highway to Mohawk Trail	6' Sidewalks	Pedestrian	✓					
Lawrenceville-Suwanee Road/SR 317	Buford Highway/SR 13 to SR 120 (GDOT PI #: 0005689)	ATMS	Safety					✓	Underway
Lawrenceville-Suwanee Road/SR 317	Connecting Town Center south to Gateway	Greenway Trail	Multi-use trail					✓	
Lawrenceville-Suwanee Road/Suwanee Dam Road	Smithtown Road north to Peachtree Industrial	Signature Streetscaping: wide sidewalks, decorative lighting, pavers, crosswalks, heavy landscaping	Pedestrian, Transportation enhancements			✓			

Table 5-1: Transportation Recommendations from Existing Studies and Plans

Location	Extent (from/to)	Action	Project Category	Suwanee Old Town Improvement Program				Project Status
				2007-2011 Capital	2030 Comprehensive Plan - Implementation	2030 Comprehensive Plan - Future Projects	Alternate Modes Transportation Plan	
Suwanee Dam Road	Peachtree Industrial Boulevard to Buford Highway	10' sidewalk	Pedestrian					
Suwanee Dam Road	New Library Road to Buford Highway	6' Sidewalks	Pedestrian	✓				
Main Street		Streetscape Project including trees, lights, paving, crosswalks, etc.	Transportation enhancement	✓				
Main Street		Traffic calming	Roadway Operations	✓				
Main Street extension	Through Old Town Industrial Site	Roadway extension	Roadway Capacity	✓				
Main Street realignment	Extend Main Street southward through Metal Products facility	Realign	Roadway Capacity	✓				
Martin Farm Road	Suwanee Creek Greenway to existing sidewalk	5' Sidewalk	Pedestrian		✓			
Martin Farm Road	King Street to Richard Trice Trail	5' Sidewalks	Pedestrian	✓				
Martin Farm Road		Traffic calming: splitter islands or paving blocks	Roadway	✓				Under Construction
Martin Farm Road		Widen and/or eliminate vertical alignment problems	Roadway Safety	✓				
McGinnis Ferry Road	Scales Road to existing sidewalk	5' Sidewalk				✓		
Russell Street	Buford Highway to Main Street	5' sidewalk	Pedestrian					
Russell Street		Streetscape Project including trees, lights, paving, crosswalks, etc.	Transportation enhancement			✓		
Scales Road	At Calaboose Street	Flatten Hump at Intersection	Roadway Operations	✓				Completed
Stoneypher Road	Lawrenceville-Suwanee to Main Street	5' Sidewalks	Pedestrian	✓				
Stoneypher Road		Extension and vehicle underpass	Roadway Capacity	✓				
Stoneypher Road	South of Peachtree Industrial south to Main Street	New sidewalks, lighting, crosswalks, landscaping	Pedestrian, Transportation enhancements			✓		
Stoneypher Road	South of Suwanee Dam Road at power line easement	Traffic calming: splitter islands or paving blocks	Roadway	✓				Completed (Pavers Only)
Stoneypher Road	Main St. to Eva Kennedy	Traffic calming: splitter islands or paving blocks	Roadway	✓				
Stoneypher Road	Blue Grass Trail	Traffic circle at intersection	Roadway	✓				
White Lane	White Street to Buford Highway/US 23	Improve and pave	Roadway Safety, Maintenance	✓				

V. IMPLEMENTATION

Location	Extent (from/to)	Action	Project Category	Suwanee Old Town					Project Status	
				Master Plan - 2002	2007-2011 Capital Improvement Program	2030 Comprehensive Plan - Implementative	2030 Comprehensive Plan - Future Projects	Alternate Modes Transportation Plan		ARC Envisioning RTP/TP
White Street	Russell Street to White Lane	Improve and pave	Roadway Safety, Maintenance	✓						Completed
New roadway	Main Street to Suwanee-Dam Road	New Road With Sidewalks	Roadway Capacity	✓						
New roadway	Lawrenceville-Suwanee Road and Buford Highway	New Road With Sidewalks	Roadway Capacity	✓						
Commuter Rail Station	??	Promotion	Transit		✓					
Georgia Power easement parallel to Peachtree Industrial Boulevard		Greenway Trail	Multi-use trail				✓			
Greenway/Path	New Library to "Corner/Town Square property" development south of Buford Highway	Multi-use trail	Pedestrian	✓						Under Construction
Historic Old Town Greenway Trails	Connecting Trice Trail, Sharon Industrial, and Historic Old Town	Multi-use trail	Multi-use trail			✓				
New Trail	New library to proposed transit station at McGinnis Ferry Road and Buford Highway	Multi-use trail	Pedestrian	✓						
Pedestrian underpass	Under NS Railroad from Suwanee Library on Main Street to Buford Highway (ARC Project GW-AR-243; GDOT PI#: 0006277)	Pedestrian tunnel	Pedestrian	✓				✓		Under Construction
Pedestrian wayfinding system	Guidance for points of interest in downtown Suwanee study area	Signage	Pedestrian	✓						
Roadway signage plan	Welcome to Suwanee	Signage	Roadway		✓					Completed
Suwanee Creek	Town Center to Suwanee Creek Greenway	Pedestrian bridge	Pedestrian		✓					Completed
Suwanee Creek Trail	Martin Farm Park to McGinnis Trail (0.8 miles)	Multi-use trail	Pedestrian/Bicycle	✓						Completed
Suwanee Creek Trail	McGinnis Trail to Buford Highway (1.4 Miles)	Multi-use trail	Pedestrian/Bicycle	✓						Completed
Suwanee Station	Expansion of Brushy Creek Greenway Concept; connecting into Old Town Greenway	Greenway Trail	Multi-use trail			✓				
Town Center	Expansion of previous Smithtown Greenway concept to create a "loop"; connecting into Town Center Park through planned Pedestrian Underpass	Greenway Trail	Multi-use trail			✓				
Trail System development	Through downtown Suwanee study area	Multi-use trail	Multi-use trail	✓						
Upgrade Traffic Control Devices to MUTCD Standards	In downtown Suwanee study area	Traffic controls	Roadway Operations	✓						Ongoing

Proposed Connectivity (Figure 5-A)

Proposed new roadway connections and roadway changes within each development area are described below.



Figure 5-A: Proposed Connectivity

Stonecypher Village: A new connection is proposed to connect Peachtree Industrial Boulevard to Suwanee Dam Road, currently dubbed the Stonecypher Connector. With this connection, the existing access of Stonecypher Road to Suwanee Dam Road would be closed and transferred to the new roadway. The current intersection of Stonecypher Road at Suwanee Dam Road is located near to the intersection of Suwanee Dam Road and Peachtree Industrial Boulevard and only provides access from Stonecypher to and from eastbound Suwanee Dam Road. The new connection will need to provide a full intersection with Suwanee Dam Road and align with a median break along Peachtree Industrial Boulevard. Specific traffic and design considerations will be determined after additional engineering review and assessment. Additional connections to the existing street network with the new connector are also desired.

Historic Old Town Village: The major new connections proposed within Historic Old Town Village include realignment of Russell Street south of its current location to align with Scales Road in Old Town and an extension of Main Street south that connects with Jackson Street. The realigned Russell Street could provide the development gateway into Old Town, however, relocating Russell Street as shown on the concept plan would require ownership of all parcels on both sides of the existing and proposed Russell Street. This would only be accomplished as a part of a larger master-planned redevelopment project. The extension of Main Street to the south was proposed in the 2002 Old Town Master Plan. Currently, an active business precludes development of such an extension. Additional connections are desired from White Street to replicate the block patterns found currently in Old Town. East of Buford Highway, a new roadway connection between King Street and Suwanee Avenue is desired to more directly link Old Town with Town Center, providing an alternative secondary connection to Buford Highway. These efforts will expand the existing Old Town street grid to Buford Highway.

Suwanee Farm Village: Within the Suwanee Farm Village, a new roadway network is proposed to provide access to the residential, multi-use node near McGinnis Ferry Road. A major element is realigning White Street to a connection with Buford Highway, north of its existing intersection. This realignment will allow a greater offset at the intersection at Buford Highway and McGinnis Ferry Road. The new roadway network within this area will hinge on development proposed for this village.

Town Center: The entire roadway network within Town Center is new. The only proposed connection within this node is to extend Town Center Avenue across Lawrenceville-Suwanee Road to connect to Cherokee Avenue and George Pierce Park. This new connection will link two major recreational areas, Town Center Park and George Pierce Park. It is possible that this connection could be a trail-only if a road connection is not feasible. Concerns about providing safe crossing of Lawrenceville-Suwanee Road for non-motorized modes exist at both this intersection and the intersection of Suwanee Avenue. Signalization may be required at both intersections to safely accommodate non-motorized modes.

Other Connections: Two additional new connections are suggested outside of a center or village district, one from Martin Farm Road to provide a connection to an undeveloped future residential neighborhood, and a connection from the library driveway on Suwanee Dam Road to Main Street. The proposed connection from the library driveway to Main Street is intended to provide safer ingress and egress to Main Street from Suwanee Dam Road. As noted in the assessment, the intersection of Suwanee Dam Road at Main Street and Brogdon Road is a safety concern for the city and county. Recently, Gwinnett County posted a left-turn restriction from Suwanee Dam Road to Main Street, but the restriction was removed due to access needs of downtown businesses. The need to provide an improved connection to Main Street from Suwanee Dam Road was also identified in the *2002 Old Town Master Plan*.

Pedestrian, Streetscape and Operational and Maintenance Improvements:

Twelve projects for sidewalks, trails, traffic calming, or roadway modification, identified in the 2002 Old Town Master Plan for the study area, are still desired by the City of Suwanee. These projects are listed in Table 5-2.

Table 5-2 Outstanding Projects from the 2002 Old Town Master Plan

Location	Extent (from/to)	Action	Project Category
Buford Highway/US 23	Suwanee Dam/Lawrenceville-Suwanee Road to Russell Street	6' Sidewalks	Pedestrian
Lawrenceville-Suwanee Road/SR 317	Buford Highway to Mohawk Trail	6' Sidewalks	Pedestrian
Suwanee Dam Road	New Library Road to Buford Highway	6' Sidewalks	Pedestrian
Martin Farm Road	King Street to Richard Trice Trail	5' Sidewalks	Pedestrian
Stonecypher Road	Lawrenceville-Suwanee to Main Street	5' Sidewalks	Pedestrian
New Trail	New library to proposed transit station at McGinnis Ferry Road and Buford Highway	Multi-use trail	Pedestrian
Pedestrian wayfinding system	Guidance for points of interest in downtown Suwanee study area	Signage	Pedestrian
Stonecypher Road	Main St. to Eva Kennedy	Traffic calming: splitter islands or paving blocks	Roadway Operations
Stonecypher Road	Blue Grass Trail	Traffic circle at intersection	Roadway Operations
Jackson Street	Stonecypher Road to Calaboose Street (Scales to Callaboose has been completed)	Improve and pave	Roadway Maintenance
Martin Farm Road		Widen and/or eliminate vertical alignment problems	Roadway Safety
White Lane	White Street to Buford Highway/US 23	Improve and pave	Roadway Safety, Maintenance

As noted in Table 5-2, a number of projects have been identified but have not been undertaken. The outstanding project to improve and pave White Lane now include plans for realignment in the Downtown Suwanee Master Plan. Two new projects are identified to supplement projects already identified as follows.

- Undertaking a transportation feasibility study to further refine projects identified within the Downtown Suwanee Master Plan area, with a focus on Buford Highway.
- Initiating a “Fill-the-Gap” sidewalk program to fill in sidewalk gaps and provide ADA-accessible curb ramps throughout the study area to complete a connected pedestrian circulation system.

Policy and Program Recommendations

- Establish consistent roadway design standards throughout all land use and development regulations. In review of the Suwanee Zoning Ordinance and Development Regulations, it was noted that the roadway design standards were inconsistent with national and state guidelines. It is recommended that the City review the roadway design standards and develop standards based on the intended functional classification and the average daily traffic (ADT) of the roadway. It should be noted that when establishing standards that exceptions may be needed based on specific location and environmental conditions. In addition, who ultimately has jurisdiction over a roadway impacts standards and typical

cross-sections. Table 5-3 provides an example of the minimum roadway and right-of-way widths for specific roads based on functional classification. It is assumed that all of these roads are classified as urban, not rural. The suggested widths are conservative and meet both American Association of State Highway and Transportation Officials (AASHTO) and GDOT criteria. In some instances, it may not be possible to meet the design criteria due to various constraints such as right-of-way, existing utilities, existing development, and funding. Reduced roadway and shoulder widths may be necessary. Every effort should be made to obtain the best possible alignment, grade, sight distance, drainage design, ADA compliance, and safety that can be implemented within constraints and funding.

Table 5-3 Suggested Minimum Right-of-Way and Roadway Widths for New Streets and Street Widening

Functional Classification	Minimum Right-of-Way	Minimum Roadway Width
Arterial		
4 Lane	92 feet	68 feet
2 Lane	48 feet	24 feet
Collector		
4 Lane	92 feet	68 feet
2 Lane	48 feet	24 feet
Local		
Residential	48 feet	24 feet
Non-Residential	48 feet	24 feet
Low-Volume	40 feet	20 feet

Notes:

1. Minimum roadway width is measured outside edge of pavement to outside edge of pavement. For each section, a 12-foot wide lane is assumed, except for Local Low-Volume roads, where the lane width may be reduced to 10 feet, per AASHTO Guidance. Reduced lane widths for other road types may be used with Guidance from AASHTO and approval by the City of Suwanee.
2. Four-lane sections include four, 12-foot lanes, a 20-foot raised median, and curb and gutter.
3. All sections have curb and gutter and 12-foot wide shoulders, with right-of-way located at shoulder breakpoint, except for the Local Low Volume road, where a reduced shoulder width can be used. Shoulder widths may be reduced on an as-needed basis with approval by the City of Suwanee. Shoulder widths may be reduced by reducing curb and gutter width, reducing grass strip width, or reducing sidewalk width.

- Establish alternative modes transportation program for directing public and private investments for alternative mode infrastructure. Infrastructure for pedestrians and bicyclists has increased within the city. Newer private development has included sidewalks or trails in concert with the development. However, in some instances, the infrastructure ends at the property line, resulting in gaps between sections of sidewalk or sidewalks lacking logical termini. In addition, the sidewalk design and character are sometimes inconsistent, resulting in differing sidewalk widths and setbacks along a single facility. It is recommended that the City of Suwanee adopt a program to direct development of infrastructure to provide overall system standards, establish system connectivity, and “fill-the-gaps” between newer and older developments. Standards for pedestrian and bicycle facilities should be established, linked to roadway functional classification, development type, and desired level of service. Just as for roadway design standards, pedestrian and bicycle infrastructure standards should be consistently applied through Suwanee’s land use and development regulations. The program should establish priorities for implementing infrastructure, particularly to provide safe, direct, and continuous connections to community facilities between adjacent developments.

Policy Recommendations for Sustainable Transportation Enhancements

- Allowing only drainage and conveyance structures such as ditches, inlet, and storm sewer in the right-of-way and excluding low impact development techniques that reduce water runoff volume can be an obstacle to good development.
- Promote and incorporate the use of green street facilities in public and private development to manage stormwater, reduce flows, improve water quality, and enhance watershed health.
- Use complete street principles to ensure that the entire public right-of-way is routinely designed and operated to create a comprehensive and connected network for all users including pedestrians, bicyclists, transit users, and motorists, of all ages and abilities.
- Ensure context sensitive design of streets, sidewalks, and other transportation corridors that are complimentary to a historic neighborhood framework and aesthetic. (e.g. the recently completed improvements to Eva Kennedy Road)
- Promote community-initiated transportation alternatives, such as a Downtown circulator, for additional circulation throughout the area, such as trolleys or shuttles.
- Require private developers to provide public pedestrian access to the Suwanee Greenway, especially when illustrated on the Downtown Suwanee Master Plan.
- Reduce street width requirements, maximize sidewalks and promote alleyways and pedestrian ways to shorten neighborhood blocks and create a more walkable pedestrian friendly environment for all new development.
- Establish street tree standards and details to ensure healthy flourishing trees by optimizing soil volume, preventing compaction, and requiring hardscape within the Tree Planting Zone be constructed to permit infiltration of air and water.
- Incorporate design guidelines and standards for Green Street Program (swales, planters, curb extensions, alternative pavements) with accompanying incentives to: manage stormwater runoff both at the source and the surface; use plants and soil to slow, filter, cleanse, and infiltrate runoff; and design facilities that aesthetically enhance and complement the historic integrity of the community.

Water and Sewer

The City of Suwanee owns and operates a municipal water system that consists of a well located on Stonecypher road, a 150,000 gallon elevated water tank on Scales Road, and approximately 6-miles of water distribution piping that serves over 800 customers. Gwinnett County provides water service to the remainder of the City and provides service at a cost to the city-served customers when demand exceeds supply. Gwinnett County provides all sanitary sewer service in the City of Suwanee.

Water: The City undertook a water system study in 2008, retaining Rindt-McDuff Associates, Inc. to provide a comprehensive assessment of the existing water system, resulting in a *Water System Evaluation Report*. According to the report, the existing well is recommended to provide a maximum pumping rate of 93,600 gallons per day (gpd) which exceeds the average daily demand of 50,000 to 80,000 gpd. During the summer months (May through August) the demand exceeds supply which results in the City purchasing water from Gwinnett County. The report also found that the existing fire flows within the City system for the majority of the fire hydrants are less than the required Gwinnett County and NFPA standards.

Recommendations in the report for the capital improvement plan include waterline projects to provide higher capacity lines on Scales Street, Jackson Street, Stonecypher Road, Russell Street, Martin Farm Road, Buford Highway, and Eva Kennedy Road as well as a new connection through the pedestrian tunnel. These projects will improve the fire flow capacity in the existing

system and improve water quality. In addition to these projects, the report suggests the installation of a new well to provide sufficient supply to reduce the need to purchase water from Gwinnett County and provide supply for future growth. It should be noted that the City has the option of having Gwinnett County provide either a portion or all of the City's water needs for purchase. The City may also install an irrigation well to provide irrigation needs in the Downtown Suwanee area separate from the domestic supply well. However, a new domestic supply well will supply the irrigation demand as well as the domestic demand.

The Character Districts in the Downtown Area appear to have service capabilities from the Gwinnett County system by extension from the mains in Buford Highway or Suwanee Dam Road. Should the City decide to expand their own water system to serve the future development, the improvement projects recommended in the *Water System Evaluation Report* are critical to ensuring adequate supply and fire flow.

Sanitary Sewer: As stated above, Gwinnett County provides sanitary sewer service for the City of Suwanee. Expansion of the sanitary sewer system will be required to increase service availability and capacity to the Downtown Suwanee area. There are two main trunk lines that collect sewage from the Downtown area that run along Brushy Creek and Suwanee Creek. A portion of the Downtown study area has sanitary sewer service that connects to these trunk lines. However, septic tanks are used on much of the area particularly in the neighborhoods southeast of the Historic Old Town Village. Recent development of the Town Center Park area provided much needed sanitary sewer service to this area. Extension of this system may be necessary to serve a portion of the Town Center on the north side of Suwanee Dam Road. The Stonecypher Village area can be served by sanitary sewer lines in Suwanee Dam Road and/or extending service from the Brushy Creek trunk line along Stonecypher Road.

The Historic Old Town Village and surrounding neighborhoods and the Suwanee Farm Village will also require extension projects to provide sanitary sewer service to these areas. The Historic Old Town Village may be served by extending the existing 8-inch line from Main Street (across the railroad tracks) that connects to the Brushy Creek trunk line and/or extending the 8-inch line from the southeast along Davis Street that connects into the Suwanee Creek trunk line. The neighborhoods adjacent to the Historic Old Town Village currently have septic systems. A portion of the neighborhoods may be served by the 8-inch line along Davis Street. However, due to the topography of this area, a new extension from the Suwanee Creek trunk line may be required on the east side of Martin Farm Road. The Suwanee Farm Village may be served by extending the 8-inch line that currently serves the recently constructed office buildings that connects to the Suwanee Creek trunk line.

It is recommended that a more detailed sanitary sewer study be conducted to determine the cost and feasibility of expanding sanitary sewer service in the Downtown Suwanee area. The study should also explore methods to connect existing properties to sanitary sewer service that are currently served by aging and/or failing septic systems. Coordination with Gwinnett County, current property owners, and property developers will be critical in the development of these projects. Partnerships with private developers and/or working with Gwinnett County to provide sanitary sewer service are important options to consider.

Land Use Recommendations

To facilitate the implementation of the Downtown Master Plan, consideration was given to how the various land use types fit with existing zoning classifications and development patterns outlined on the Future Land Use Map of the Comprehensive Plan. Recommendations are made in the context of the four Character Districts outlined on the Concept Plan.

Stonecypher Village District		
Master Plan Land Use Elements	Residential Land Use	<ul style="list-style-type: none"> • Residential Single Family Detached with complementary Infill • Residential Townhomes Attached • Residential 2-Plus
	Mixed Use Land Use	<ul style="list-style-type: none"> • Mixed-Use Low-Rise Majority Non-Residential
	Non-Residential Land Use	<ul style="list-style-type: none"> • Low-Rise Office-Retail-New
	Civic Land Use	<ul style="list-style-type: none"> • Civic Private
	Open Space	<ul style="list-style-type: none"> • Open Space • Conservation

Stonecypher Village District Zoning and Future Land Use Compatibility: Current zoning classifications in this area include R100 and M1, with the adjacent Stonecypher Neighborhood developed under a PMUD classification. The M1 classification does not allow for the development of any residential uses. The Future Land Use Map indicates that this area is appropriate for a mixed-use village pattern of development, which emphasizes a variety of residential housing options. A zoning change from M1 will be required to facilitate the recommendations of the Plan, but a change to zoning classifications that will facilitate the proposed pattern of development should be compatible with the Future Land Use Map. The R100 zoning classification adjacent to the Stonecypher Neighborhood around the intersection with Stonecypher Road and Eva Kennedy Road is compatible with both the Future Land Use Map and proposed Concept Plan in regard to single family detached residential development. However, the R100 requirements, as currently written, would not allow for development of the 2+ concept.

Historic Old Town Village District		
Master Plan Land Use Elements	Residential Land Use	<ul style="list-style-type: none"> Residential Single Family Detached with Complementary Infill Residential Townhomes Attached Residential 2-Plus Residential Low Rise
	Mixed Use Land Use	<ul style="list-style-type: none"> Mixed-Use Mid-Rise Majority Non-Residential Mixed-Use Low-Rise Majority Residential
	Non-Residential Land Use	<ul style="list-style-type: none"> Low-Rise Office-Retail-Conversion
	Civic Land Use	<ul style="list-style-type: none"> Civic Private
	Open Space	<ul style="list-style-type: none"> Open Space Conservation

Historic Old Town Village District Zoning and Future Land Use Compatibility: Current zoning classifications in this area include R140, R100, R75, IRD, C1, C2, C2A, OTCD, OI and M1. The diversity of zoning classifications is largely compatible with the Future Land Use Map, which indicates that this area is appropriate for development as a mixed use center and mixed use village. It is also compatible with the proposed Master Plan, which recommends inclusion of mixed use, commercial, and residential uses in proximity to one another. Incorporating the recommended diversity of residential uses including townhomes, residential 2-plus and residential low-rise development may be problematic under existing zoning, as the R100 and R140 as currently written limit development to single family detached residential dwellings on individual lots or as a part of large development projects.

Suwanee Farm Village District		
Master Plan Land Use Elements	Residential Land Use	<ul style="list-style-type: none"> Residential Single Family Detached with complementary Infill Residential Townhomes Attached Residential Low Rise Residential Mid Rise
	Mixed Use Land Use	<ul style="list-style-type: none"> Mixed-Use Mid-Rise Majority Residential
	Civic Land Use	<ul style="list-style-type: none"> Civic Private
	Open Space	<ul style="list-style-type: none"> Open Space Conservation

Suwanee Farm Village District Zoning and Future Land Use Compatibility: Current zoning classifications in this area include R100, R75, RM6, C2, OI, and M1. The R100 zoning classification currently will only allow for the development of single family detached residences either individually or as a part of a large development. As the concept plan recommends areas of townhome and residential low-rise development in this area, rezoning to a classification that allows attached housing will be necessary to facilitate these recommendations. Additionally, the areas identified as appropriate for residential low-rise development and mixed-use majority residential development currently fall under non-residential zoning classifications and are indicated as being appropriate for a variety of office, industrial and institutional uses on the Future Land Use Map. It is recommended that any conflict with the Future Land Use Map be corrected prior to approving a zoning action to a residential classification.

Town Center		
Master Plan Land Use Elements	Residential Land Use	<ul style="list-style-type: none"> Residential Single Family Detached with Complimentary Infill Residential Townhomes Attached Residential 2-Plus
	Mixed Use Land Use	<ul style="list-style-type: none"> Mixed-Use Low-Rise Majority Non- Residential Mixed-Use Mid-Rise Majority Non-Residential Mixed-Use Mid-Rise Majority Residential
	Non-Residential Land Use	<ul style="list-style-type: none"> Low-Rise Office-Retail-New Mid-Rise Office-Retail
	Civic Land Use	<ul style="list-style-type: none"> Civic Public
	Open Space	<ul style="list-style-type: none"> Open Space Conservation

Town Center Zoning and Future Land Use Compatibility: Current zoning classifications in this area include PMUD, OI, C1, C2, C2A, OTCD, M1 and R75. The majority of residential development in this area includes or is adjacent to the existing neighborhoods of Suwanee Lake Estates (R100) and Shadowbrook (PMUD). The PMUD zoning district requires adherence to specific design criteria established at the time the zoning change for Shadowbrook was approved. These criteria will govern the types of housing allowed within the area, but should provide for a diversity of residential types. The R100 zoning classification currently will only allow for the development of single family detached residences either individually or as a part of a large development. The Plan proposes a diversity of residential building types in this area, including townhomes, residential 2+, residential mid-rise and mixed-use mid-rise majority residential. Rezoning to a classification that allows attached housing will be necessary to facilitate these recommendations. The Future Land Use Map indicates that a portion of this area north of Lawrenceville-Suwanee Highway is appropriate for office and mixed use center development. It is recommended that any conflict with the Future Land Use Map be corrected prior to approving a zoning action to a residential classification. The majority of current land uses falling within a non-residential zoning classification should be compatible with both the Future Land Use Map and the Downtown Concept Plan.

In general, the 2030 Comprehensive Plan and the Future Land Use Map should be reconciled with the Downtown Suwanee Master Plan to successfully implement the recommendations of the plan. Ideally, an amendment to the 2030 Comprehensive Plan would specify that the Downtown Suwanee Master Plan supplant the Comprehensive Plan within the study boundary, and in the event of a conflict between the two, the Downtown Plan shall supersede.

In addition to reconciling these two plans, a thorough review of existing zoning regulations is needed. A matrix of the various allowable uses and baseline dimensional requirements for each existing zoning district in the Downtown study boundary is included in the Appendix of this document. As identified above, the land use recommendations of this plan could not be implemented without excessive variances and text amendments to many of the existing zoning districts. Four key areas relating to land use and zoning codes are explored here in detail as they relate to the proposed Master Plan:

- the existing Old Town Overlay District;
- the Mixed Use concept as reflected in the Master Plan and the 2030 Comprehensive Plan;
- options for introducing a historic preservation program into downtown;
- alternatives for implementing a form-based zoning code.

Old Town Overlay Zoning District

As identified in Chapter 2, the Downtown Study Boundary includes 14 distinct zoning districts. This elaborate mixture of districts is typical of both a large area and of conventional use-based zoning districts that control each type of use allowed within each zoning district. In 2005, the Old Town Overlay District (OTOD) was developed to address the unique circumstances of downtown Suwanee. This overlay district includes a commercial component, the Old Town Commercial District (OTCD) and a residential component, the Infill Residential District (IRD). Rather than rezoning the land within Downtown to reflect these new classifications, the city is relying on individual property owners to bring forward requests to change the zoning. Presently, only a small area north of the commercial buildings in historic Old Town has been rezoned to IRD, and two small areas have been rezoned to OTCD. One area is located along Buford Highway south of the former City Hall complex and the second is located at the intersection of Lawrenceville-Suwanee Road and Suwanee Avenue.

As the zoning map still predominantly reflects conventional zoning classifications, perhaps the success in adopting this overlay district lies in introducing the need for unique land controls into the zoning ordinance. As currently written, and with limited correspondence to the zoning map, the OTOD, OTCD, and IRD classifications may be fairly ineffective at implementing the land use recommendations of the Master Plan. However, it does provide an established framework in which meaningful modifications could begin to bring about the desired changes in the district.

Recommendations for Modification to Existing Old Town Overlay District

Consideration should be given to the existing regulations in light of the Master Plan and corresponding Land Uses of this report. The following observations suggest ways in which the current regulations could be revised and improved in the context of this Concept Plan.

- **Clarify Applicability (§512.B):** As currently written, the ordinance could be construed as to apply only "...new non-residential and mixed use development and parcels within new subdivisions that exceed five (5) parcels..." This would preclude the owner of a single tract of land from utilizing the IRD to construct infill on a given lot. It appears that the intent of this provision is to exempt single-family detached residential development and attached residential housing if they include less than 5 parcels. To be truly effective at giving the community more control over the development in this area, regulations should apply to any new structure. Design criteria will be affected by decisions made in regard to form-based zoning codes and designation of a local historic district, but in general the City will want to be sure that it is providing a mechanism that meets the stated Purpose and Intent (§512.A) of the district, "...to allow traditional forms and densities, differing zoning standards are necessary for this specific area." By only regulating non-residential development and residential development of 5+ parcels, the ordinance overlooks the majority of the existing land use patterns. It is recommended that all new development in the Old Town Overlay District fall under the regulations of this ordinance, regardless of the number of parcels created. In the event of a conflict with a base zoning classification that does not fall under and IRD or OTCD, the more stringent requirement shall supersede.
- **Clarify Road Classifications (§512.D and §512.G):** As currently written, the ordinance introduces four new classifications: *parkway*, *commercial street*, *enhanced old town road*, and *local street*. These classifications seem to be unique to this district alone, and are linked to a set of sidewalk profiles which have yet to be developed. It is a good idea to give thoughtful consideration to the character of roads and other transportation networks in this area, but in general you want to be sure that you are provide a mechanism that meets the state Purpose and Intent (§512.A) of the district, "...the regulations are intended to create a comfortable and uniform pedestrian/ public space between roadways and

buildings for a traditional building relationship.” The Circulation Elements developed as a part of this Master Plan are designed to characterize those pedestrian/ public spaces between roadways and buildings. It is recommended that the Circulation Elements as proposed in the Master Plan be substituted for the existing road classifications to provide specific design details for transportation enhancements.

- **Commercial Uses** (§512.1.A): Consider augmenting Permitted Uses and Permitted Special Uses with some limitations on building square footages. Presently, there are minimum dimensional requirements specified for lot development, but there are no maximum dimensional requirements specified. The construction of a new building at an inappropriate scale can significantly compromise the character of the area.
 - **Recommendation #1:** It is recommended that the City undertake a building footprint assessment based on existing development to assess the general dimensions of key structures in the area. Based on this analysis, develop maximum dimensional requirements for new commercial and other non-residential uses in the area. Variances may be granted on a case by case basis in compliance with the standard procedure established in the Zoning Ordinance.
 - **Recommendation #2:** While considering commercial uses, it is recommended that uses through this district are not up to date and modern in their terminology and their breadth. Listed uses must be brought up to date to leverage current terminology and land use law precedents. For example, the current reference to “churches” needs to be updated and replaced to address “places of worship.” Use of “churches” as a permitted use is an example of a culturally-specific, outdated reference.
- **Signage:** Presently, the ordinance does not address limitations on the dimensional requirements nor materials for signage in this district. It is recommended that uniform sign standards based on existing precedent to enhance the existing character be created. At minimum, consideration should be given various elements including height limitations, sign face area, sign structure area, internal/ external illumination and materials (see urban design recommendations of this chapter for more information on signage).
- **Accessory Buildings and Structures** (§512.2.A.1): Consider differentiating between accessory buildings and/or structures and accessory dwellings. The city has articulated a goal of allowing infill development in this area to provide additional housing options. Allowing accessory dwelling units is a good mechanism to allow this, but care should be given to ensure that accessory dwellings meet requirements of residential dwellings per building codes to avoid a proliferation of sub-standard housing. It is recommended that guidelines be developed that specifically address the design of accessory dwelling units to encourage their development while ensuring architectural compatibility with existing neighborhoods and safe, sanitary housing standards. Pre-approved building types for accessory dwellings encourage the development of this building form by streamlining permit requirements.
- **Single Family Detached Dwelling** (§512.2.A): Limiting residential dwelling types only to single family detached dwellings will stymie attempts at redevelopment and infill development in the IRD. Furthermore, it doesn’t address issues that may arise in regard to scale, massing, or general compatibility with adjacent residential units. Other neighborhoods in metropolitan areas have been plagued with infill development that has detracted from the character of existing, well-established neighborhoods. And it also does little to provide opportunities for a variety of housing types in the Historic Old Town community.

- **Recommendation #1:** Implement design guidelines and/or form-based codes that include requirements for architectural compatibility with the scale and massing of an existing neighborhood.
- **Recommendation #2:** Allow flexibility for new residential development to enable the construction 2 or 3 individual residential units, so long as the massing, scale, and architectural details are compatible with nearby single-family residential uses (see housing recommendations in regard to two-plus dwellings).
- **Recommendation #3:** Reduce the required minimum heated square floor area to allow for variation in residential square footages more compatible with existing patterns of development. It is recommended that an accessory dwelling require a minimum of 600 square feet of heated floor area; a two-plus residential dwelling require a minimum of 800 square feet of heated floor area per residential unit; and single-family detached require a minimum of 1,000 square feet of floor area.
- **Recommendation #4:** Update residential districts to include modern use definitions. Allow flexibility of residential house types, such as apartments, condominiums, townhomes, and two-plus dwellings in areas indicated as being appropriate on the Master Plan.
- **Garages** (§512.2.C.9.a): As currently written, the ordinance requires that every residence have a minimum of double car garages. This does not fit in with the historic pattern of development in the district. Furthermore, the ordinance specifically allows for on-street parking in front of single family residential uses, so it is not an attempt to require that cars be parked in garages, as many families may use their garage as a storage area and park cars in driveways or on the street. It is recommended that guidelines be developed that specifically address the design of accessory buildings and structures, such as garages, based on existing development. Though considered to be secondary structures, they are increasingly important to modern families for the storage of various possessions. Care should be taken to be sure that introduction of new garages, and other accessory buildings and structures, do not overwhelm the character of a developed lot and are compatible with adjacent new development.
- **Lot Development Standards** (§512.2.C.3.a): As currently written, 20 feet of road frontage is required to subdivide a separate parcel in this district. This may hinder attempts to allow infill development if a lot could not be subdivided in a manner that allowed for 20 feet of frontage. It is recommended that easement access or shared driveways be allowed on developed lots, particularly to facilitate infill development to the rear of existing structures. Care should be taken to ensuring that such access is only granted in situations where lots contain enough buildable land to accommodate multiple residential units, and a density cap should be set on each lot based on residential unit type.
- **Residential Density:** Whether transitioning to a form-based zoning codes or utilizing conventional zoning, residential density limitations will need to be considered for this area. These should be based on the Target Area Plan for Historic Old Town and Town Center outlined in the Comprehensive Plan. It is recommended that modification be made to the IRD to allow a diversity of residential building types and specify how density will be determined for each building type. It will be useful to give consideration to “units” and “unit groupings.” The density will vary based on building type, for example a single-family detached dwelling would have both a unit and unit grouping count of 1, as only one family would be allowed per structure. But a 2-plus infill design, would allow 2-3 units, but would be considered a unit grouping of 1, as they are required to be built as attached units that maintain the appearance of a single-family detached residence.

Recommendations in Regard to Historic Preservation

The City and community should also consider whether a formal historic district is necessary. A historic district would enable the City to ensure the preservation of any districts that may need a higher level of protection. Historic district designation requires detailed documentation and planning to record the public good inherent in the district being designated. However, this can be a valuable tool for areas prioritizing preservation over new development. During the planning process, the Downtown Suwanee Master Plan Steering Committee expressed their support for establishing a local historic district.

Some preliminary efforts have been made to document the existing architectural styles prevalent in the area, most recently the existing historic resources component of the 2002 Old Town Master Plan Report. However, it is recommended that a systematic survey of historic structures and cultural landscapes be undertaken in this area, regardless of whether the decision is made to formally designate a historic district. A thorough survey in compliance with the minimum requirements of the Secretary of the Interior's Standards (National Park Service) creates an essential foundation for any future preservation program implemented. Should the community decide not to pursue formal designation, the survey remains an important record of structures and landscape features.

A variety of options, including a local historic district, exist in regard to the method that historic resources are recognized and the degree to which they are protected through regulations.

- The **National Register of Historic Places** is maintained by the U.S. Department of the Interior and is the country's official list of historic places worthy of preservation. However, listing on the National Register is mostly honorific and does not include any regulation in regard to new development in the district, nor prohibitions against the demolition of listed structures.
- A **Local Historic District** is designated by local ordinance, and therefore falls under local control. The Georgia Historic Preservation Act (1980) provides the enabling legislation for historic preservation in the State and defines minimum requirements for historic districts and historic preservation programs. A local historic district allows for control of infill design and material changes to existing structures, including control over demolition. Decisions in regard to such changes are delegated to a **Historic Preservation Commission** (HPC). The scope of authority of an HPC, as well as rules of procedures and standards for consideration in decision-making, should be established within Bylaws for the Commission. For the sake of efficiency, the Bylaws may delegate administrative approval of certain decisions to a city staff member, however in general, an HPC functions as quasi-judicial board and is subject to all Open Meetings Laws and Open Records Laws of the State. Its decisions are legally binding on property owners, though any decision made by an HPC can be appealed to the City Council for a final determination.
 - **Certified Local Government (CLG) Designation** is a distinction awarded to communities that meet specific criteria, as determined by the State, in regard to historic preservation. Specific state and federal funds are earmarked annually for distribution exclusively to CLGs. The National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq*) contain five broad standards that must be met by a local government seeking certification. The local government must:
 - Enforce appropriate state or local legislation for the designation and protection of historic properties.
 - Establish an adequate and qualified historic preservation review commission by local legislation.
 - Maintain a system for survey and inventory of historic properties.

- Provide for adequate public participation in the local historic preservation program, including the process of recommending properties to the National Register of Historic Places.
 - Satisfactorily perform the responsibilities delegated to it under the Act.
- Programs for **Property Tax Abatements** for qualifying historic structures are established in O.C.G.A. §48-5-7.3. These abatements are implemented at the local level by the governing authority and their Property Tax Assessment Department.
- **Income Tax Credits** for rehabilitation of historic structures are available through programs established by State and Federal government. The Georgia State Historic Preservation Office administers these programs based on the specific criteria for the state and federal program (State: O.C.G.A. §49-7-29.8; Federal: Public Law 99-514).
- **Demolition by Neglect** provisions are minimum maintenance requirements that apply primarily to the exterior conditions of significant architectural features of a structure, as well as the overall structural integrity of the building. Prohibition against demolition by neglect allows the local government to enforce standards for the maintenance of historic properties that would preclude a property owner from allowing their building to deteriorate due to lack of proper maintenance. Objective criteria would have to be established to determine which structures would be subject to this ordinance, and this can be done by designating a local historic district. Though such a provision typically does not exist separate from a locally designated historic district, it is possible to define objective criteria under a zoning ordinance to accomplish the same goal. Examples of objective criteria may include structures identified as local landmarks or structures that exceed a certain age requirement (typically 50 years).
- **Demolition Permit Requirements** may include provisions that disallow the demolition of a historic structure, require that notice be given of demolition and attempts made to relocate the structure prior to demolition, or require a historic structure report be completed prior to demolition. Though such a provision typically does not exist separate from a locally designated historic district, it is possible to define objective criteria under a zoning ordinance to accomplish the same goal. Examples of objective criteria may include structures identified as local landmarks or structures that exceed a certain age requirement (typically 50 years).

All of these options, or a combination thereof, should be considered in regard to meeting the long-term planning goals of the City of Suwanee. The City and community will need to give consideration to which is most appropriate and feasible given their administrative preferences, but establishing a Historic Preservation Commission and designating a local historic district is the most efficient way to facilitate all of these programs.

Recommendations in Regard to Form-Based Development Codes

A set of zoning standards that provides a cohesive set of urban design and urban form standards would be utilized to provide uniform control over elements of design and form for the entire Downtown area, as opposed to attempting to control these elements within each individual zoning district. A more design-intensive zoning approach will enable the city to better address some of the following elements that have emerged over the course of the Downtown Master Plan as priorities to the community:

- Suitable infill residential development
- Preserving the historic character of historic Old Town
- Ensuring compatible new development in the new Town Center area
- Providing design and architectural direction for new townhome or two-family development

- Requiring adequate open space for all new development within Downtown
- Facilitating the provision of new sidewalks, streetscapes and front yards for all new development
- Controlling the block sizes of new development
- Regulating parking lot design and landscaping for new development
- Managing the proper use types and use sizes for all districts within Downtown
- Describing the appropriate scale of development to match the corresponding Neighborhood, Village, and Center typology

There are two recommendations for creating these necessary design standards. The City and community will need to give consideration to which is most appropriate and feasible given their administrative preferences.

- **Option #1** is to create a large Downtown Suwanee Zoning District complete with overarching design standards and the corresponding appropriate zoning districts that match each type of place typology: Neighborhoods, Villages, and Centers. The subdistricts can regulate use, dimensions, scale, yard regulations, and parking ratios, while a set of general design standards can be composed to apply to all districts.
- **Option #2** is for the City is to focus this solution not just towards the Downtown Study Area, rather towards the entire zoning ordinance for the entire City. By providing a new and improved set of standards for the large diversity of uses and densities within the Study Area, the City will in effect be creating standards for virtually every zoning district that exists in the City. As a result it could be most efficient to consider an upgrade and replacement of the zoning districts of the entire City to that of these new form-based and place-based standards.

Of these four strategies, the most efficient way to implement the downtown Master Plan would be introduce a new form-based zoning code and a local historic district. This includes rezoning properties in Downtown Suwanee to reflect the new districts of a form-based code and designating properties within the historic district subject to new requirements regarding architectural design.

If this is not a feasible option at this time, then it is recommended that 1) a local historic district be designated, and appropriate bylaws for the HPC and design criteria for the district be established and 2) the Old Town Overlay District should be revised per the recommendations of this plan, with the addition of an Old Town Mixed Use District in conjunction with the IRD and the OTCD. The proposed Old Town Mixed Use District should include regulations in regard to open space, parking and urban design requirements.

- Explore an open space impact fee.
- Sidewalk clear zones, landscape zones, and build-to lines should also be added as dimensional requirements. It is recommended that these elements be administered by road classifications as identified in the modifications to the OTOD above.
- Calculations for reducing and sharing parking should be included in all new zoning controls created for the study area to ensure that excess parking is not built when it is not needed and as a means for providing maximum flexibility to progressive-minded developments.

Policy Recommendations for Sustainable Placemaking

To facilitate the goals and vision of the Downtown Suwanee Master Plan, consideration will need to be given to revising existing policies and procedures as they pertain to the study area. The following recommendations should influence policy decisions and modifications to city ordinances and codes as they relate to new development in Downtown Suwanee.

- Requirements for elevated landscape islands and elevated curbs can inhibit the flow of water into landscape areas.
- Requirements that roof drains connect directly to under drain storm sewer systems can inhibit the flow of water into landscape areas.
- Drainage regulations should emphasize low impact development techniques, and implement the same requirements for observation and inspection of such areas as regular stormwater facilities.
- Ensure that building heights are limited to a degree that is complimentary to existing development.
- Promote design standards for new construction that locate pedestrian uses and green space in front a building and parking to the rear of a building.
- Identify community and private sector partners to facilitate the development of housing diversity.
- Incorporate green building principles, such as those of LEED or Earthcraft, either as requirements or as incentives for new structures.
- Provide density and parking incentives for developments per the Downtown Suwanee Master Plan, such as public open spaces, civic spaces, multi-use trails, recycling facilities, and low impact and green development standards.
- Establish provisions for the design installation and maintenance of water efficient landscapes in new projects as well as for management practices in established landscapes
 - Eliminate use of potable water, and utilize rain water harvesting for irrigation;
 - Group plants by water usage into hydrozones;
 - Utilize native plant material
 - Reduce heat island effect.
- Establish guidelines for low impact development techniques to mimic predevelopment hydrology by including runoff reduction practices, minimizing directly-connected impervious areas, and incorporating stormwater function into landscape and parking areas.
- Include low impact development engineering details in the land development and/ or drainage regulations, including calculations for multiple structure sizing for runoff reduction and detention capacity.
- Structural stormwater controls should be implemented only after all site design and nonstructural options have been exhausted. Encourage structural stormwater solutions to be multi-purpose and be aesthetically integrated into a site's design, such as multi-purpose detention areas.
- Establish dark sky compliant practices and standards that permit nighttime lighting for safety, minimize glare and obtrusive light, conserve energy (promote solar lighting), and incorporate lighting curfews.
- Protect water quality by designing greenways that enhance the use of natural features for stormwater management.
- Develop a Greenspace Stewardship program giving recognition and incentives to cooperating private owners of undeveloped land with Greenspace value.
- Require/ provide incentives for new developments and redevelopments to incorporate public greenspaces illustrated in the Downtown Suwanee Master Plan.

Housing Recommendations

In general, the vast majority of housing in Downtown Suwanee includes single-family detached residential structures that reflect both historic and contemporary architectural styles. Residential structures typical of the late-nineteenth and early-twentieth century reflect Folk Victorian, Craftsman, and Colonial Revival architectural traditions. There are also a number of structures typical of vernacular Georgia architecture, including gabled-wing and single-pen cottages. Contemporary styles include Ranch Houses along with neo-traditional homes built as part of master-planned developments.

The construction of Town Center has introduced some new housing types, notably attached townhomes and loft residential above retail. In addition to encouraging further mixed use development, the Downtown Suwanee Master Plan proposes the inclusion of several other types:

- residential low- and mid-rise, which are building forms designed to accommodate apartments and condominiums
- residential two-plus, which are building forms designed to accommodate 2-3 separate residential dwelling units while preserving the appearance and architectural details of a single-family detached dwelling
- compatible infill development, for single-family detached residential, which can include accessory dwelling units, sometimes referred to as “granny flats” or “mother-in-law suites”

Diversity of residential building types creates a desirable mix of housing opportunities to accommodate a variety of lifestyles. It allows for the inclusion of options that are affordable to a range of income levels and presents opportunities for aging in place within a familiar community. However, the City could also adopt an affordable housing ordinance that incentivizes the construction of new affordable housing units. An example of such an ordinance is included in The Model Code produced by the Georgia Department of Community Affairs, and is included in the Appendix of this document.

Population and Employment Projections Comparison for Downtown Suwanee Master Plan

Implementation of the Master Plan will accommodate increased population expectations for the City of Suwanee, and increased population in this area in turn supports the demand for non-residential development and job creation. A comparison of population and employment projections is based on comparing the current development patterns to the planned development pattern for the preferred alternative for the Downtown Suwanee Study Area. These projections are based on standard industry assumptions; a detailed market study was not performed as part of this study to determine what is specifically supportable for the Study Area. Instead these projections correlate to build-out as shown in the Master Plan.

Table 5-4 below is a brief summary of current conditions’ estimates, the 25-year projections under current development patterns, and the 25-year projections under the Master Plan.

Table 5-4 Concept Plan Build-Out Projections

	Population	Jobs	Housing Units	Non-Residential Square Feet
Current	1,250	700	440	280,000
25-Yr Projection of Current Development Pattern	2,800	1,340	975	503,100
25-Yr Projection of Preferred Plan	7,500	3,000	3,100	900,000

Clearly, there is significant difference between the current development pattern and the Master Plan. The Master Plan includes a significant proportion of mixed-use development, including a notable amount of office and retail uses. While single-family detached is still the dominant residential type, the Master Plan assumes a continued diversification of housing product, including single-family attached and multi-family product.

It is obvious at a quick glance that the Master Plan results in more people, jobs, and commercial development within the Study Area over the next 25 years, in comparison to the current development pattern. The non-residential development in 25 years in the Master Plan is almost twice that of the current development pattern. There are over three times as many housing units in the Master Plan as in the current development pattern in 25 years. There are over twice as many jobs and two-and-a-half times the residential population in the Master Plan than in the current development pattern for the 25-year projection.

Regardless of the concept, current market conditions will impact development, and thus, population and job estimates, over the next five-year time horizon in particular. Across the metro area, as is being seen across the nation, the bottom has fallen out of the housing market. Commercial development is also experiencing a slow down as consumer spending is down, business owners are shelving or delaying expansion plans, and the surplus of office and industrial space is slowly being absorbed. The most likely development in the near-term would be that located closest to Town Center Park. In terms of phasing, the next likely location for development would be for commercial along one of the major corridors, and the in the long-term as the market rebounds – as it eventually will – the other residential and commercial development could become viable. Further breakdown on these 25-year projections follows in Table 5-5 and Table 5-6.

Table 5-5 Housing Projection Comparison, Study Area, 2008-2033

	2008	2013	2018	2023	2028	2033
Current Conditions						
Population	1,256	1,600	1,920	2,208	2,539	2,793
Total Housing Units	433	540	659	771	887	976
Housing Units by Type						
Single-Family Detached	260	297	330	347	355	390
Single-Family Attached	152	216	297	370	444	439
Multi-Family (Apartments and Condos)	22	27	33	54	89	146
Proposed LCI Plan						
Population	1,256	1,633	2,286	3,543	6,023	7,500
Total Housing Units	433	563	816	1,224	2,081	3,100
Housing Units by Type						
Single-Family Detached	260	310	408	490	791	1,116
Single-Family Attached	152	225	326	490	770	1,070
Multi-Family (Apartments and Condos)	22	28	82	245	520	915

Table 5-6 Employment Projection Comparison, Study Area, 2008-2033

	2008	2013	2018	2023	2028	2033
Current Conditions						
Jobs	700	788	921	1,060	1,219	1,340
Non-Residential Development	280,000	331,800	381,570	427,358	465,821	503,086
Proposed LCI Plan						
Jobs	700	805	1,066	1,459	2,189	3,000
Non-Residential Development	280,000	336,000	414,960	539,448	712,071	900,000

Two-plus Housing

An examination of the surrounding fabric and infrastructure of Suwanee reveals that low density single family residential is the predominant type of housing offered, and that the desire of the community is that much of this character should be maintained and preserved. In an effort to provide appropriate options for increased housing options and respect the desires of community, it becomes apparent that housing solutions should learn from the examples already within the community to inform design elements, such as massing, roof slope, material selection and ordering systems.

Increasing density within the historic fabric will provide the necessary activity and use to support planning efforts and community desires. As such, the single family attached home would be highly recommended in the historic core to maintain massing and character while possibly doubling or tripling the current density patterns of inhabitation. This may take the form of two to three housing units, or may even be a simple addition of an accessory structure to the main home. (Figure 5-B, 5-C.) Providing rental income for existing homeowners and entry housing prices for new homeowners, this approach yields benefits to the community by encouraging young and old, poor and wealthy, to co-habitate and occupy the historic center in greater numbers. This will contribute to diversity, variety, and activity within the newly established and revitalized historic core of the city and contribute to its viability. The following examples are meant to give some idea of the massing and design character that the single family semi-detached home may take.

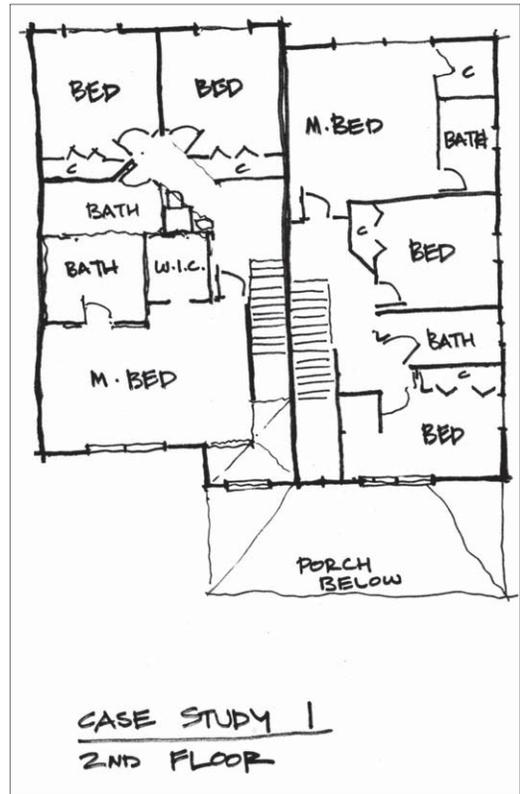
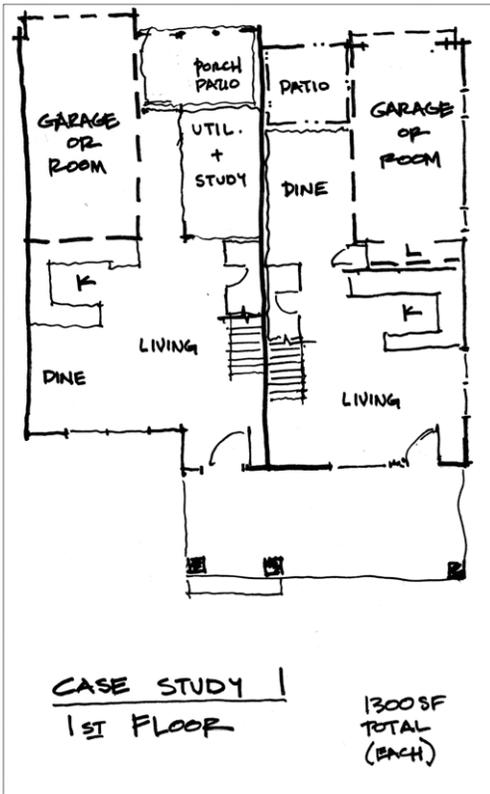


Figure 5-B: Two-Plus Architectural Sketches

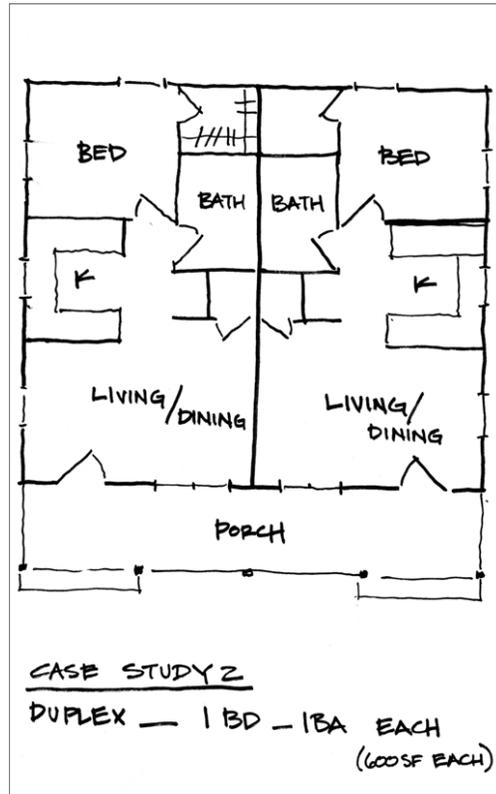
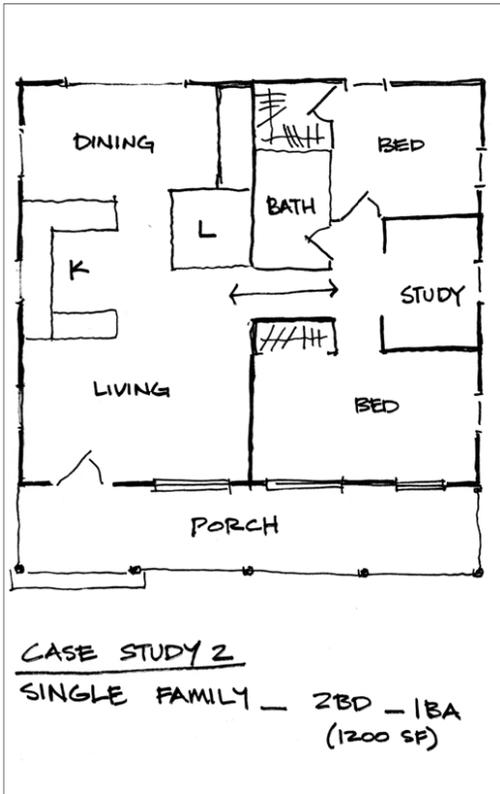


Figure 5-C: Two-Plus Architectural Sketches

Senior Housing

The Downtown Suwanee Master Plan proposes an increased number of residential dwelling units along Lawrenceville-Suwanee Highway and Buford Highway in the form of low- and mid-rise residential dwellings and attached townhomes. Throughout the planning process comments were received from the Steering Committee and the community that suggested it was hard to envision these major corridors as being desirable for residential development, given existing traffic volume. For families that use outdoor spaces for recreation, gardening, and socializing, this could indeed be an unsuitable location. However, development of senior housing may provide a suitable alternative, as elderly residents would use outdoor spaces differently.

- Assisted-living facilities, where residents are primarily indoors, would not have the same difficulties with high volume traffic. Buildings could be designed with interior courtyards – which are not uncommon for such facilities – that would allow residents to enjoy the outdoors safely and conveniently without disruption from traffic. The area along Lawrenceville-Suwanee Road and Suwanee Avenue is particularly suited to this type of development, given its proximity to the Senior Center located in adjacent George Pierce Park .
- Active adult communities, primarily targeted at residents aged 55-and-up have gained popularity in Georgia. These communities tend to be legally age-restricted under the federal Housing for Older Persons Act (HOPA), which limits occupancy by school-aged children, thus alleviating concerns about impacts on the school system as well as the need for community amenities targeted at children. Typically, such units are designed for minimum maintenance by the occupants, which typically includes provisions that all landscape maintenance is performed by a subcontractor of the HOA. Access to the amenities of Town Center, the Suwanee Greenway, and Historic Downtown Suwanee would be attractive for the development of an active adult community and provided opportunities for recreation and socialization.

Policy Recommendations for Sustainable Housing Strategies:

- Provide housing for all ages, races and income levels throughout the Downtown Suwanee housing market; reduce housing stratification and promote affordable housing.
- Review and revise policies and ordinances that create obstacles or barriers to creating a diversity of housing types that accommodate a variety of lifestyles.
- Incentivize options for the development of housing diversity through mechanisms such as density bonuses, streamlined permitting procedures and/ or development of preapproved building types.
- Encourage a good jobs/housing balance in Downtown Suwanee by promoting mixed use patterns of development at appropriate nodes.
- Support the preservation and maintenance of existing housing in Downtown Suwanee and ensure that the character of infill housing is suitable in the context of existing housing.
- Ensure that new housing is located in proximity to infrastructure that is capable of meeting its needs.
- Promote energy efficient, sustainable building design for new housing, including options such as Earthcraft housing.
- Implement standards that mandate appropriate environmental management for stormwater run-off and erosion and sediment control in conjunction with new development.

Urban Design Recommendations

The unprecedented growth experienced in Suwanee in the last five years ushered in many new design elements for the community. Design requirements are in place to further regulate to development, however they are varied in their scope and scattered among different sources. Examples include:

Old Town Overlay Zoning District

- Buildings must be oriented towards public roads
- Off-street parking prohibited in front of buildings
- Sidewalk areas to be provided
- Street façade frontage
- Bicycle racks provided
- Building setbacks reduced
- Residential buffers reduced
- Landscaping requirements modified

Suwanee Architectural and Design Standards (Applies to all non-residential and multi-family buildings within PMUD, RM-6, RM-8, C-1, C-2, C-3, O-I and M-1 zoning districts.)

- Dumpster screening
- Mechanical equipment screening
- Exterior paint color controls
- Neon lights prohibited
- Building material controls
- Rooftype controls
- Arcades/Structural Canopy for retail use

Suwanee Development Regulations

- Buffers
- Landscaping
- Tree Preservation & Tree Replacement standards
- Open space standards
- Future street access standards
- Street standards

It is recommended that design standards from various sources be combined into a new section of the Zoning Ordinance entitled Urban Design or be adopted as stand-alone regulations that apply regardless of zoning district. These design standards should take the best regulations from all of the various zoning articles and other sources and combine these and other newly crafted detailed provisions into a unified set of standards for the entire Study Area. Additional standards are needed for the assurance of quality development related to the elements of parks and open space, parking facilities, landscaping treatment, building massing, building heights, and overall relationship of buildings to streets. This will be the single-most effective tool for ensuring quality development for the entire area and will be easy to maintain and administer by being in a single location.

Several key urban design elements were identified through the planning process for specific consideration within the Downtown study boundary: signs, gateway monuments, streetlights, the Suwanee “S” and hardscape materials used for curbs and pavers. Moving forward, the city should ensure that these elements, complement those which are existing. A number of different materials have been introduced and not all may enhance the Downtown urban space. Comprehensive standards should be developed to ensure compatibility regardless of whether a project is implemented by the City, a private developer, or a public/ private initiative.

Signs (Figure 5-D): It is recommended that uniform sign standards be created for Downtown Suwanee based on existing precedent. Emphasis should be placed on standards that enhance the existing character of the community while providing flexibility to accommodate a variety of uses. In general, signs are considered to fall under constitutionally protected free speech in regard to content, but sign structure can be regulated in the same manner as any other structure. At minimum, consideration should be given to various elements including height limitations, sign face area, sign structure area, internal/ external illumination restrictions, and materials. Existing signage typically uses a combination of granite, stucco, and brick. Furthermore, signs specific to unique areas, such as the Suwanee Greenway can be distinguished by font and lettering.



Figure 5-D: Signs

Gateways (Figure 5-E): In addition to several gateway monuments installed by private developers, eight new locations for gateways into Downtown Suwanee have been identified. Those are Martins Farm Road, Buford Highway, McGinnis Ferry Road, Buford Highway, Eva Kennedy Road, both ends of the proposed Stonecypher Connector, Suwanee Dam Road at the library entrance, and Lawrenceville-Suwanee Road. The most recently constructed gateway monument should be the model for these new gateways.



Figure 5-E: Gateways

Streetlights (Figure 5-F): The Suwanee streetlight is a unique placeholder in the urban fabric of the community. It is prominently featured in the City's logo. It is used extensively throughout the community, and with its unique details and compact spacing, the Suwanee streetlight achieves a visual prominence. Moving forward, it should set the standard for the introduction of all new streetlights in the community. However, it is also important to be aware that public street lights can significantly increase problems of light pollution, therefore identification of mitigating measures should be a priority.

The following right-of-way lighting recommendations promote financial and environmental savings:

- IES Certified Full Cutoff fixtures should be used when possible to avoid light pollution. High Pressure Sodium (HPS) sources should be used and disposed of appropriately. Compact fluorescent bulbs can be used in areas 3 miles or more from an astronomical observatory.
- Illumination of private property should be avoided. Shielding should be installed to lighting sources, such as utility pole street lights, to avoid nuisance lighting to adjacent homes. For post-top fixtures in a residential zone, the average illuminance shall not exceed 0.2 footcandles with a maximum uniformity of 1:10.
- Ambient light in commercial zones should be considered during lighting design in order to avoid excessive lighting, conserve energy and



Figure 5-F: Streetlights

provide uniform light for improved visibility. For post-top fixtures in a commercial zone, the average illuminance shall not exceed 0.4 footcandles with a maximum uniformity of 1:6.

- Avoid excessive street lighting in residential zones. At 30 mph, vehicle headlights will sufficiently illuminate the roadway. Streetlights on utility poles give off light that can cause adjustment issues for drivers moving from a brightly lit area to a dark one.
- Use “Part Night” shut-off sensors to save money and conserve energy when conditions do not call for all night lighting, such as public parks.
- Street lights should not be used within undeveloped areas, such as open greenspaces and waterways, to avoid light pollution and promote environmental conservation. If absolutely necessary, use a conservative lighting plant for roadway lighting within these areas.
- For roadway areas with challenging terrain or other design issues, consider lowering speeds or using reflective barriers, signs or road signals in addition to or in place of lighting.

The Suwanee “S” (Figure 5-G): The community uses a number of logos to represent official monuments or publications of the City. Perhaps the single unifying theme in the City, the Suwanee “S” is an elegant symbol of the community that can be incorporated into a number of different urban design elements. It can also cross over for use in printed media, websites, and publications. Consideration should be given to standard dimensions and color types, if such don’t already exist. Identifying appropriate placement of the “S” when it is used commercially, as well as who gets to use the “S” (i.e. public and private sector agencies) are important design considerations. It is a helpful tool to bridge the gap of other existing signage and urban design elements.



Figure 5-G: The Suwanee “S”

Curbs and pavers (Figure 5-H): As Downtown continues to redevelop, transportation and pedestrian infrastructure improvements will require upgraded hardscape materials. As with signage, the precedent should be set by existing materials rather than introducing new elements that may be inappropriate. Avoid introducing historic materials, such as granite curbs and hexagonal concrete pavers, if there is no precedent for such elements. A good example for consideration is the pattern masonry installed at the pedestrian tunnel under the railroad.



Figure H: Curbs & Pavers

Implementation Plan Strategy Narrative

To achieve the vision in the Old Town Master Plan, several key elements will require attention, including:

- Land Use, Zoning and Development Regulations
- Transportation Initiatives
- Infrastructure Improvements
- Provision of Housing Alternatives

The 5-Year Action Plan incorporates a variety of projects that vary in their degree of complexity and cost. Recognizing that some substantial and relatively costly improvements will be necessary in the area, it is important to identify smaller interim steps that will keep the momentum of the planning initiative moving forward. The four broad areas identified above are intrinsically interconnected: the land use recommendations cannot be implemented without revision to existing zoning and development regulations, and for the most part, cannot be developed without the installation of water and sewer infrastructure throughout downtown. Similarly,

diversity of housing alternatives may not be accomplished without appropriate infrastructure, and implementation of new housing options, particularly those of a higher density, should be done concurrent with transportation improvements to insure that mobility throughout the Old Town Master Plan area is not compromised.

A key first step will be deciding the right combination of zoning and other land use control mechanisms, such as historic district regulations or minimum maintenance requirements, which best suit the long-term needs of the community. This will include considering alternatives among revising existing regulations, implementing new regulations, and determining what level of protection is necessary for existing resources. Concurrently, it is possible to look at transportation improvements that will foster greater connectivity among existing sidewalks, trails, and roads. Costs of implementing such projects are manageable while continuing to plan for larger infrastructure improvement projects, such as the extension of water and sewer and the realignment and/or construction of new roads.

Implementation of the updated LCI plan will be achieved through continued collaboration among the City of Suwanee, Downtown Development Authority, and various private sector groups including developers, business-owners, and citizens. Gwinnett County will be involved in the expansion of water and sewer infrastructure. State agencies such as the State Historic Preservation Office, may be important partners in considering options for protection of historic resources, and support from non-profit entities such as The Georgia Trust, The Georgia Conservancy, and The Main Street Program sponsored by the National Trust for Historic Preservation may assist in the preservation of significant natural and cultural resources and continued redevelopment of Downtown Suwanee. The Georgia Department of Transportation and the Atlanta Regional Commission are also important partners in funding and implementing transportation improvements in conjunction with the 5-Year LCI Plan Update.

Periodic review of the plan will be undertaken by the city of Suwanee throughout the 5-year implementation timeline. This will be necessary to evaluate the success of these projects and to make revisions as needed to ensure the continued successful development of the area. The City continually seeks input from the community and partners. The next 5-Year Plan Update is scheduled for 2014.

Updated 5-Year Action Plan

The updated action plan rolls over projects that are underway and not complete. There are three items that are new to the 5-Year Action Plan and 5-Year Prioritization of Transportation Improvements Table, including a corridor study of Buford Highway, a Parking Demand Study for Town Center and policies to promote housing diversity. These studies have become necessary due to recent developments in the area and are also addressed in the City's 2030 Comprehensive Plan. It has been determined by the City that these projects are now relevant to the Old Town Master Plan and should be included in the updated action plan.

See attached updated 5-Year Action Plan (Table 5-7) and 5-Year prioritization of Transportation Improvements (Table 5-8). Long Term Projects have been also been identified in regard to Land Use (Table 5-9) and Transportation (Table 5-10).

Table 5-7: Implementation Action Items

Land Use	Action Item and Location	Cost	Year	Responsible Party	Funding Source	Comments
	Revise the Old Town Overlay District, including the Old Town Commercial District and the Infill Residential District, to reflect the recommendations of the Downtown Plan.	n/a	2009/ 2010	City Officials, Planning Staff	General Fund and/or Grants if available	Supported by the 2030 Comprehensive Plan
	Incorporate Downtown Plan recommendations regarding Enhanced Landscape Strips into appropriate ordinances.	\$5,000	2009/ 2010	City Officials, Planning Staff, Consultants	General Fund and/or Grants if available	
	Incorporate recommendations per the Downtown Plan in regard to implementing Corridor Character Types into the Zoning Ordinance, Development Regulations, and other codes and ordinances as appropriate.	\$5,000	2009/ 2010	City Officials, Planning Staff, Consultants	General Fund and/or Grants if available	
	Consider implementing a Form-Based Code for Downtown Suwanee.	\$25,000	2009/ 2010	City Officials, Planning Staff, Consultants	General Fund and/or Grants if available	
	Modify 2030 Comprehensive Plan, including the Future Land Use Map, to reflect the recommendations of the Downtown Plan.	n/a	2009	City Officials, Planning Staff, Consultants	n/a	
	Complete a parking demand analysis of the Downtown study area that identifies shared parking, structure parking needs and recommendations.	\$25,000	2009/ 2010	City Officials, Planning Staff, Consultants	General Fund and/or Grants if available	
	Develop senior housing regulations per Downtown Master Plan recommendations.	\$10,000	2010	City Officials, Planning Staff, Consultants	General Fund and/or Grants if available	
Civic and Open Space	Create a unified theme for the gateways into the Downtown community.	\$5,000	2009	City Staff, DDA, Consultants	General Fund and/or Grants if available	
	Develop standards for streetscape elements to create uniformity, including streetlights, benches, wayfinding signage, etc.	\$5,000	2010	Planning Staff, DDA, Consultants	General Fund and/or Grants if available	
	Develop a Public Art Master Plan for Downtown.	n/a	2010	Suwanee Public Arts Commission	n/a	
	Complete City Hall lawn improvements.	TBD	2010	City Staff	General Fund	
	Install Town Center Park shade structure.	TBD	2010	City Staff	General Fund	
	Install Town Center Park well for irrigation.	TBD	2009	City Staff	General Fund	
Housing	Implement proposed residential land use recommendations per the Downtown Plan to provide diversity, affordability and options for senior housing.	n/a	2010	City Officials, Planning Staff	n/a	Supported by the 2030 Comprehensive Plan
	Implement recommendation per the Downtown Plan to facilitate the Target Area Plan for Historic Old Town identified in the 2030 Comprehensive Plan in regard to infill and accessory dwelling units.	n/a	2009	City Officials, Planning Staff	n/a	Supported by the 2030 Comprehensive Plan
	Explore developing pre-approved building types to facilitate quality design for infill residential development in Downtown.	\$10,000	2011	City Officials, Planning Staff, Consultants	General Fund and/or Grants if available	
	Explore developing a streamlined permitting process for pre-approved building types for infill development in Downtown.	n/a	2011	City Officials, Planning Staff	n/a	

Table 5-7: Implementation Action Items

	Action Item and Location	Cost	Year	Responsible Party	Funding Source	Comments
Economic Development	Implement a strategy for expanding local retail around Main Street through physical enhancements like adaptive reuse/ new development projects or programs offering grants, tax abatements and other incentives.	TBD	2011	DDA, Consultants, City Staff	General Fund and/or Grants if available	Supported by the 2030 Comprehensive Plan
	In conjunction with other area partners, undertake a demonstration project in the Downtown area to exemplify desirable development/ retail/office conversion that respects the existing character of the community (such as rehabilitation of Pierce's Corner)	TBD	2011	DDA, City Officials, Consultants	General Fund and/or Grants if available	
	Create a redevelopment plan for the existing Old Town industrial site to reflect the recommendations of the Downtown Plan.	\$25,000	2013	DDA, Planning Staff, Consultants	General Fund and/or Grants if available	
	Revise Downtown Development Authority boundaries to match study boundaries.	n/a	2009	DDA, City Staff, City Officials	n/a	
	Continue Farmers Market in Downtown Suwanee.	n/a	2009-2013	City Staff, DDA, Consultants	n/a	
	Renovate old City Hall to accommodate expansion of Police Department	n/a	2009	City Officials, City Staff	General Fund	
	Implement a community garden or community supported agriculture program within Suwanee Farm Park.	\$240,000	2009/2010	Consultants, City Officials, City Staff	General Fund and/or Grants if available	Supported by the 2030 Comprehensive Plan
	Consider options to promote the ongoing bluegrass concerts that take place at the Everett Barn on Stonecypher Road.	n/a	2009	DDA, City Staff	n/a	Supported by the 2030 Comprehensive Plan
	Consider ways to preserve community cultural icons as a part of a long-term strategy for community development.	n/a	2009	DDA, City Officials	n/a	Supported by the 2030 Comprehensive Plan
	Conduct a survey of Suwanee's urban forest in Old Town and city wide.	\$15,000	2009/2010	Consultants, City Officials, City Staff	n/a	Supported by the 2030 Comprehensive Plan
Natural, Cultural, and Historic Resources	Explore options for establishing a historic district for Downtown Suwanee per the requirements of the National Register for Historic Places.	\$2,000	2009	DDA, Planning Staff, Consultants	General Fund and/or Grants if available	
	Conduct a formal survey of all historic resources within Downtown Suwanee per the guidelines specified by the Secretary of the Interior's Standards, National Park Service.	\$10,000	2010	DDA, City Officials, Planning Staff, Consultants	General Fund and/or Grants if available	
	Explore the pros and cons of adopting and implementing a local historic preservation ordinance and applying for Certified Local Government (CLG) designation.	\$10,000 (if a local district is established)	2010	DDA, City Officials, Planning Staff, Consultants (if necessary)	n/a	See O.C.G.A. 44-10-20
	Explore options for providing federal and/ or state income tax credits to the owners of historic properties.	n/a	2011	DDA, City Officials, Planning Staff	n/a	See O.C.G.A. 48-5-7.2
	Explore options for providing property tax abatements to the owners of qualifying historic properties.	n/a	2011	DDA, City Officials, Tax Assessors, Planning Staff	n/a	See O.C.G.A. 48-5-7.3

Table 5-7: Implementation Action Items

	Action Item and Location	Cost	Year	Responsible Party	Funding Source	Comments
Natural, Cultural and Historic Resources, continued	Review and revise as necessary requirements for obtaining demolition permits for historic structures (structures that would qualify for listing individually or as part of a district on the National Register of Historic Places).	n/a	2009/2010	City Officials, Planning Staff	n/a	
	Work with appropriate state and local entities, and private property owners as necessary, to survey, restore and preserve historic cemeteries in Downtown Suwanee.	n/a	2009 ongoing	City Officials, Planning Staff, DDA, Cemetery Committee	General Fund and/or Grants if available	See O.C.G.A 36-72
Water and Sewer	Implement improvements to water service in Downtown Suwanee per the recommendations of the Water System Evaluation Report, should the city decide to expand their municipal service rather than rely upon Gwinnett County's services.	TBD	TBD	City Officials, County Officials as necessary	General Fund and/or Grants if available	
	Undertake a detailed sanitary sewer study to determine the cost and feasibility of expanding sanitary sewer service in the Downtown Suwanee area.	TBD	2010	City Official, County Officials as necessary	General Fund and/or Grants if available	
	Explore funding alternatives for expanding sanitary sewer service into Downtown Suwanee	n/a	2009	Planning Staff, Local Health Department	n/a	

Table 5-8: 5-Year Transportation Implementation Plan (2009 - 2014)

Project Description				Implementation Details											Supported By Other Transportation Planning Initiatives	
Location	Extent (from/to)	Action	Project Category	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source	Match Amount		
5-Year Implementation Plan: Projects Under Construction																
Eva Kennedy Road	South of Peachtree Industrial Blvd. at the crossing location of proposed trail.	Traffic calming: splitter islands or paving blocks	Roadway Operations	2008				2009	\$766,416	\$766,416	Suwanee	Local	2005 SPLOST	\$766,416	2002 Suwanee Old Town Master Plan 2007-2011 Capital Improvement Program 2030 Comprehensive Plan	
Eva Kennedy Road		Sidewalks	Pedestrian													2007-2011 Capital Improvement Program 2030 Comprehensive Plan
Eva Kennedy Road	Midway between Peachtree Industrial Blvd. and Stonecypher Road (in front of church)	Traffic calming: splitter islands or paving blocks	Roadway													2002 Suwanee Old Town Master Plan 2007-2011 Capital Improvement Program 2030 Comprehensive Plan
Lawrenceville-Suwanee Road/SR 317	Buford Highway/SR 13 to SR 120 (GDOT PI #: 0005689)	ATMS	Safety	2005	\$105,000			2008/2009	\$1,660,500	\$1,765,500	Gwinnett County	Local, State	Gwinnett County	\$105,000	GDOT T-REX	
Martin Farm Road		Traffic calming: splitter islands or paving blocks	Roadway	2008	\$10,000			2009	\$27,500	\$37,500	Suwanee	Local	2005 SPLOST	\$37,500	2002 Suwanee Old Town Master Plan 2007-2011 Capital Improvement Program 2030 Comprehensive Plan	
Stonecypher Road	Main St. to Eva Kennedy	Traffic calming: splitter islands or paving blocks	Roadway	2010				2011		\$27,500	Suwanee	Local	2005 SPLOST	\$27,500	2002 Suwanee Old Town Master Plan 2007-2011 Capital Improvement Program	
Pedestrian underpass	Under NS Railroad from Suwanee Library on Main Street to Buford Highway (ARC Project GW-AR-243; GDOT PI#: 0006277)	Pedestrian tunnel	Pedestrian	2006/2007				2008/2009	\$1,801,120	\$1,801,120	Suwanee, Private Development	Local, Private Development	2001 & 2005 SPLOST, LCI Implementation, General Fund	\$1,801,120	2002 Suwanee Old Town Master Plan 2007-2011 Capital Improvement Program 2030 Comprehensive Plan ARC Envision6 RTP GDOT T-REX	
Greenway/Path	New Library to "Corner/Town Square property" development south of Buford Highway	Multi-use trail	Pedestrian												2002 Suwanee Old Town Master Plan	
Subtotal: Projects under Construction						\$115,000		\$0		\$4,255,536	\$4,398,036			\$2,737,536		
5-Year Implementation Plan: Projects Under Development																
Buford Highway/US 23	Lawrenceville-Suwanee Road to George Pierce Park	10' sidewalk	Pedestrian	2008				2009		\$250,000	Suwanee	Local		\$250,000	Alternate Modes Transportation Plan	
Buford Highway/US 23	Town Center Park Avenue and Lawrenceville-Suwanee Road	Intersection improvement, pedestrian improvements	Roadway Operations, Pedestrian	2006/2007				2009		\$338,000	Suwanee	Local	2005 SPLOST	\$338,000	2007-2011 Capital Improvement Program 2030 Comprehensive Plan	
Jackson Street	Calaboose Street to Scales Road	Improve and pave	Roadway Maintenance					2008		\$495,787	Suwanee, Private Development	Private Development	Private Development	\$0	2007-2011 Capital Improvement Program 2030 Comprehensive Plan	
Pedestrian wayfinding system	Guidance for points of interest in downtown Suwanee study area	Signage	Pedestrian	2010	\$2,500	not applicable		2010	\$25,000	\$27,500 *	Suwanee	Local		\$27,500	2002 Suwanee Old Town Master Plan	
Upgrade Traffic Control Devices to MUTCD Standards	In downtown Suwanee study area	Traffic controls	Roadway Operations	2008				2009			Suwanee	Local			2002 Suwanee Old Town Master Plan	
Subtotal: Projects under Construction						\$2,500		\$0		\$25,000	\$1,111,287			\$615,500		
5-Year Implementation Plan: New Projects																
Buford Highway/US 23	From Suwanee Dam Road to McGinnis Ferry Road	Initiate a corridor study along Buford Highway to determine approved recommendations for improvements regarding sidewalks, streetlights, crosswalks, landscaping and enhanced landscape strips.	Transportation Feasibility Study	2009		not applicable		not applicable	\$50,000	\$50,000 *	Suwanee, ARC LCI Supplemental	Local, ARC LCI Supplemental Funds	General Fund	\$25,000	2002 Suwanee Old Town Master Plan 2030 Comprehensive Plan	
Buford Highway/US 23	From Russell Street to Lawrenceville-Suwanee Road/ Suwanee Dam Road	Implement pedestrian improvements by upgrading Buford Highway from a rural to an urban cross-section with curb & gutter, landscape strip, and 8' sidewalk or trail from Russell Street to Lawrenceville-Suwanee Road/ Suwanee Dam Road	Pedestrian Transportation Enhancement	2010	\$141,400	not applicable		2012	\$1,529,600	\$1,671,000 *	Suwanee, ARC	Local, ARC LCI Funds	General Fund	\$447,320	2002 Suwanee Old Town Master Plan 2030 Comprehensive Plan	
Wayfinding Signs	Throughout Downtown Suwanee Master Plan Study Boundary	Install 4 new vehicular wayfinding signs at road intersections: Scales Road and Main Street; Eva Kennedy Road and Stonecypher Road; Scales Road and McGinnis Ferry Road; Stonecypher Road and Stonecypher Connector	Roadway Operations	2009-2014	\$2,500	not applicable		not applicable	\$25,000	\$27,500 *	Suwanee	Local	General Fund	\$27,500	2002 Suwanee Old Town Master Plan	

Table 5-8: 5-Year Transportation Implementation Plan (2009 - 2014)

Project Description				Implementation Details											Supported By Other Transportation Planning Initiatives
Location	Extent (from/to)	Action	Project Category	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source	Match Amount	
	Throughout Downtown Suwanee Master Plan Study Boundary	Install 4 new pedestrian wayfinding signs at both ends of the pedestrian tunnel under the railroad and at the new crosswalk at Town Center Avenue and Buford Highway on both sides of the street	Pedestrian		\$2,500	not applicable			\$10,000	\$12,500 *				\$12,500	
Stonecypher Road/ Main Street	Phase I: From Stonecypher subdivision to Main Street	Implement pedestrian improvements recommended in the Neighborhood Avenue cross-section for Stonecypher Road per the 2009 Downtown Suwanee Master Plan	Pedestrian, Transportation Enhancement	2010	\$58,300	not applicable		2010	\$613,800	\$672,100 *	Suwanee, ARC	Local, ARC LCI Funds	General Fund	\$181,060	Alternate Modes Transportation Plan 2002 Suwanee Old Town Master Plan 2030 Comprehensive Plan
	Phase 2: From Stonecypher Road to Russell Street	Improve existing sidewalk along one side of the road Install curbing along both sides of street	Pedestrian Roadway safety					2012							2007-2011 Capital Improvement Program 2030 Comprehensive Plan
Main Street	From Russell Street to Calaboose Road	Implement pedestrian improvements recommended in the Village Avenue cross-section for Main Street per the 2009 Downtown Suwanee Master Plan	Pedestrian, Transportation Enhancement	2012	\$11,100	not applicable		2013	\$115,500	\$126,600 *	Suwanee	Local	General Fund	\$126,600	
Fill the Gap Program	Throughout Downtown Suwanee Master Plan Study Boundary	Implement sidewalk extensions to logical termini, add curb ramps and crosswalks as needed	Pedestrian	2009-2014	\$250,000	not applicable		2009-2014, as needed	\$2,250,000	\$2,500,000 *	Suwanee	Local, Federal	General Fund	\$700,000	
New Roadway (extension of Main Street North to Suwanee Dam Road)	From Suwanee Dam Road to Main Street	Upgrade library driveway to public road and extend to Main Street Implement pedestrian improvements recommended in the Village Avenue cross-section per the 2009 Downtown Suwanee Master Plan	Roadway Capacity Pedestrian, Transportation Enhancement	2011	\$99,000	2012	\$1,540,000	2013	\$1,090,000	\$2,729,000 *	Suwanee	Local	General Fund	\$2,729,000	2002 Suwanee Old Town Master Plan
	Main Street at the intersection of Suwanee Dam Road	Upon completion of the new roadway, allow right-turn only off of Main Street onto Suwanee Dam Road; install median to prevent vehicular crossing to Brogden Street	Roadway safety	2011	\$10,600	not applicable		2013	\$95,700	\$106,300 *	Suwanee	Local	General Fund	\$106,300	
Lawrenceville-Suwanee Road/SR 317	At the intersection of Lawrenceville-Suwanee Road/ SR 317 and Suwanee Avenue	Signalization and pedestrian crosswalk	Roadway Safety, Pedestrian	2011	\$27,800	not applicable		2012	\$289,500	\$317,300 *	Suwanee, Gwinnett County	Local, Federal	General Fund	\$85,700	
Suwanee Dam Road	From Peachtree Industrial Boulevard to Buford Highway	Install 10' Sidewalk on south side	Pedestrian	2010	\$75,300	not applicable		2011	\$783,100	\$858,400 *	Suwanee, Gwinnett County	Local, Federal	General Fund	\$231,920	Alternate Modes Transportation Plan 2002 Suwanee Old Town Master Plan
Greenway Trail System Development/ Brushy Creek Greenway (GTC 10)	Expansion of Brushy Creek Greenway Concept connecting Suwanee Dam Road to Stonecypher Road along Brushy Creek (phase I)	Multi-use trail connection to improve pedestrian network	Multi-Use Trail	2011	\$98,200	not applicable		2012	\$392,900	\$491,100 *	Suwanee	Local	General Fund	\$491,100	2030 Comprehensive Plan
Greenway Trail System Development (GTC 4 and 9)	From south side of pedestrian tunnel at Library connecting south to Greenway Trail extension adjacent to McGinnis Ferry Road	Multi-use trail connection to improve pedestrian network	Multi-Use Trail	2012	\$254,000	2013		2014	\$1,016,100	\$1,270,100 *	Suwanee, ARC	Local, ARC LCI Funds	General Fund	\$457,220	2002 Suwanee Old Town Master Plan
Subtotal: New Projects					\$1,030,700		\$1,540,000		\$8,261,200	\$10,831,900				\$5,621,220	
Total: 5-Year Plan					\$1,148,200		\$1,540,000		\$12,541,736	\$16,341,223				\$8,974,256	

*Note: 2009 updated planning-level cost estimates developed using ARC Costing Tool Spreadsheet or state of the practice.

Cost estimates are for planning purposes only. Project costs do not reflect the detailed field verification and inventory required for engineering-level design; rather estimate considers sketch analysis using data collected and reviewed via GIS and aerial photography.

Table 5-9: Long Range Priorities

Land Use	Implement form based zoning codes for the entire City of Suwanee, beginning with Downtown Suwanee.
	Continue the expansion of the Suwanee Greenway System throughout Downtown Suwanee and foster greater connectivity among Historic Old Town and Town Center.
Water and Sewer	Partner with property owners and various agencies to mitigate the effects of aging septic tanks, and as necessary work toward their removal.
	Expand water and Sewer Infrastructure throughout Downtown Suwanee.
Natural, Cultural, and Historic Resources	Work to facilitate conservation easements on environmentally sensitive lands and façade easements on culturally significant landmarks.

Table 5-10: Long Range Transportation Projects

Projects for Long Range Implementation							
Location	Extent	Action	Project Category	Responsible Party	Project Source	Comments	
Jackson Street	Stoneypher Road to Scales Street	Improve and pave	Roadway Maintenance	Public/Private	2002 Suwanee Old Town Master Plan 2030 Comprehensive Plan		
Lawrenceville-Suwanee Road/SR 317	Buford Highway to Mohawk Trail	6' Sidewalks	Pedestrian	Public/Private	2002 Suwanee Old Town Master Plan		
	Buford Highway to Downtown Master Plan Study Boundary	Implement enhanced landscape strip in conjunction with redevelopment	Transportation enhancement	Public/Private			
Russell Street	Buford Highway to Main Street	Implement streetscape improvements recommended in the Village Avenue cross section for Russell Street per the 2009 Downtown Suwanee Master Plan	Transportation enhancement	Public/Private	Alternate Modes Transportation Plan 2030 Comprehensive Plan		
White Street	Russell Street to proposed White Lane realignment/ Buford Highway	Implement streetscape improvements recommended in the Village Avenue cross section per the 2009 Downtown Suwanee Master Plan	Transportation enhancement	Private		Excludes recommendation to improve and pave White Lane per the 2002 Suwanee Old Town Master Plan, 2007-2011 Capital Improvements Program and 2030 Comprehensive Plan because it assumes that existing White Lane would be realigned to connect to Buford Highway east of existing intersection	
Martin Farm Road	From King Street to the Downtown Suwanee Master Plan Study Boundary	Install sidewalks along one side of the street	Pedestrian	Public	Alternate Modes Transportation Plan 2002 Suwanee Old Town Master Plan 2007-2011 Capital Improvement Program 2030 Comprehensive Plan	Excludes recommendation to widen and/or eliminate vertical alignment problems per the 2002 Suwanee Old Town Master Plan, 2007-2011 Capital Improvement Program, and 2030 Comprehensive Plan	
		Install curbing along both sides of street	Roadway safety	Public			
		Install traffic calming measures	Roadway safety	Public			
Historic Old Town Greenway Trails	Connecting Suwanee Creek to Historic Old Town and Suwanee Farm Connection	Multi-use trail	Multi-use trail	Public	2030 Comprehensive Plan		
Brushy Creek Greenway	Expansion of Brushy Creek Greenway Concept connecting Stoneypher Road to Historic Old Town Extension	Greenway Trail	Multi-use trail	Public	2030 Comprehensive Plan		

Location	Extent	Action	Project Category	Responsible Party	Supported by Other Transportation Planning Initiatives	Comments
Gateway Monuments	Install gateway monuments on both sides of each road that enters into Downtown Suwanee Master Plan Study Boundary, if not already installed	Gateway Monuments	Transportation enhancement	Public/ Private	2002 Suwanee Old Town Master Plan	
Projects to Support Development Concept Plan						
Stoneycpher Village						
Stoneycpher Connector	From Peachtree Industrial Boulevard to Suwanee Dam Road	Construct new road and remove existing portion of Stoneycpher Road	Roadway Development	Public/Private	2030 Comprehensive Plan	
New Road	From proposed Stoneycpher Connector to Anson Trail	Connect new road to existing neighborhood	Roadway Development	Private	2030 Comprehensive Plan	
New Road	From Stoneycpher Connector to Cypher Drive	Connect new road to existing neighborhood	Roadway Development	Private		
New Road	From Anson Trail to Eva Kennedy Road	Connect existing roadways	Roadway Development	Private		
Greenway Trail Development (GTC 1)	From Brushy Creek Greenway Trail (phase I) across Stoneycpher Road to Eva Kennedy Road	Construct Multi-use trail to connect with Eva Kennedy Road on the north side opposite existing sidewalk	Multi-use Trail	Public		
Suwanee Farm Village						
New Road	White Lane realignment	Realign White Lane with White Street and terminate at Buford Highway east of existing intersection	Roadway Development	Private		
Greenway Trail Development (GTC 5)	From Trail Segment (GTC 4) to proposed Suwanee Farm Village and park off of White Street	Construct Multi-use trail in conjunction with the development of Suwanee Farm Village and connect to proposed park	Multi-use Trail	Private		
Greenway Trail Development (GTC 7)	From Trail Segment (GTC 4) to Plum Street	Construct Multi-use trail from trail segment (GTC 4) to west terminus of Plum Street	Multi-use Trail	Private		

Historic Old Town Village						
New Road	From Mary Lou Street to King Street Extension	Connect Mary Lou street at its existing terminus south to a proposed extension of King Street and Suwanee Avenue	Roadway Development	Private	2030 Comprehensive Plan	
New Road	Buford Highway to King Street	Connect Buford Highway to existing King Street	Roadway Development	Private		
New Road	Main Street Extension	Extend Main Street southward through Metal Products facility, realign and connect to Cemetery Road	Roadway Capacity	Public/Private	2002 Suwanee Old Town Master Plan 2007-2011 Capital Improvement Program	
New Road	From King Street to Suwanee Avenue	Connect King Street to Suwanee Avenue in Town Center	Roadway Development	Private	2030 Comprehensive Plan	
New Road	Russell Street Realignment	Relocate Russell Street to the west of the existing street and connect to Scales Road and King Street	Roadway Development	Private		
New Road	From White Street to Mary Lou Street	Extend White Street to connect to Mary Lou Street	Roadway Development	Private		
Greenway Trail Development Phase II (GTC 11)	From Brushy Creek Trail (phase I) to Main Street	Construct Multi-use trail from Phase I of the Brushy Creek Greenway connecting to existing sidewalk on Main Street	Multi-use Trail	Public/ Private		Relocating Russell Street as shown on the concept plan would require ownership of all parcels on both sides of the existing and proposed Russell Street. This would only be accomplished as a part of a large master planned redevelopment project.
Greenway Trail Development (GTC 2)	From Eva Kennedy Road to Scales Road	Construct Multi-use trail from the existing sidewalk on Eva Kennedy Road to Scales Road	Multi-use Trail			
Greenway Trail Development (GTC 3)	From Scales Road to Callaboose Street	Construct Multi-use trail from Scales Road to Callaboose Street	Multi-use Trail	Public/ Private		
Greenway Trail Development (GTC 6)	From Suwanee Creek Greenway Trail to Trail Segment (GTC 7)	Construct Multi-use trail from Suwanee Creek Greenway, connecting to terminus of Davis Street, and connecting to Trail Segment (GTC 7)	Multi-use Trail	Public/ Private		
Greenway Trail Development (GTC 8)	From Buford Highway to King Street	Construct Multi-use trail from Buford Highway near the pedestrian tunnel to King Street in conjunction with the proposed King Street Extension	Multi-use Trail	Public		

Town Center							
Greenway Trail Development (GTC 12)	From Town Center Avenue to George Pierce Park	Construct Multi-use trail from Town Center Avenue across Lawrenceville-Suwanee Road to George Pierce Park	Multi-use Trail	Public/ Private			
Greenway Trail Development (GTC 13)	From Suwanee Avenue to George Pierce Park	Construct Multi-use trail from Suwanee Avenue across Lawrenceville-Suwanee Road to George Pierce Park	Multi-use Trail	Public/ Private			