

## 2.2 Land Use

### Land Use Accomplishment, Assessment and Needs

The City of Suwanee covers roughly 10 square miles (6,998 acres). Suwanee contains a wide variety of land uses including residential, commercial, office, industrial, mixed-use, recreational and conservation.



The rapid growth Suwanee experienced in the 1990's carried forward into the new millennium. Growth in the 90's followed more conventional suburban development practices, with incompatible uses viewed as being separated and buffered from each other. However, a change in land use policies in favor of planned mixed-use development accounted for a significant shift in the type of development occurring over the last several years. The City of Suwanee is projected to continue to grow, but there is a strong desire that this growth should be sustainable and oriented toward improving and maintaining quality of life.

Since the last Comprehensive Plan, development in Suwanee has been dominated by planned mixed-use projects including Suwanee Station, Village Grove, Stonecypher, Old Suwanee, Town Center / Shadowbrook, Three Bridges, Baxley Point, Highland Station and McGinnis Reserve. These projects account for over 550 acres of developed land that includes a mixture of open space, residential, office, commercial, and retail uses. Mixed-use developments have improved the physical connections between residential and commercial uses, and there is a desire to continue this improvement. Much like the basic premises underlying Town Center, future projects should be designed such that their layout and arrangement of land uses encourages and facilitates civic engagement, and provides the infrastructure to allow people to walk between their residences, their jobs, recreation, retail, dining, and health facilities.

In addition to the successful implementation of mixed-use land policies, the City has benefited from an abundance of light industrial opportunities and proximity to I-85. The development of Satellite Boulevard created a highly accessible light industrial corridor that provides a location for an emerging high-tech office and industrial uses. Large single-user and multiple-user industrial buildings have developed rapidly, primarily along Satellite Boulevard, along Horizon Drive, and off Brogdon Road. These three areas total more than 3,000,000 square feet of office/industrial space and cover approximately 280 acres.

While planned mixed-use and light industrial uses accounted for a significant portion of Suwanee's growth in the last few years, some elements of conventional suburban growth have continued. The city has seen continued development of residential subdivisions, automobile-oriented shopping centers, office condominiums, and stand-alone commercial buildings.

### **2.2.1 Recent Development Patterns**

#### **Single-Family Residential**

*Defined: 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*

Single family residential uses are the most abundant use in the city, covering almost 3,000 acres and totaling more than 4,603 total units. Many of the units were constructed in the 1990's and early 2000's. These units tend to be located on lots around a third of an acre or larger. However, many of the single-family residential units built since 2000 are part of mixed-use projects and are on lots smaller than a third of acre. Townhouses are a relatively new single-family housing type that is almost exclusively found as part of mixed-use projects within the city. Townhouse on their own lots are considered single family residences.

#### **Multifamily Residential**

*Defined: Residences containing two or more dwelling units, such as duplexes, triplexes, condominiums and apartments.*

There are currently 1,386 multifamily dwellings constructed on approximately 160 acres. These units are primarily located in four apartment complexes, three of which are located off McGinnis Ferry Road; the fourth complex is a component of the Suwanee Station mixed-use project. There are several duplex units located on Eva Kennedy Drive. As part of the Town Center development, there are an additional 23 condominium apartments located above commercial uses.

#### **Mixed-Use**

##### Mixed-Use Village

*Defined: Predominantly residential developments that may include a variety of housing types, both single-family and multifamily, and possibly such limited-scale nonresidential uses as a*

church, corner market or other neighborhood-oriented service uses. Higher intensity mixed-use residential developments often contain live-work units with an office or store on the ground level and residential housing on the upper floors.

Currently Village Grove, Three Bridges, Stonecypher, and Old Suwanee are examples of the mixed-use village category. These developments are characterized by predominantly residential uses (single-family attached and detached) with minimal non-residential uses. Old Suwanee includes six live/work units.

### Mixed-Use Center

*Defined: Predominantly commercial developments that may include a variety of retail, commercial and office uses as well as residences. Residences may be located in the same buildings as stores and offices, or may be developed in clusters in and around the nonresidential uses. Live-work arrangements in mixed-use centers may allow more intensive ground floor retail and service activity than in a mixed-use village.*

Only buildings that include both residential and non-residential uses show up on the land use map as mixed-use, although many projects are defined as Mixed-Use Village or Mixed-Use Center when viewed as a whole.

Currently Suwanee Station, Town Center (including Shadowbrook at Town Center), and the Terraces at Suwanee Gateway are examples of this type of development. Suwanee Station so far has focused primarily on residential development (attached and detached single-family and multifamily), but there is a significant office and commercial component that is planned but not yet developed. Suwanee Town Center is anchored by Town Center Park, and includes retail, office and residential uses including residential uses above retail. The Terraces at Suwanee Gateway is a newly zoned mixed-use center that when developed will consist of extensive amounts of office, commercial/retail, single family townhouses, and multi-family residential uses.

### **Office/Professional**

*Defined: Non-residential developments predominantly occupied by establishments that primarily provide a service as opposed to the sale of goods or merchandise. These may include smaller scale one-story office uses or higher intensity multi-level mid-rise offices. Examples include professional offices, medical or engineering offices, real estate offices, insurance agencies and corporate headquarters.*

There are currently 54 acres of office/professional uses in Suwanee. These uses may be located within shopping centers, but office-condominiums have also emerged recently as larger components of the Village Grove, Three Bridges and Highland Station mixed-use projects. Office condominiums can also be found in Georgetown Square. Only recently has the City started to see more intensive stand-alone professional office buildings.

### **Commercial/Retail**

*Defined: 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, gasoline stations, automobile body shops, physical fitness centers, markets and building supply centers.*

Commercial development continues to be a large part of the city, covering approximately 413 acres. Commercial development primarily exists as stand-alone shopping centers, individual sites, but also includes the first floor of buildings located in Town Center. Commercial development typologies in the city consist of community service shopping centers clustered around major road intersections, business-oriented commercial uses along the Lawrenceville-Suwanee Road corridor, and a concentration of highway-oriented commercial development at the Interstate 85 interchange characterized by gasoline stations, hotels and restaurants. More community-oriented shopping centers have started to emerge along Peachtree Industrial Boulevard.

### **Industrial**

*Defined: Land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities.*

Light manufacturing, distribution and business park uses are common along Buford Highway west of McGinnis Ferry Road, along portions of Lawrenceville-Suwanee Road, Brogdon Road, Tench Road extension and Satellite Boulevard. Suwanee has added over 3,000,000 square feet of industrial uses since 2000. Most of these uses are located in large-footprint industrial buildings located along Satellite Boulevard, Tench Road extension, and the Horizon Drive extension. A limited amount of smaller-footprint industrial uses have been added primarily off Buford Highway.

### **Institutional**

*Defined: 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 churches, cemeteries and other private non-profit uses.

Public and institutional uses are typically not concentrated in specific locations, and this is the case in Suwanee. The majority of public and institutional land uses in the city are located on scattered sites within the original, circular corporate limits. The original City Hall and the central fire station form an identifiable "government center" on Buford highway just west of Lawrenceville-Suwanee Road. However, a post office is located at Eva Kennedy and Peachtree Industrial Boulevard and a new branch library was constructed on Main Street slightly west of Suwanee Dam Road in Old Town. The only public schools in the city limits are Suwanee Elementary located on Smithtown Road and Level Creek Elementary on Tench Road. The Gwinnett County Board of Education also operates a school bus driver training facility in an old school located on Buford Highway.

Other than the city's several fine churches, the remaining institutional land is dominated in acreage by Annandale Village, a premier residential facility for handicapped individuals. Annandale has consolidated their facility down to approximately 50 acres, although they plan add to the capacity of the facility.

### **Parks, Recreation and Preservation**

*Defined: 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.*

As a result of the 2001 Open Space Initiative, this one of the land uses that has changed most dramatically since 2000. George Pierce Park is still the single largest recreation facility in the city at over 300 acres, but the city now includes a total of over 800 acres of recreational uses. New parks include Town Center Park, PlayTown Suwanee, Suwanee Creek Park, Sims Lake Park, and the addition of 2.5 miles of greenway along Suwanee Creek. The city has also purchased a number of other sites that are not yet open to the public. In addition, there are several subdivision recreation areas within the corporate limits that add to the city's overall inventory but are limited in use to the subdivision residents.

### **Agriculture and Forestry**

*Defined: Land being actively farmed, including crop cultivation or livestock operations, or set aside for commercial timber or pulpwood harvesting as an agricultural pursuit.*

Agricultural uses cover only about 150 acres of land in Suwanee, located primarily on three tracts. One tract is a small farming operation in Old Town; another is a horse farm located off Settles Bridge Road; and the third tract is a tree farm on Smithtown Road that was annexed into the city in 2006.

### **Undeveloped**

*Defined: Land not developed or not being used for a specific purpose, and lands where development has been abandoned or where deteriorated, vacant buildings are located.*

Undeveloped land constitutes only 827 acres or just over 10% of the city's parcel area. These tracts are generally scattered throughout the City. Many of the undeveloped tracts are likely to be developed in the near future or are burdened with environmental challenges.

## **2.2.2 Existing Land Use Policies**

The city's historic land use policies were generally consistent with more conventional suburban areas, reflected in the zoning ordinance which separated uses into distinct districts. As a result of the 2000 update to the comprehensive plan, the city initiated land use policies that encourage mixed-use development and pedestrian mobility while deferring to existing policies in established residential areas. The new policies resulted in the adoption of the Planned Mixed-Use Development District, the Old Town Overlay District, and the designation of special uses. Annexation policy was geared towards bringing non-residential uses around the I-85 business district into the city, and simplifying the city limits by annexing unincorporated islands of land.

### **Major Zoning Ordinance Amendments**

The defining change in the zoning ordinance occurred during the 1999 comprehensive planning process. The city adopted the Planned Mixed-Use Development District late in 1999 and subsequently zoned over 550 acres to this new category. The PMUD district allowed for larger master-planned projects that connect residential uses to non-residential uses, encourage pedestrian mobility, require land conservation, promote more efficient use of land, and allow for the creation of neighborhoods with their own distinct character.

Another significant zoning ordinance amendment was the adoption of the Old Town Overlay District, which included two new zoning districts - the Infill Residential District and the Old Town

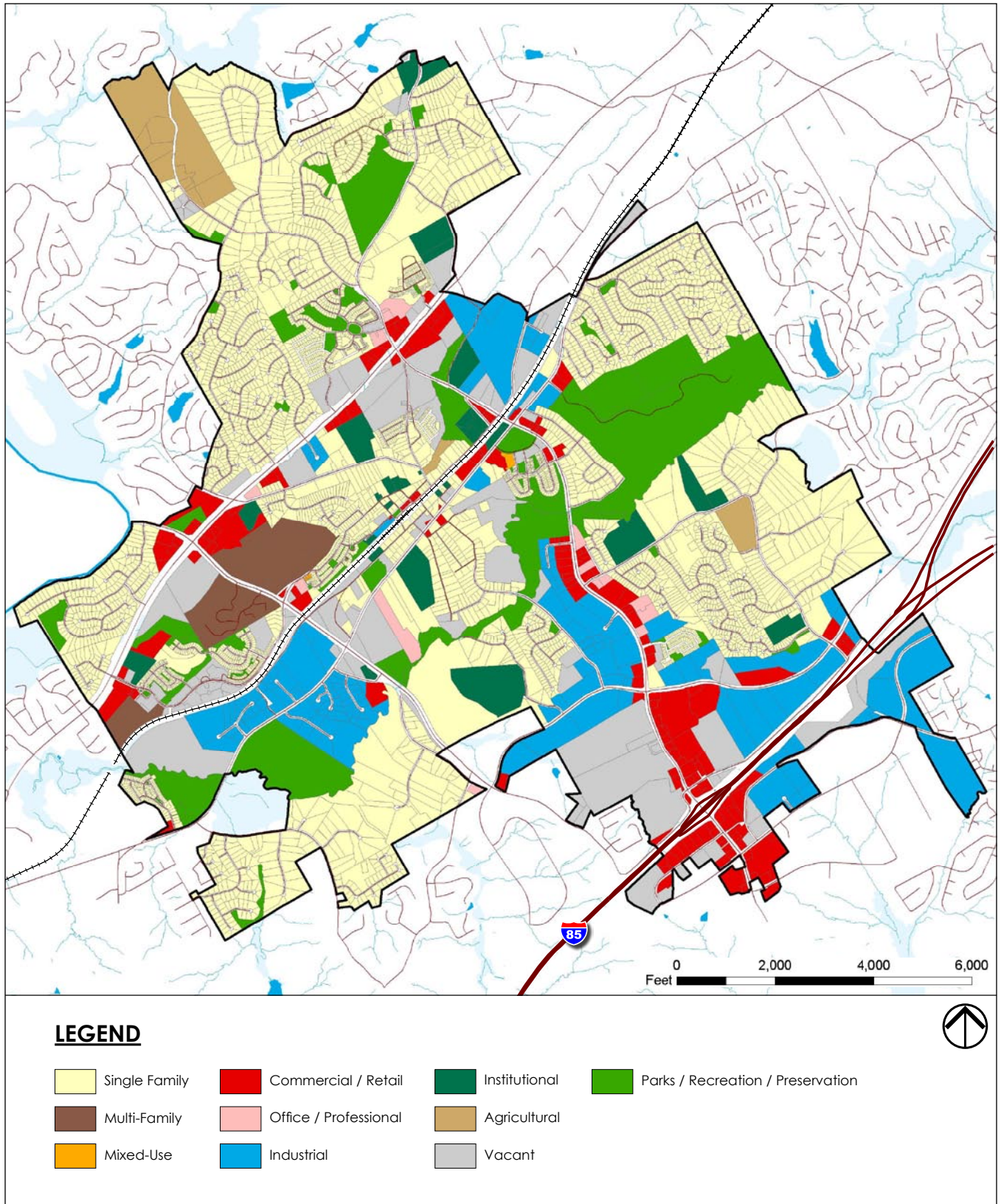


Figure 2.2-a: Existing Land Use

Commercial District. The overlay district combined with the two new base districts are intended provide structured guidance towards a more traditional form of development. To date, the districts have not yet been used on a large scale, but they are likely to be used more often as growth pressures radiate out from Town Center.

The city also amended the zoning ordinance to create special uses. This has allowed the city to more actively guide uses to appropriate locations. For example, automotive-related uses have been steered away from the more residential Peachtree Industrial Boulevard corridor to more exclusively commercial areas.

## **Annexation**

In 2005, the city conducted an annexation study based on a fiscal impact analysis. This analysis was intended to determine if the revenue generated from annexed areas would be sufficient to cover the costs of providing services to the area. Most of the area annexed was the result of city-initiated annexations, which targeted the unincorporated island around Smithtown Road and Satellite Boulevard (between Highway 317 and Smithtown Road). An unincorporated island is an area that is entirely surrounded by city limits. The city has also targeted annexations in the commercial areas around the I-85 business district. From 2000 to 2007 the City annexed a total of 711 acres.

### **2.2.3 Growth Areas**

Only slightly over 10% of the city's net developable land area (excluding infrastructure rights-of-way) is vacant and available for development or preservation as open space. Given the city's strategic location on interstate and regional arterial highways, as well as a main rail line into Atlanta's core, and considering the future growth policies of Gwinnett County, growth pressure can be expected to continue in the city for the foreseeable future. While some growth can be accommodated on vacant land, and in residential or mixed-use neighborhoods that have not been fully built out, the a large amount of future growth – both residential and economic – will need to occur on land that is currently developed to some degree. This “redevelopment approach” to accommodating and managing future growth rests on some basic policy assumptions derived from an idea of sustainability vocalized by the community during the public involvement process:

- *That growth should occur where there is adequate infrastructure - existing or planned - to accommodate it;*
- *That growth should occur where the city has made a substantial public investment in encouraging it;*
- *That growth should occur in places that have potentially the most beneficial and equitable effect for all city residents; and*
- *That growth should not endanger the city's high quality of life or sense of identity, or put existing neighborhoods at undue risk of change.*

Given these conditions, redevelopment opportunities fall into two broad categories: intensification of land that preserves or expands existing uses in response to land use policy decisions; or intensification of land that changes use based on escalating market pressure supported by policy. Though interrelated, each category points to different growth areas that were recognized as such by the community; and through numerous workshops and roundtable discussions with the community evolved into the priority Character Areas described below.

Town Center and Old Town are the best examples of future land use intensification that responds to city policy but generally preserves existing uses. Municipal action to create a new town center around a ten-acre park, build a new city hall, expand an adjacent greenway system, and revise the regulatory framework has created a climate in which the growth experienced in Town Center on vacant land has changed the dynamic of the surrounding areas. While there is the potential for additional mixed-use development on commercial parcels along Lawrenceville-Suwanee Road and Buford Highway, the bulk of future growth in Town Center will be intensification of existing residential land in and around the Suwanee Lake Estates neighborhood and in Old Town and along Buford Highway. The growth strategies in these residential areas should reflect the need to maintain a high quality-of-life and preserve elements and landscapes unique to Suwanee's identity.

On the flipside, a changing market in the I-85 area (Suwanee Gateway) stimulated by the extension of McGinnis Ferry Road and by a large master planned development on the former Atlanta Falcons headquarters site, can ultimately lead to gradual transitioning of existing uses in the I-85 business district, away from warehousing and flex-space toward more mixed-use, commercial and professional office redevelopment. Given the community's desire to diversify the city's economic base, Suwanee Gateway represents a tremendous opportunity to expand into new industries and accommodate future business growth, along with providing space for new housing that is difficult to absorb elsewhere. The transformation of Suwanee Gateway will also affect the Lawrenceville-Suwanee corridor to the west, where there is some growth potential in underdeveloped land or obsolete buildings along Sharon Industrial Way.

### **2.2.4 Future Land Use and Development**

With expected growth concentrated in the Town Center, and Suwanee Gateway areas, Suwanee's future land use profile has evolved to define the Lawrenceville-Suwanee Road corridor as the city's principal urban artery, dominated by mixed-use and commercial developments over most of its length, and punctuated by parks and open space preservation (Figure 2.2-b). The influence of I-85 and Satellite Boulevard as regional thoroughfares is also clear in the proposed concentration of high-density office around the I-85 interchange, and the continued dominance of office-industrial uses along Satellite Boulevard. On the northern portion of Suwanee, ongoing and future development around the intersection of Peachtree Industrial Boulevard and Suwanee Dam Road pulls the mixed-use / commercial orientation of Lawrenceville-Suwanee north of the railroad, eventually ending at Sims Lake Park.

Single-family residential uses surround the Lawrenceville-Suwanee corridor and populate most of the remainder of the city, with the notable exceptions of the multifamily / shopping center concentration at the McGinnis Ferry / Peachtree Industrial Boulevard intersection, and the industrial parks on southwest Buford Highway. While these two nodes are identified as unique character areas that will likely remain in their present form into the near future, over time they could transition to other more intense land uses depending on market demand. In particular, the industrial area should eventually be evaluated for its relevance and contribution to Suwanee's future; although given its location along the railroad, the analytical context should expand to considering its value to Gwinnett County.

The tables below summarize the expected future land use distribution for the City of Suwanee by the year 2030. In the first two tables, future land uses are presented by Character Area with the city-wide totals in the far right column. Table 2.2-a is the total 2030 land use distribution, while Table 2.2-b is a summary of the new development and redevelopment land use changes only. Table 2.2-c compares the existing land use (ELU) with the future land use (FLU) resulting in the change in acreage by 2030. The most striking trend in Table 2.2-c is the vast increase in land use dedicated to mixed-use development, with a net increase of 713 acres. This is consistent with the goals of the comprehensive plan, which encourage assembly of large tracts of land to be developed under a unified plan. Also of significance is the predicted decrease in traditional industrial employment land uses (a loss of 444 acres) matched by an associated increase in the more office-industrial land uses (an increase in 505 acres)

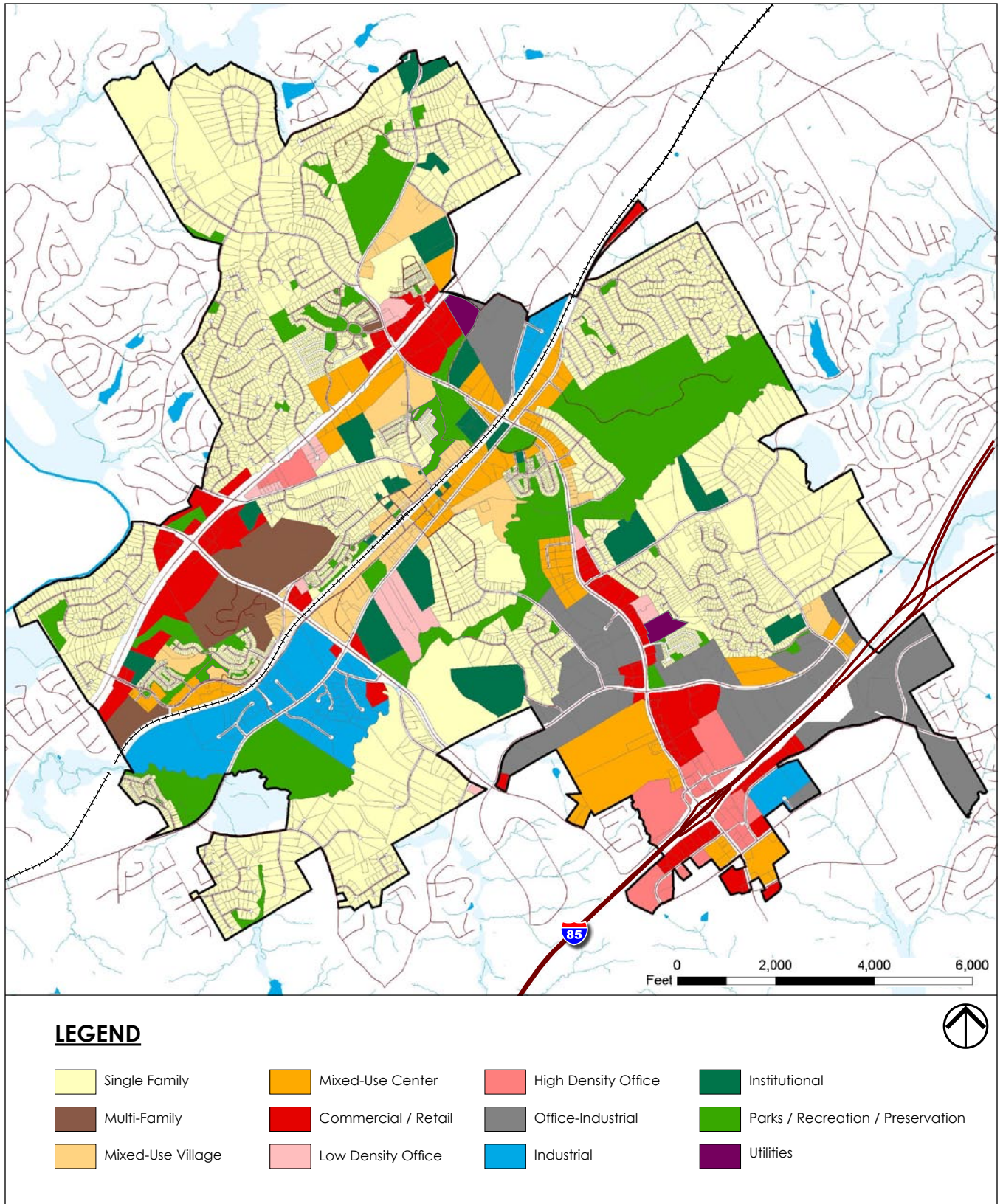


Figure 2.2-b: Future Land Use

Certain assumptions have been made to calculate the development totals for each character area. These depend on the expected level of change foreseen in each area so as to reach the vision for 2030. The developable quantities for the land uses reflect those provided in the zoning ordinances for the City.<sup>2</sup>

### **TOTAL 2030 LAND USE DISTRIBUTION:**

	Suwanee North	PIB	Suwanee Station	Buford West	Old Town	Town Center	Satellite North	Smith-town Rd.	Suwanee Gateway	Established N'hoods	<b>SUWANEE</b>
<b>Res (units)</b>	523	1,494	1,784	80	2,404	979	173	173	1,384	2,501	<b>11,495 units</b>
<b>Comm/Ret (sqft)</b>	0	2,027,738	495,151	87,120	440,476	245,333	432,706	12,222	1,720,120	150,680	<b>5,611,546 sq. ft.</b>
<b>Off (sqft)</b>	0	866,111	144,444	0	309,444	450,000	178,889	6,111	4,373,333	20,000	<b>6,348,333 sq.ft.</b>
<b>Off-Ind (sqft)</b>	0	0	0	0	0	1,197,900	1,807,740	174,240	7,819,020	0	<b>10,998,900 sq.ft.</b>
<b>Ind (sqft)</b>	0	0	0	5,336,100	0	609,840	0	108,900	609,840	0	<b>6,664,680 sq.ft.</b>
<b>Inst (acres)</b>	19	43	9	0	74	28	0	27	0	78	<b>278 acres</b>
<b>Parks (acres)</b>	81	34	21	0	76	34	8	3	4	554	<b>815 acres</b>
<b>Utilities (acres)</b>	0	12	0	0	0	0	11	0	0	0	<b>23 acres</b>

Table 2.2-a

### **TOTAL NEW DEVELOPMENT AND REDEVELOPMENT IN LAND USE:**

	Suwanee North	PIB	Suwanee Station	Buford West	Old Town	Town Center	Satellite North	Smith-town Rd.	Suwanee Gateway	Established N'hoods	<b>SUWANEE</b>
<b>Res (units)</b>	124	349	204	0	306	409	50	32	1,328	42	<b>2,845 units</b>
<b>Comm/Ret (sqft)</b>	0	991,410	263,129	21,780	134,444	- 39,584	- 13,784	12,222	- 316,310	73,339	<b>1,126,646 sqft</b>
<b>Off (sqft)</b>	0	766,667	135,556	0	223,889	442,222	98,889	6,111	4,373,333	9,444	<b>6,056,111 sqft</b>
<b>Off-Ind (sqft)</b>	0	0	0	0	0	1,197,900	1,807,740	174,240	7,753,680	0	<b>10,933,560 sqft</b>
<b>Ind (sqft)</b>	0	- 435,600	0	1,459,260	- 43,560	- 1,306,800	- 2,112,660	- 108,900	- 7,383,420	0	<b>- 9,931,680 sqft</b>
<b>Inst (acres)</b>	1	0	0	- 2	0	1	0	0	0	5	<b>5 acres</b>
<b>Parks (acres)</b>	0	0	0	0	4	0	7	0	4	1	<b>16 acres</b>
<b>Utilities (acres)</b>	0	12	0	0	0	0	11	0	0	0	<b>23 acres</b>

Table 2.2-b

<sup>2</sup> • Existing residential areas = Existing densities

- Residential: Low density = 4 units per acre; Medium density = 8 units per acre; High density = 20 units per acre  
Multi-family = 12 to 15 units per acre

- Commercial/Retail: Stand alone = 0.25 FAR

Within mixed-use developments: Low density = 5,000 sf per acre; Medium density = 8,000 sf per acre;

High density = 12,000 sf per acre

- Office: Low density = 5,000 sf per acre; Medium density = 10,000 sf per acre; High density = 20,000 sf per acre
- Industrial and Office-Industrial = 0.5 FAR
- Mixed-Use Village: 2/3 of total area = residential and 1/3 of total area = commercial/retail
- Mixed-Use Centers: 1/3 of total area = residential and 2/3 of total area = office and commercial/retail

**COMPARISON OF EXISTING VERSUS FUTURE LAND USE ACREAGE:**

	Existing Acreage	Future Acreage	Change in Acreage
Single Family	2,971	2,959	- 12
Multi Family	161	173	12
Mixed-Use Village		291	
Mixed-Use Center		425	
TOTAL MIXED-USE	3	716	713
Commercial / Retail	413	391	- 22
Low Density Office		83	
High Density Office		146	
TOTAL OFFICE	54	229	175
Office-Industrial		505	505
Industrial	750	306	- 444
Institutional	246	278	32
Parks / Recreation / Preservation	802	815	13
Utilities		23	23
Agricultural	157	0	- 157
Vacant	827	0	- 827

Table 2.2-c

Note: The calculated acreage takes into account only the parcel areas. It does not account for the street network and the right of ways. Total city acreage = 6,998 acres and Total parcel acreage within the city = 6,395 acres.

**Character Areas**

This Community Agenda focuses particular attention on five Character Areas expected to have the most development, redevelopment and land use changes over the time horizon of this plan. Discussed briefly above, these Character Areas are Historic Old Town, Town Center, Suwanee Gateway, Satellite North (Sharon Industrial Way), and Peachtree Industrial Boulevard. An additional five Character Areas cover the remainder of the city – Suwanee North, Suwanee Station, Buford West, Smithtown Road, and Established Neighborhoods. While significant growth or change is not anticipated - and in some cases discouraged - in these Character Areas, they nonetheless require attention in maintaining a high standard of municipal service provision and continuing care of public infrastructure. In particular, Smithtown Road and Suwanee North could have some level of capital investment targeted toward streetscape improvements and open space programming. Likewise, Suwanee Station and Buford West should be examined for changing circumstances and evaluated accordingly every ten years.

The highlights of the five priority Character Areas and their growth issues are summarized as follows (a detailed description of all the Character Areas are provided in Part 3 - "Future Development" of the document):

### **Historic Old Town**

Redevelopment in Old Town is slowly beginning to occur as new residences are being proposed; but non-residential development is lagging. New development will continue to occur in this area. Old Town's character should be fully defined to identify and resolve the increasing conflicts between old and new. The western portion of Town Center should be included in further discussions of the Old Town Overlay District because of the geographic overlap and the transition required between the two different development approaches. An update of the Old Town Master Plan should be undertaken to investigate ways to add infill development and maintain the existing historic and rural character, and to consider the form and character of a "gateway district" along Buford Highway. The Old Town Overlay District regulations should be revisited or revised as necessary to reflect the outcomes of the Old Town Master Plan update.

### **Town Center and Adjacent Areas**

Town Center has been successful in creating a sense of place and identity as the "Heart of Suwanee", and is acting as a catalyst to create additional mixed-use and residential development demand. Because of this pressure, the findings and recommendations of Suwanee Lake Estates small area study should be reviewed, and revised as needed to take into account new issues and directions. The parcels north of Buford Highway and east of Lawrenceville-Suwanee Road should be include in any future Town Center expansion studies, as should the western portion of Town Center be included in further discussions of the Old Town Overlay District

### **Suwanee Gateway**

Gateway is emerging as the next significant growth area in the city after Town Center, especially with the development of the Terraces at Suwanee Gateway. Given Suwanee Gateway's potential, a detailed redevelopment planning effort should be conducted for the Gateway TAD area to determine locations and types of catalytic projects using the Competitive Assessment / Development Strategy Report as the point of departure. In addition, the Terraces master plan should be revisited in light of the TAD, possibly as part of the detailed redevelopment plan

effort, to consider additional development intensity and diversity. Regulatory changes such as an overlay district could be considered to implement the land use and development vision established by the detailed TAD redevelopment plan

### **Satellite North**

Satellite North has seen recent investment in commercial and office-warehousing uses, but continues to have areas that are underdeveloped given its adjacency to Gateway and Town Center. In particular, a small-area planning effort should be undertaken to create a redevelopment plan for Sharon Industrial Way, with consideration given to the long-term future of the commercial area on the opposite side of Lawrenceville-Suwanee Road. The city should also explore ways to extend Martin Farm Park and the Suwanee Creek greenway to the south along the low-lying area behind the parcels fronting Martin Farm Road to the east.

### **Peachtree Industrial Boulevard**

Peachtree Industrial Boulevard has two distinct halves characterized by the types of development occurring around each of the corridor's major intersections. In general, the corridor should be maintained as predominantly commercial to support the surrounding residential areas. More intensive commercial uses should be directed into the nodal areas surrounding the McGinnis Ferry and Suwanee Dam Road intersections with priority given the Suwanee Dam / Stonecypher Road area. In particular, the city should promote commercial mixed-use (office / retail) on both sides of the corridor near the Suwanee Dam Road intersection to better complement the growth of Town Center. Essential to the growth of this node is the future mixed-use development of a large vacant tract south of the intersection, with suitable connections made to its surroundings.