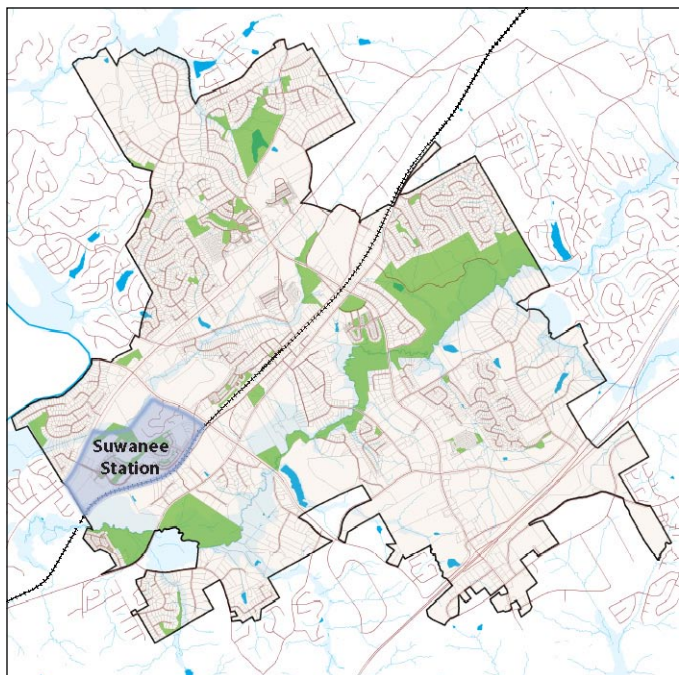


### 3.3 Suwanee Station Character Area



The Suwanee Station Character Area is bound by Peachtree Industrial Boulevard to the north, McGinnis Ferry Road to the east, the railroad tracks to the south and the city boundary to the west minus the two parcels at the corner of Peachtree Industrial Boulevard and McGinnis Ferry Road. This area includes a mixture of rolling topography, relatively flat floodplain and some steep slopes.

#### Vision for Suwanee Station

The potential development of the commuter rail system and location of a station along the tracks within this area instigated the development of Suwanee Station. The area's

mixture of existing infrastructure, surrounding land uses, accessibility and location along an active rail line have made it an ideal location for a mix of land uses. The area should continue to focus on residential development and capitalize on the possibility of a commuter rail station. There should be a balance between rental and ownership properties which in turn should encourage commercial growth in strategic locations.

#### Typical Existing Development Character

A large mixed-use master planned project called Suwanee Station dominates this character area. It is characterized by a mix of housing types and relatively dense residential development. It has the largest concentration of multi-family garden apartments in the city which occupy the eastern and western edges of the area. Single-family detached houses built on small lots, as well as single-family attached townhouses, are located at the center of the area. Some vacant land lies along PIB and along the railroad tracks. Some low density commercial and institutional uses are located along PIB. There is generally a lack of large open spaces or the connection of trails and greenways to other community facilities within the city.

## Future Development

The future development in this area should continue to build upon the vision for a mix of uses and take advantage of the potential commuter rail line. The city should evaluate the impact of a potential station on the area south of the tracks in Buford West, and explore ways to better connect both sides of the line if only in the form of a future pedestrian tunnel like the one being built at Town Center. The vacant land along PIB should be developed as commercial uses so as to provide the residents in the surrounding area with the convenience of retail and maybe even work in proximity to their homes. The vacant land along the tracks should develop as a mix of some retail and more office and residential uses. Green space should be integrated into all new developments. Streets should be interconnected and provision for bike lanes should be made where possible. A possible entry from PIB into the area should also be considered. A system of multipurpose trails should connect the area to the surrounding areas of the city.

### LAND USE AREAS AND DEVELOPABLE QUANTITIES IN 2030:

Land Use	Existing Acres	Acres in 2030
Single Family	51	33
Multi-Family	76	85
MU Village	0	34
MU Center	0	24
Comm/Retail	21	36
Institutional	9	9
Parks/Recreation	28	21
Vacant	57	0

Development	New Growth	Total Quantities
Residential	204 units	1,784 units
Comm/Retail	263,129 sf	495,151 sf
Office	135,556 sf	144,444 sf
Institutional		9 acres
Parks/Recreation		21 acres

Table 3.3-a<sup>6</sup>

<sup>6</sup> Calculation of developable quantities:

- Residential: Medium density = 8 units per acre  
Multi-family = 15 units per acre
- Commercial/Retail: Stand alone = 0.25 FAR  
Within mixed-use developments: Medium density = 8,000 sf per acre
- Office: Medium density = 10,000 sf per acre
- 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

## Implementation Measures

Goals	Implementation Measures
Land Use	<ul style="list-style-type: none"> <li>• Provide a mix of land uses so as to capitalize on the proximity to the potential rail station and line.</li> <li>• Review the plan in the near future to re-evaluate the needs the direction of growth for the area</li> </ul>
Housing	<ul style="list-style-type: none"> <li>• Provide a balance between rental and owned housing units</li> <li>• Provide an opportunity for live-work units</li> </ul>
Community Facilities	<ul style="list-style-type: none"> <li>• Connect a trail that runs through Suwanee Station to the existing multi-use trail on McGinnis Ferry Road</li> <li>• Encourage connections to the existing multi-family complex</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>• Encourage a commuter rail along the existing tracks with a station within this area</li> <li>• Provide bike lanes along the streets</li> <li>• Make provisions for parcel interconnectivity</li> <li>• Consider an access from PIB into the site</li> </ul>
Natural and Historic Resources	<ul style="list-style-type: none"> <li>• Conserve the wetlands in the site</li> <li>• Preserve trees during new development on an uneven topography</li> </ul>
Economic Development	<ul style="list-style-type: none"> <li>• Continue to market Suwanee Station as a mixed-use, mixed income area</li> </ul>