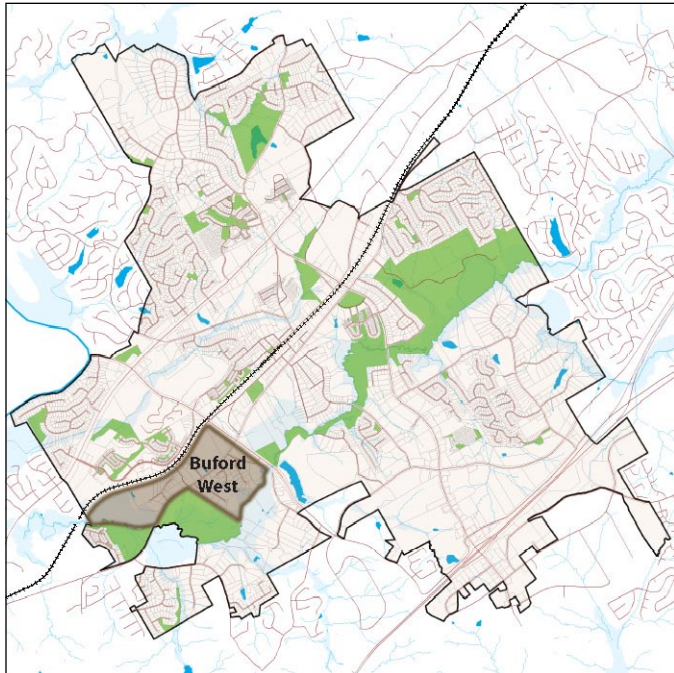


3.4 Buford West Character Area



As the name suggests, this character area lies on the west of the city. Buford Highway runs through its center. The area is bound by the railroad tracks on the north and Suwanee Creek on the south. It extends up to McGinnis Ferry Road on the east and is limited by the Baxley Point subdivision on the west.

Vision for Buford West

Although non-residential in character, this character area is not a priority for growth and development. The existing light industrial uses function well. It is well served by large roadways and rail access. The immediate future envisions this area to be limited to

industrial uses with development limited to undeveloped parcels in existing business parks. It also identifies the need for a re-evaluation of the plan at a logical point in the near future to help decide the direction of growth best suited for Buford West.

Typical Existing Development Character

The dominant character for the area is created by the many light industrial uses like manufacturing, distribution, freight and business parks. Industrial buildings in this area are somewhat older than they are in other areas of the City. There is some commercial use at the intersection with McGinnis Ferry Road as well as some vacant land. The parcels are generally not interconnected. Although there little no green space within this area, the Suwanee Greenway runs along the southern edge and Suwanee Creek Park is directly adjacent to the area.

Future Development

The short-term future development opportunities are limited. The area is largely developed. It is unlikely that new professional offices or residential uses would be suitable given the presence of

the existing industrial uses in the area. The existing business should be supported but not allowed to grow to areas outside of this character area. Alternatives should be looked into for the trucking facility and more intensive light industrial uses should be considered. Small commercial uses should be encouraged along McGinnis Ferry Road, some of which can support the industrial uses in the area. If the area begins to decline as a result of the aging industrial buildings, then the City should explore redevelopment options for the future. Unlike Suwanee Gateway, it does not have the proximity to the interstate which would allow much more intensive future development.

LAND USE AREAS AND DEVELOPABLE QUANTITIES IN 2030:

Land Use	Existing Acres	Acres in 2030
Single Family	20	20
Comm/Retail	6	8
Industrial	177	245
Institutional	2	0
Vacant	67	0

Development	New Growth	Total Quantities
Residential		80 units
Comm/Retail	21,780 sf	87,120 sf
Industrial	1,459,260 sf	5,336,100 sf

Table 3.4-a⁷

Implementation Measures

Goals	Implementation Measures
Land Use	<ul style="list-style-type: none"> Existing land uses should be maintained or intensified for the short term future. The plan of the area should be re-evaluated in the future so as to determine the direction of future growth
Housing	<ul style="list-style-type: none"> Housing is not anticipated in this area.
Community Facilities	<ul style="list-style-type: none"> The Suwanee Greenway should be extended across the tracks into the Suwanee Station area
Transportation	<ul style="list-style-type: none"> Buford Highway should be provided with sidewalks Parcel interconnectivity should be encouraged
Natural and Historic Resources	<ul style="list-style-type: none"> Development should honor required stream buffers

⁷ Calculation of developable quantities:

- Residential: Low density = 4 units per acre
- Commercial/Retail: Stand alone = 0.25 FAR
- Industrial = 0.5 FAR

Economic Development

- For the short term, light industrial uses should be intensified
- In the long term, if the area declines, it should be marketed as a mixed-use, mixed income neighborhood