

HISTORIC
DOWNTOWN
Dacula
EST. 1905

CITY OF DACULA

2030 COMPREHENSIVE PLAN

Final Draft

December 4, 2008

Welcome



Community Agenda

Prepared by



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**2030 Comprehensive Plan Community Agenda
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Community Agenda Introduction

Comprehensive local government planning in Georgia emphasizes the Community Agenda as one of the three critical documents in the planning process and as the actual document that lays out the local planning priorities and recommendations. State of Georgia comprehensive planning regulations adopted in May 2005 establish the Community Agenda as the document required to convey the community's vision for the future, the strategies and priorities that must be addressed, and the proposed program needed to implement the actions recommended by the strategic plan.

The Community Agenda documents the community's local aspirations for the future and establishes the City's plan to marry strategic goals and priorities with specifically identified tactical objectives and action programs. The general goals and priorities provide the framework of the plan for use by the City Council, City staff, advisory bodies, interested investors, and the general public. Specific policies and recommendations help to form systematic phases of plan development and actions that can be monitored and measured to ensure that the outcomes are consistent with the community goals and objectives. Efficient use of staff and resources is encouraged by the concentration of activities and resources into logical phases, and the information regarding public policy provides investors with substantive information for planning private investments.

The comprehensive planning process outlined by the May 2005 rules of the Georgia Department of Community Affairs (DCA) limit the materials required for review and adoption by the a local elected body must review and adopt. It also emphasizes fair and effective public participation, and establishes the Community Agenda as the planning document that combines the community's vision, priorities, and programs with protection of the physical and financial resources of the community.

In addition to the recommendations for the City's vision within the existing city limits, the Dacula 2030 Comprehensive Plan includes recommendations for areas outside the City that may be annexed into the City or that may otherwise be affected by the City's proposed actions through direct or indirect impacts. The recommendations in the City's Comprehensive Plan are meant to serve as a basis for discussions and negotiation with Gwinnett County to ensure that the City's decisions in pursuit of its vision may be coordinated with the County's planning to ensure that appropriate levels of services are made available but not duplicated.

The Dacula 2030 Comprehensive Plan provides an illustrative account of the City's vision for the areas within the City and the unincorporated areas immediately adjacent to the City that could be annexed or would otherwise be affected by the City's actions regarding land development, permitted land uses, and the City's investments in physical infrastructure and socioeconomic development programs.

City of Dacula 2030 Comprehensive Plan

Community Agenda Introduction

These recommendations serve as a basis for discussion and negotiation with Gwinnett County to ensure that the areas on both sides of local boundaries are coordinated to ensure that services are available but not duplicated.

The strategic planning process uses the “Vision” to define the goals and the actions that need to be included in the plan. The “Vision” presents an optimistic view of the City’s future, and allows the community to formulate specific strategies to attain these objectives through the policies and the work program presented by the implementation element of the plan.

The City of Dacula 2030 Comprehensive Plan ties together many of the complex, interrelated plans for land use, economic development, environmental protection, transportation, housing, natural resources, public infrastructure, and financial investment that are anticipated to affect the City over the next 22 years.



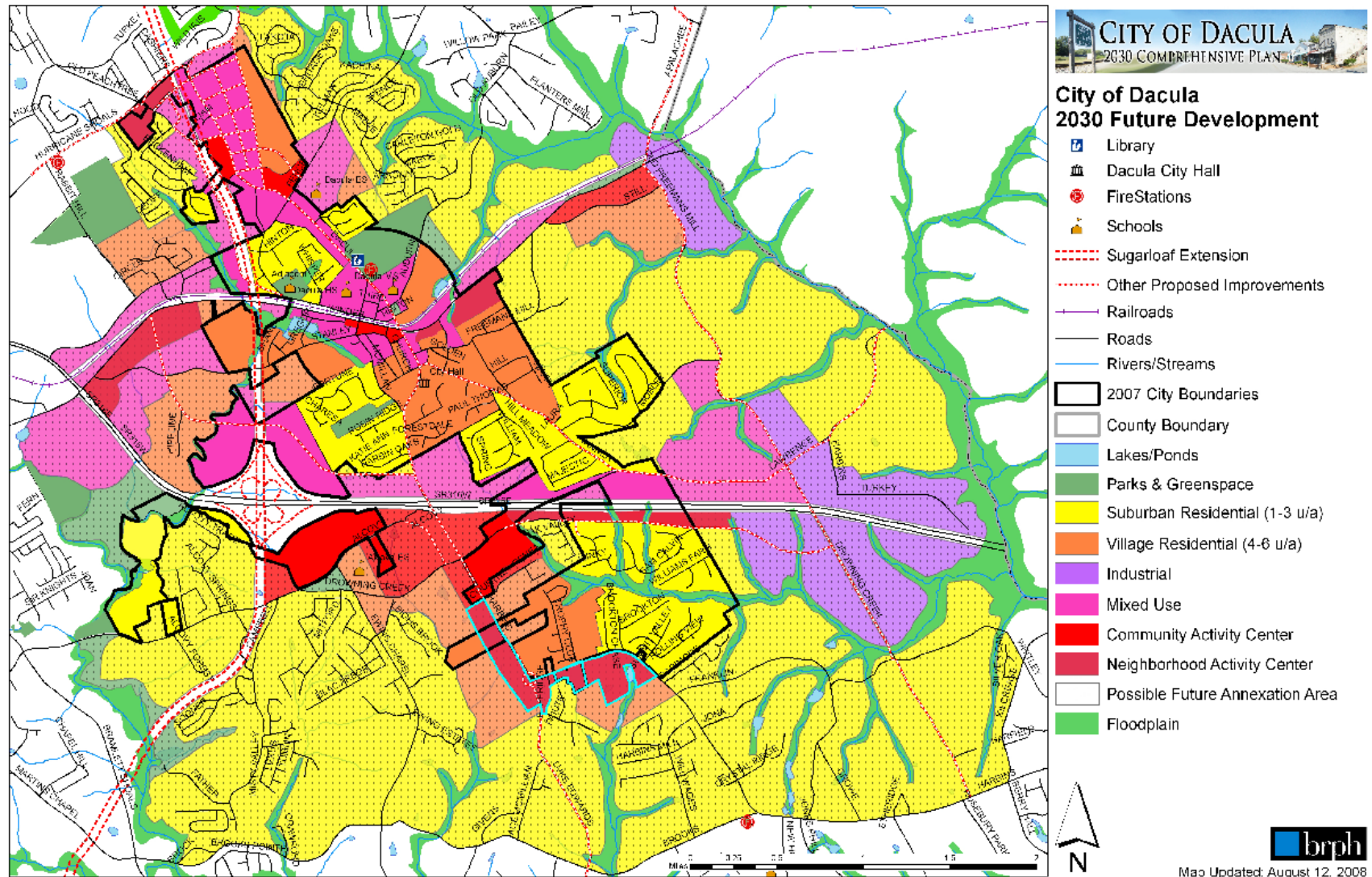
Part A Community Vision

The Future Development Areas Narrative provides a description of the types of development the City of Dacula will encourage over the life of the 2030 Comprehensive Plan. The narrative uses the concept of character areas as a tool to describe the vision the City has for its future. Character Area designations help identify distinct areas which together make up the larger community. By examining the aesthetic and functional characteristics of these areas, planners and officials can gain an understanding of how each area of the community serves to promote a cohesive, healthy community. The Future Development Map located on the following page illustrates the boundaries for each Character Area.

The narrative describes each character area type with a brief description plus a catalogue of appropriate land uses, Quality Community Objectives addressed, and applicable implementation measures. These are supplemented by visual examples of each type of development taken from Dacula and other areas. The combination of these elements should serve to give a clear vision of Dacula's goals for future development.

While the Future Development Areas Narrative serves as a guide to the types of development encouraged within each character area type, more detailed inventories of land uses, Quality Community Objectives, and implementation measures can be found in the Community Assessment portion of the plan and elsewhere in the Community Agenda.

City of Dacula 2030 Comprehensive Plan
 Community Agenda Part A: Community Vision



Defining Narrative

Suburban Residential Areas

Description

Suburban Residential areas are generally characterized by relatively larger houses with greater setbacks from roads and from each other. Located further away from commercial or mixed use centers than Village Residential, Suburban Residential areas are considered to be more oriented toward the private realm. This sense is furthered by the fact that typical Suburban Residential development often includes cul-de-sac road systems rather than providing options for interconnectivity.

Suburban Residential areas are likely to include solely residential uses and are likely to be somewhat separated from activity centers, though they may still be in somewhat close proximity. Suburban Residential areas' separation from activity centers provides protection from large amounts of traffic and the imposition of undesirable or incompatible uses. Some nonresidential uses which might be appropriate adjacent to Suburban Residential areas are smaller churches, libraries, parks, or other uses which complement suburban development.

Suburban Residential areas will make up a large portion of the City of Dacula. As the City's population grows rapidly in upcoming years, new residents will require housing, and Suburban Residential areas are likely to absorb much of that growth. While some of these areas have already been developed, others will be built in areas which are currently characterized by rural development along road corridors.

Land Uses to be Allowed

- Low-density single family detached residential (1-3 units per acre)
- Institutional
- Parks, recreation, and greenspace

Quality Community Objectives Addressed

Development Patterns

- Some of our children can and do walk to school safely.
- Some of our children can and do bike to school safely.
- We require that new development connect with existing development through a street network, not a single entry/exit.
- We have a sidewalk ordinance in our community that requires new development to provide user-friendly sidewalks.
- We require that newly-built sidewalks connect to existing sidewalks wherever possible.
- We have a plan for bicycle routes through our community.

City of Dacula 2030 Comprehensive Plan

Community Agenda Part A: Community Vision

Social and Economic Development

- We have designated areas of our community where we would like to see growth, and these areas are based on a natural resources inventory of our community.

Implementation Measures

- We will eliminate substandard or dilapidated housing in our community.
- We will encourage development of housing opportunities that enable residents to live close to their places of employment.
- We will accommodate our diverse population by encouraging a compatible mixture of housing types, densities and costs in each neighborhood.
- We will encourage housing policies, choices and patterns that increase opportunities for people to move into affordable owner-occupied housing.
- We will be open to land planning and development concepts that may be new to our area but have been tried successfully in other places.
- We will encourage the efficient use of land to avoid potential costs and problems associated with urban sprawl.
- We support appropriate residential and non-residential in-fill development and redevelopment in ways that complement surrounding areas.

Suburban Residential Examples



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Defining Narrative

Village Residential Areas

Description

Village Residential areas are neighborhoods which are in close proximity to activity centers and are relatively dense compared to Suburban Residential areas. These areas often follow the principles of Traditional Neighborhood Development (TND), which favors homes on smaller lots with shorter setbacks from the street. TND also favors the connectivity of a network of blocks with interconnected streets and sidewalks rather than cul-de-sac development.

The connectivity provided by Village Residential development means that residents are more likely to walk or bike to nearby centers rather than being forced to rely on automobiles. Consequently, these areas require additional infrastructure oriented toward pedestrians such as high-quality sidewalks, crosswalks, and paths in combination with traffic calming measures in order to increase pedestrian safety. Furthermore, activity centers adjacent to Village Residential areas should provide pedestrian infrastructure in order to accommodate foot traffic from local neighborhoods.

Land Uses to be Allowed

- Medium density residential (4-6 units per acre)
- Traditional Neighborhood Development
- Senior housing
- Parks and recreation
- Small-scale institutional

Quality Community Objectives Addressed

Development Patterns

- Our community maintains its sidewalks and vegetation well so that walking is an option some would choose.
- Some of our children can and do walk to school safely.
- Some of our children can and do bike to school safely.
- We require that new development connect with existing development through a street network, not a single entry/exit.
- We have a good network of sidewalks to allow people to walk to a variety of destinations.
- We have a sidewalk ordinance in our community that requires all new development to provide user-friendly sidewalks.
- We require that newly-built sidewalks connect to existing sidewalks wherever possible.

City of Dacula 2030 Comprehensive Plan

Community Agenda Part A: Community Vision

- We have a plan for bicycle routes through our community.

Resource Conservation

- We want new development to complement our historic development, and we have ordinances in place to ensure this.

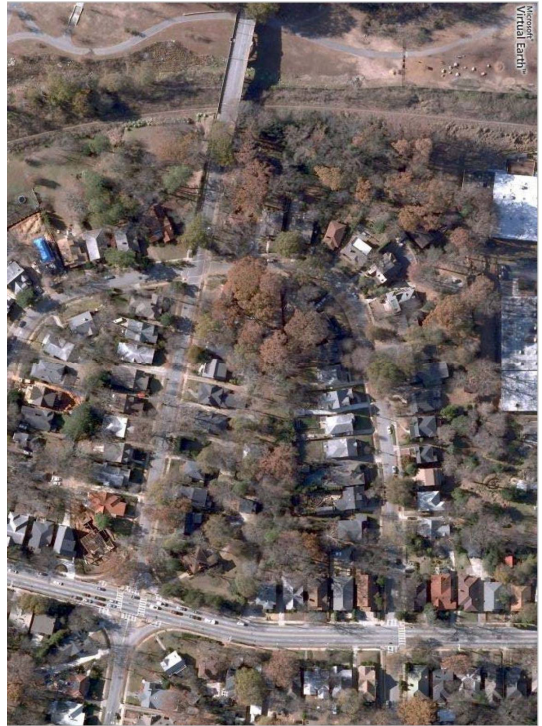
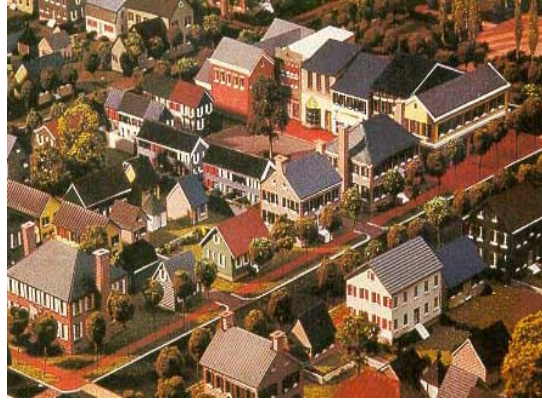
Social and Economic Development

- We encourage new residential development to follow the pattern of our original town, continuing the existing street design and maintaining small scale neighborhoods.
- We have options available for loft living, downtown living, or “neotraditional” living.
- We allow small houses built on small lots (less than 5,000 square feet) in appropriate areas.

Implementation Measures

- We will seek to balance the supply of housing and employment in our community and consider their location in relation to each other
- We will consider access to housing and impacts on transportation when considering economic development projects.
- We will encourage more compact development of land in order to preserve natural resource areas and preserve green open spaces.
- We will stimulate infill housing development in existing neighborhoods.
- We will encourage development of housing opportunities that enable residents to live close to their places of employment.
- We will accommodate our diverse population by encouraging a compatible mixture of housing types, densities and costs in each neighborhood.
- We are committed to creating walkable, safe, and attractive neighborhoods throughout the community, where people have attractive, low-energy access options to schools, parks, and necessary services (grocery store, drug store).
- We support appropriate residential and non-residential in-fill development and redevelopment in ways that complement surrounding areas.
- We will support the development of residential density in areas where community design standards, environmental constraints and available infrastructure capacities can satisfactorily accommodate the density.
- We will encourage walking, biking, car-pooling, and other alternative transportation choices in making development decisions.
- We will promote connectivity of our road network through fostering a grid network of streets in newly developing areas and establishing multiple local street access connections between residential subdivisions.

Village Residential Examples



Defining Narrative

Industrial Employment Centers

Description

Industrial Employment Center areas in the City of Dacula may include light industrial, industrial office, distribution/warehousing, and other clean industrial uses. While Industrial areas may be appropriate in a number of locations within the City, it is important to limit the types of industrial uses in order to minimize impacts on adjacent areas. For instance, while industrial office space might be appropriate in somewhat close proximity to some types of residential development, the noise and freight traffic associated with distribution/warehousing necessitates a buffer between it and any type of residential use.

Because it is located at the nexus of several major highways and roads and a major rail line, Dacula has the opportunity to create a strong and diverse economy which includes industrial areas. Dacula's population is expected to increase rapidly over the next two decades, and locating jobs within the City will help it to maintain a favorable jobs/housing balance. The City of Dacula will foster the growth of industrial areas primarily along Georgia Highway 316 because of its importance as a freight corridor as well as the rail corridor which passes through the City.

Land Uses to be Allowed

- Light industrial
- Industrial office
- Distribution/warehouse
- Other clean industrial uses

Quality Community Objectives Addressed

Social and Economic Development

- Our economic development organization has considered our community's strengths, assets, and weaknesses, and has created a business development strategy based on them.
- Our economic development organization has considered the types of businesses already in our community and has a plan to recruit businesses or industries that will be compatible.
- We recruit firms that provide or create sustainable products.
- We have a diverse jobs base, so that one employer leaving would not cripple our economy.
- Our community has jobs for skilled labor.
- Our community has jobs for unskilled labor.
- Our community has professional and managerial jobs.

City of Dacula 2030 Comprehensive Plan

Community Agenda Part A: Community Vision

Implementation Measures

- We will support programs that retain, expand and create businesses that provide a good fit for our community's economy in terms of job skills required and links to existing businesses.
- We will seek to balance the supply of housing and employment in our community and consider their location in relation to each other.
- We will consider the employment needs and skill levels of our existing population in making decisions on proposed economic development projects.
- We will encourage new development to locate in suitable locations close to transportation and infrastructure resources in order to protect environmentally sensitive areas and valuable historic, archaeological or cultural resources from encroachment.
- We will seek ways for new growth to pay for public infrastructure and services to support the development to the maximum extent possible.
- We will use planned infrastructure expansion to support development in areas identified as suitable for such development in the Comprehensive Plan.
- We will encourage development that provides appropriate employment opportunities to serve our current and future population.

Industrial Employment Center Examples



Defining Narrative

Mixed Use Areas

Description

Mixed Use areas provide a variety of uses in close proximity to each other in order to draw residents to the area. They are designed as pedestrian-oriented areas which attract pedestrians from nearby areas as well as visitors who will drive to the center, park, and then experience the center as a pedestrian.

Mixed Use areas include commercial (retail, smaller offices, restaurants, etc.), some types of residential (apartment/condo, town homes). They are appropriate adjacent to commercial/office areas and Village Residential areas in order to ensure pedestrian access. The redevelopment of declining commercial or institutional areas into Mixed Use areas will bring new life to these areas and create amenities for residents.

In Dacula, Mixed Use areas will be encouraged in the vicinity of major road corridors, especially at the intersection of major road corridors, in order to draw a large base of visitors to the centers. This includes areas adjacent to Sugarloaf Parkway extension corridor and highways GA-316 and US-29. Mixed Use areas should be located adjacent to parks, residential, and institutional uses in order to improve their success and attractiveness.

Land Uses to be Allowed

- Townhomes
- Lofts/Condos
- Institutional
- Parks, recreation, other gathering spaces

Quality Community Objectives Addressed

Development Patterns

- If we have a zoning code, it does not separate commercial, residential, and retail uses in every district.
- Our community maintains its sidewalks and vegetation well so that walking is an option some would choose.
- In some areas errands can be made on foot, if so desired.
- Some of our children can and do walk to school safely.
- Some of our children can and do bike to school safely.
- Our community is actively working to promote greyfield development.
- We have areas of our community that are planned for nodal development (compacted near intersections rather than spread along a major road).

City of Dacula 2030 Comprehensive Plan

Community Agenda Part A: Community Vision

- Our community allows small lot development (5,000 square feet or less) for some uses.
- We have ordinances to regulate the aesthetics of development in our highly visible areas.
- We have ordinances to regulate the size and type of signage in our community.
- We require that new development connect with existing development through a street network, not a single entry/exit.
- We have a good network of sidewalks to allow people to walk to a variety of destinations.
- We have a sidewalk ordinance in our community that requires all new development to provide user-friendly sidewalks.
- We require that newly built sidewalks connect to existing sidewalks wherever possible.
- We allow commercial and retail development to share parking areas wherever possible.
- Our community contributes to the region, and draws from the region, as a source of local culture, commerce, entertainment, and education.

Resource Conservation

- We want new development to complement our historic development, and we have ordinances in place to ensure this.

Social and Economic Development

- We have clearly understandable guidelines for new development.
- We encourage new residential development to follow the pattern of our original town, continuing the existing street design and maintaining small-scale neighborhoods.
- We have options available for loft living, downtown living, or “neotraditional” living.
- We have vacant land developable land available for multifamily housing.
- We allow multifamily housing to be developed in our community.
- We allow small houses built on small lots (less than 5,000 square feet) in appropriate areas.

Implementation Measures

- We will seek to balance the supply of housing and employment in our community and consider their location in relation to each other.
- We will encourage more compact development of land in order to preserve natural resource areas and preserve green open spaces.
- We will encourage new development to locate in suitable locations close to transportation and infrastructure resources in order to protect environmentally sensitive areas and valuable historic, archaeological or cultural resources from encroachment.

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City of Dacula 2030 Comprehensive Plan

Community Agenda Part A: Community Vision

- We will encourage development of housing opportunities that enable residents to live close to their places of employment.
- We will encourage development that provides appropriate employment opportunities to serve our current and future population.
- We will encourage development of a rational network of commercial activity centers to meet the service needs of our citizens while avoiding unattractive and inefficient strip development along major roadways.
- We want development whose design, landscaping, lighting, signage, and scale add value to our community.
- We will encourage mixed-use developments that are human-scale and less auto-oriented.
- We will encourage the development of downtown Dacula as a vibrant center of the community in order to improve overall attractiveness and local quality of life.
- We will be open to land planning and development concepts that may be new to our area but have been tried successfully in other places.
- We will encourage the efficient use of land to avoid potential costs and problems associated with urban sprawl.
- We are committed to creating walkable, safe, and attractive neighborhoods throughout the community, where people have attractive, low-energy access options to schools, parks, and necessary services (grocery store, drug store).
- We will encourage walking, biking, car-pooling, and other alternative transportation choices in making development decisions.

Mixed Use Examples



Defining Narrative

Neighborhood Activity Centers

Description

Neighborhood Activity Center areas are small nodes of commercial activity within neighborhoods with service areas generally limited to that neighborhood. They might include uses such as local cafés, small shops, or small offices. These centers are small in size (ten acres or less) and should serve as an amenity to the neighborhood without interfering with residential activity.

Because of the prevalence of Commercial and Mixed Use areas expected in Dacula as it grows, there will be relatively little development of Neighborhood Centers compared to Community Activity Centers and Mixed Use areas. These centers will be primarily limited to areas where they will serve as buffers between residential neighborhoods and uses which are incompatible with residential, such as light industrial.

Land Uses to be Allowed

- Medium-density residential
- Local retail
- Professional office
- Institutional
- Parks

Quality Community Objectives Addressed

Development Patterns

- If we have a zoning code, it does not separate commercial, residential, and retail uses in every district.
- Our community maintains its sidewalks and vegetation well so that walking is an option some would choose.
- In some areas several errands can be made on foot, if so desired.
- We have areas of our community that are planned for nodal development (compacted near intersections rather than spread along a major road).
- Our community allows small lot development (5,000 square feet or less) for some uses.
- We have ordinances to regulate the size and type of signage in our community.
- We require that new development connect with existing development through a street network, not a single entry/exit.
- We have a good network of sidewalks that allow people to walk to a variety of destinations.

City of Dacula 2030 Comprehensive Plan

Community Agenda Part A: Community Vision

- We have a sidewalk ordinance in our community that requires all new development to provide user-friendly sidewalks.
- We require that newly built sidewalks connect to existing sidewalks wherever possible.
- We allow commercial and retail development to share parking areas wherever possible.

Resource Conservation

- We have designated historic districts in our community.
- We want new development to complement our historic development, and we have ordinances in place to ensure this.

Social and Economic Development

- Our economic development organization has considered our community's strengths, assets, and weaknesses, and has created a business development strategy based on them.
- Our economic development organization has considered the types of businesses already in our community and has a plan to recruit businesses or industries that will be compatible.
- Our community has jobs for skilled labor.
- Our community has jobs for unskilled labor.
- Our community has professional and managerial jobs.

Implementation Measures

- We will seek to balance the supply of housing and employment in our community and consider their location in relation to each other.
- We will encourage new development to locate in suitable locations close to transportation and infrastructure resources in order to protect environmentally sensitive areas and valuable historic, archaeological or cultural resources from encroachment.
- We will encourage development that is sensitive to the historic context, sense of place, and overall setting of the community and will contribute to our community's character and sense of place.
- We will encourage development that provides appropriate employment opportunities to serve our current and future population.
- We will encourage development of a rational network of commercial activity centers to meet the service needs of our citizens while avoiding unattractive and inefficient strip development along major roadways.
- We support appropriate residential and non-residential in-fill development and redevelopment in ways that complement surrounding areas.

Neighborhood Activity Center Examples



Defining Narrative

Community Activity Center

Description

Community Activity Centers are relatively larger nodes than Neighborhood Centers and which serve a larger base of visitors. While they may include some mixing of uses, Community Activity Centers are primarily commercial areas which cater to the community as a whole rather than a very localized area surrounding the center. These centers are developed at major intersections and along major corridors and may include both auto- and pedestrian-oriented development.

While denser residential may be appropriate in close proximity to Community Activity Centers, most types of residential should be provided a buffer to protect them from encroachment of commercial traffic into neighborhoods. In order to further separate the most intense uses within Community Activity Centers from adjacent areas, the highest-intensity development should be in heart of the Community Activity Center and the least intense uses should be located along the edges of the center.

Land Uses to be Allowed

- Retail commercial
- Office/professional
- Other commercial
- Institutional

Quality Community Objectives Addressed

Development Patterns

- Our community is actively working to promote greyfield development.
- We have areas of our community that are planned for nodal development (compacted near intersections rather than spread along a major road).
- We have ordinances to regulate the aesthetics of development in our highly visible areas.
- We have ordinances to regulate the size and type of signage in our community.
- We require that new development connect with existing development through a street network, not a single entry/exit.
- We have a sidewalk ordinance in our community that requires all new development to provide user-friendly sidewalks.
- We allow commercial and retail development to share parking whenever possible.
- Our community contributes to the region, and draws from the region, as a source of local culture, commerce, entertainment, and education.

City of Dacula 2030 Comprehensive Plan

Community Agenda Part A: Community Vision

Resource Conservation

- We want new development to complement our historic development, and we have ordinances in place to ensure this.

Social and Economic Development

- Our economic development organization has considered our community's strengths, assets, and weaknesses, and has created a business development strategy based on them.
- Our economic development organization has considered the types of businesses already in our community and has a plan to recruit businesses or industries that will be compatible.
- Our community has jobs for skilled labor.
- Our community has jobs for unskilled labor.
- Our community has professional and managerial jobs.

Implementation Measures

- We will support programs that retain, expand and create businesses that provide a good fit for our community's economy in terms of job skills required and links to existing businesses.
- We will seek to balance the supply of housing and employment in our community and consider their location in relation to each other.
- We will consider impacts on infrastructure and natural resources in our decision making on economic development projects.
- We will carefully consider costs as well as benefits in making decisions on proposed economic development projects.
- We will consider the employment needs and skill levels of our existing population in making decisions on proposed economic development projects.
- We will encourage new development to locate in suitable locations close to transportation and infrastructure resources in order to protect environmentally sensitive areas and valuable historic, archaeological or cultural resources from encroachment.
- We will promote low impact site development that encourages maintaining the natural topography and existing vegetation on a site when feasible.
- We will encourage new development to locate in suitable locations in order to protect natural resources, environmentally sensitive areas, or valuable historic, archaeological or cultural resources from encroachment.
- We will use planned infrastructure expansion to support development in areas identified as suitable for such development in the Comprehensive Plan.
- We will encourage development that provides appropriate employment opportunities to serve our current and future population.

City of Dacula 2030 Comprehensive Plan

Community Agenda Part A: Community Vision

- We will encourage development of a rational network of commercial activity centers to meet the service needs of our citizens while avoiding unattractive and inefficient strip development along major roadways.
- We want development whose design, landscaping, lighting, signage, and scale add value to our community.
- We will be open to land planning and development concepts that may be new to our area but have been tried successfully in other places.
- We will encourage the efficient use of land to avoid potential costs and problems associated with urban sprawl.
- We support appropriate residential and non-residential in-fill development and redevelopment in ways that complement surrounding areas.
- We will target transportation improvements to support desired development patterns for the community.

Community Activity Center Examples



December 4, 2008

Defining Narrative

Parks, Recreation, and Greenspace

Parks, Recreation, and Greenspace areas are important assets to communities for many reasons including the mental and physical well-being of the community and quality of life in general. Because of the wide variety of types of parks and greenspace, these areas may be appropriate in proximity to most other areas. Parks, Recreation, and Greenspace areas are particularly important to residential areas.

While the City of Dacula operates relatively little park space within the community, there are several Gwinnett County-owned facilities in the area. Perhaps the most notable of these is Dacula Park, which features both active and passive recreation opportunities.

Land Uses to be Allowed

- Active recreation
- Passive recreation
- Greenspace

Quality Community Objectives Addressed

Resource Conservation

- Our community is actively preserving greenspace, either through direct purchase or by encouraging set-asides in new development.
- We have a local land conservation program, or we work with state or national land conservation programs, to preserve environmentally important areas in our community.
- Our community has a comprehensive natural resources inventory.
- We use this resource to steer development away from environmentally sensitive areas.
- We have identified our defining natural resources and taken steps to protect them.
- Our community has passed the necessary “Part V” environmental ordinances, and we enforce them.
- We have land use measures that will protect the natural resources in our community (steep slope regulations, floodplain or marsh protection, etc.).

Government Regulations

- We participate in regional environmental organizations and initiatives, especially regarding water quality and conservation issues.

Implementation Measures

City of Dacula 2030 Comprehensive Plan

Community Agenda Part A: Community Vision

- We will encourage more compact development of land in order to preserve natural resource areas and preserve green open spaces.
- We will encourage new development to locate in suitable locations close to transportation and infrastructure resources in order to protect environmentally sensitive areas and valuable historic, archaeological or cultural resources from encroachment.
- We will consider potential impacts on air and water quality in making decisions on new developments and transportation improvements and steer new development away from sensitive natural resource areas.
- We will promote the protection and maintenance of trees and green open space in new development.
- We will protect ground and surface water sources to promote the maintenance of safe and adequate supplies of water.
- We will minimize inefficient land consumption and encourage more compact urban development in order to preserve green open space and natural resource areas.

Parks, Recreation and Greenspace Examples



December 4, 2008



Part B Community Issues and Opportunities Final List

The Gwinnett Unified Plan Joint County-Cities Community Assessment identified numerous countywide planning challenges to be addressed by the updated Comprehensive Plan. As required by the Georgia Department of Community Affairs (DCA), eight separate sections were addressed. The Community Assessment went on to identify unique local issues and opportunities that needed to be addressed by each of the nine cities that participated in the County-wide Community Assessment.

The Community Agenda process for the City of Dacula examined the list of issues and opportunities that related specifically to the city of Dacula and to the County-wide list as it applied to the City. The potential issues and opportunities list on the Georgia DCA website was used as a tool to introduce the City of Dacula Comprehensive Plan Steering Committee to the planning process and to assist in confirming the issues and opportunities that should be considered in the City's Comprehensive Plan.

The Steering Committee worked in small groups with a guiding worksheet to review each issue or opportunity and consider how they applied to Dacula. The Steering Committee was also asked to identify any potential priorities, opportunities, or threats that might affect the City's health, safety, and welfare.

The Steering Committee ranked each issue or opportunity in order of importance, striking issues that were not considered applicable within the City and focusing on those issues deemed most important to the community through the Community Agenda process and in considering recommendations for future capital investments, transportation, land use, zoning, development, and construction codes.

Sidebar: *The Atlanta Regional Commission (ARC) identified the Dacula area as the edge of a "mega-corridor" for growth along Georgia 316 in the ARC Unified Growth Policies Plan draft map prepared in 2007. The surrounding areas were identified as "suburban neighborhoods" by ARC, and much of the area is also designated as an environmentally sensitive area.*

The committee noted that the City is at the edge of the Georgia State Route 316 "mega-corridor" and discussed the ARC mega-corridor designation of the area in terms of potential opportunities and threats to Dacula that could be attributed to mega-corridor growth.

City of Dacula 2030 Comprehensive Plan

Community Agenda Part B: Issues and Opportunities

1. Population and Demography

- Although County population will increase at a slower pace than in the past few decades, the City of Dacula provides a location where the projected 42% County population increase by 2030 can still occur.
- The population will become more diverse in Dacula as it will throughout the County and the Atlanta Region.
- The increasing elderly population will create new planning priorities regarding housing options, recreation opportunities, and social services needs.
- The anticipated future population of the City will change with decisions regarding the annexation of land for development and choices for the types, location, and density of future residential development.

2. Land Use and Development Patterns

- The City of Dacula is located near the point where several regional transportation facilities come together. The addition of the Sugarloaf Extension will increase accessibility to and from the City. The improvements to accessibility will support more intensive development options.
- The City's zoning and development regulations should require new development to contribute to needed future infrastructure, and high environmental and aesthetic quality growth for the City.
- The City lacks a strong local identity and needs improvements to the existing aesthetic environment.
- As older developed areas age, they may suffer economic decline that may spread to other areas of the County.
- The City's zoning and development regulations should provide incentives to encourage redevelopment of depressed areas.
- The County's reserve of developable land will be consumed over the next 25 years and in concert with rising land values will slow the rate of growth or significantly increase densities.
- Segregation of different land uses adds trips to the transportation system.
- Mixed use development where high income residents live generates favorable tax revenue.
- The City will become more urban and should plan to reduce the impacts of local higher intensity development on the rest of the County by providing a combination of places to live, places to work, and places to play.



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Community Agenda Part B: Issues and Opportunities

- A community level mixed use and commercial center is proposed along Harbins Road south of SR 316 between the Alcovy Road and Ace McMillan Road intersections. This area is designated as the Alcovy Center Character Area on the City of Dacula Future Development Map.
- A community level mixed use and commercial center is developing along Dacula Road between Fence Road and Hurricane Shoals Road. This area is designated as the North Town Center on the City of Dacula Future Development Map.
- The development of two mixed use and commercial centers to the north and to the south of the City provides an axis for development with Downtown Dacula at the center and the two community level centers at either end. Together, these two community centers can reduce the number of local north/south trips through the City and permit Dacula's downtown to develop as the cultural and educational center for the City.
- Redevelopment of Downtown Dacula requires a plan to address narrow streets and traffic demands into and around the schools and across the CSX Railroad.
- The potential development of an Employment Center at the Drowning Creek interchange with SR 316 will provide a location with access to SR 316 for research, office or light industrial development and potential access to the CSX Rail corridor.
- Future development patterns should encourage interaction with neighbors.
- Appropriate design and signage standards can support the City's efforts to rehabilitate areas which are unattractive.

3. Economic Development

- The County's employment base is expected to increase by 53% adding 169,000 jobs. Land is available along SR 316 to accommodate some of that growth in employment.
- The County will try to attract more research centers to support higher paying technology jobs, and since Dacula is located on the University Parkway/Brain Train corridor, the City is in a positive position to attract such development.
- Dacula should work with Gwinnett County's efforts to attract affluent and educated singles to the County and assume a combination of support systems for families and singles.
- The City should take advantage of the growth of Georgia Gwinnett University to offer a location for administrators, teachers and students to live, work and play.
- Dacula should emphasize its ability to establish relatively compact urban services close to highway, rail and airport facilities.
- Dacula should try to maintain a balance between auto-oriented commercial centers and neighborhood and community level centers to promote a variety of commercial structures to



City of Dacula 2030 Comprehensive Plan

Community Agenda Part B: Issues and Opportunities

meet local demand. There should also be active encouragement of maintenance or replacement of older shopping areas. This may include specific architectural standards to encourage design quality and sustainability and include location of curb cuts, vehicle parking, and outside display elements in the design review process to enhance appearance and desirability.

- New commercial areas can be developed that reflect current market choices for buildings, access, and design.
- The construction industry will become less influential as residential developers move from Gwinnett into adjacent counties.
- Dacula would benefit from the identification of new economic development opportunities for mixed use, office park, or industrial development areas in and around the City. These may include sites that have access to the CSX Railroad line that passes through the City.
- Dacula should establish and maintain “Gateways” for the community to promote visitor awareness and citizen pride and commitment. Gateways should provide visual information to new arrivals that they are entering a “unique” place and “way-finding” resources that help promote events, citizen pride, and visitor awareness.
- Dacula needs to create more jobs and economic opportunities for local residents to provide fewer travel trips, reduce travel congestion, and serve local commercial and employment needs.
- Too little competition for too many stores may result in vacant structures as businesses relocate to minimize leasing costs.
- The City supports creating well-designed, sustainable commercial centers through ensuring that new construction meets or exceeds local standards and balances the short term costs of construction with the long term costs of maintaining operational sustainability.
- New funding sources are anticipated to be needed to help implement appropriate improvements identified by the Comprehensive Plan. Potential methods may include establishing impact fees for future development, expanding the Downtown Community Improvements District, establishing a “Livable Centers Initiative” (LCI) Program, creating Infrastructure Development Districts (if/when allowed by the State Constitution), and other methods that may be considered by the City.

4. Transportation

- Many existing roadways are at or near capacity as measured by “Level of Service” for the corridors, and the cost to build all the lane miles necessary to relieve congestion problems is prohibitive. The City may desire to consider developing a comprehensive transportation plan to address the multiple modes of transportation and access for the City’s residents.



City of Dacula 2030 Comprehensive Plan

Community Agenda Part B: Issues and Opportunities

- Measures of transportation service may also need to consider “Complete Street” design elements to address bicycle, pedestrian, and transit mode services in addition to automobile volumes as appropriate measures of service.
- Transportation safety, circulation, and congestion can be improved by selective lane widening, turn lanes, additional traffic signals, and improved timing of signals. Better coordination of transportation and road investments with land use decisions will also improve transportation efficiency.
- Transportation projects should consider accommodating the physically challenged including older populations which may have less physical mobility or less acute vision. This may include additional warning signage and markings for motorists and pedestrians, and special signalization improvements including multi-phased and/or count-down signals at frequently used crosswalks. Signage improvements may include additional warning signs identifying entry into congested areas, larger print (for emphasis) signs, and easily-interpreted signage to adjust motorist and pedestrian expectations for increased pedestrian populations in the mixed use and residential village centers. Pedestrian-oriented improvements should consider design requirements consistent with ADA standards and older persons and the references for design standards should include the Highway Design Handbook for Older Drivers and Pedestrians as an additional resource.
- Transportation improvements need to be made concurrent with development.
- The City needs some specific incentives to encourage developers to build quality roadways in that exceed minimal requirements (especially on future arterial and collector corridors).
- The City needs to improve the internal and external connections between activity centers, neighborhoods, and local residential streets.
- As automobile travel becomes more constrained by increased operational and congestion costs, alternate means of mobility may be needed to maintain existing relationships of local residents with schools, churches, social clubs, and neighborhood organizations.
- The CSX Railroad provides an opportunity to develop some additional industrial uses along the rail corridor.
- A regional commuter rail corridor may also provide a boost to ancillary development for residential and “live-work-play” growth along the rail corridor through its links with Atlanta and Athens. A commuter rail station located in or adjacent to the City would increase the accessibility of Dacula to regional metropolitan centers.
- Access across the CSX Railroad should be improved with new grade separated crossings and additional connecting corridors between northern Gwinnett and SR 316.
- Context-sensitive design for roadway corridors would allow additional access and reduce congestion at intersections, curved sections of roadway, or other locations where the design can significantly improve traffic flow without requiring the widening of the entire corridor. These improvements include providing better signage to maintain appropriate connectivity and design speeds.

City of Dacula 2030 Comprehensive Plan

Community Agenda Part B: Issues and Opportunities

- The City wishes to create appropriate requirements to minimize obtrusive signage and undesired visual clutter along roadways to encourage attractive aesthetics and protect buffers for residential and commercial development.
- Dacula supports multi-modal access to commercial centers that includes bicycle, pedestrian, transit, and other means in addition to the automobile to allow persons with limited mobility choices (i.e. too young or old to drive, those without cars, etc.) to access goods and services which would otherwise be beyond their reach.
- Regional/county-wide road improvements should be expedited to acquire rights of way and complete engineering and design. Construction of these regional improvements should be priorities for the County's transportation system. Specific improvements include:
 - Georgia State Route 316 should be reconstructed as a grade-separated, limited access highway from the Apalachee River to State Route 120 in Lawrenceville. In addition to other interchanges to the west, new interchanges should be provided at Winder Highway/SR 8, Sugarloaf Parkway Extension, Harbins Road, and Drowning Creek Road.
 - The Sugarloaf Parkway Extension Phase One should be built as a limited access, grade separated highway to provide access from SR 316 to Grayson Highway and beyond. Interchanges should include access to SR 316 and Campbell Road.
 - The Sugarloaf Parkway Extension Phase 2 should be built as a limited access, grade separated highway from SR 316 to I-85 near the Mall of Georgia with interchanges at SR 316, Winder Highway/SR 8, and Hurricane Shoals Road. The design of this corridor should allow east west connections to stay open at (or near) Stanley Road, Fence Road, and a relocated connection to Old Peachtree Road. This road should be constructed as an alternative to increased traffic and less viable services along Old Peachtree and Dacula Roads.
- Frontage Roads (including connecting segments of existing roads) should be built on the northern and southern sides of the improved SR 316 corridor.
- The County should continue to explore commuter rail to improve air quality and reduce potential traffic on the road corridors. A Commuter Rail Station for the "Brain Train" between Atlanta and Athens should be located on the CSX Railroad/Winder Highway corridor between SR 316 and the Apalachee River. A specific site needs to be selected and coordinated with ground access improvements.
- Opportunities for additional pedestrian and bicycle mobility should be explored along new connecting corridors or improved existing corridors or along the Apalachee River corridor and its tributaries. Connecting links should be identified and preserved as development occurs.
- Roadway improvements should be designed to be context-sensitive to allow improved level of service, reduce the congestion bottlenecks at intersections and other locations that may impede safe traffic flow. Improvements can include a variety of measures from providing better signage to deliver information about what to expect around the next bend to physical reconstruction to allow vehicles to travel safely at design speeds.

City of Dacula 2030 Comprehensive Plan

Community Agenda Part B: Issues and Opportunities

- Dacula is subject to relatively high volumes of through trips compared to the volume of traffic generated by the local population. It is adjacent to US 29 (Winder Hwy), GA 316 (University Parkway), and other major roadways. Furthermore, a Sugarloaf Parkway extension is slated to bring even more traffic through the vicinity of the City. The most immediate local issue affecting mobility is congestion at many of the local intersections and the inadequate pedestrian infrastructure.
- On-street parking in urban areas offers many benefits relative to surface parking lots. Surface parking interrupts the urban fabric, is hostile to pedestrians, and results in vast expanses of impervious surface. On-street parking reduces the need for surface parking, provides a buffer of parked cars along the roadway between automobile traffic and sidewalks, and encourages travelers to reduce their speeds through congested areas.
- A “Livable Centers Initiative” (LCI) Plan may provide an opportunity for the City to identify the best possible locations for a commuter station related to the “Brain Train” concept proposed to come through Dacula.
- The City should develop dedicated bicycle and pedestrian infrastructure to promote alternate travel modes.

5. Housing and Social Services

- Single family, large lot developments will not address all future housing needs.
- Zoning and development regulations should accommodate the anticipated mix of diverse housing needs.
- The City would like to create mixed use districts that include mixed types of housing that promote revitalization in designated areas.
- Special needs for seniors, smaller households, low-income and moderate-income households are expected to increase throughout the next two decades. The City may desire to adopt a senior housing ordinance or other similar method to ensure that the needs of the elderly population are properly planned for.
- Research is needed to identify the types of future housing needed in and adjacent to the City of Dacula and if they are being provided through current resources.
- The City needs to coordinate with other governments and with non-profit, public, and private sector providers to deliver appropriate social services.
- The City needs to identify and support public, private, and non-profit services that provide shelter, housing, and accompanying services to homeless persons (specifically including single female parents with children) that help them become self-sufficient.
- Owner occupied housing is increasing as a percentage of total households and, although rents in Dacula are lower than in other parts of the County, they are increasing.



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Community Agenda Part B: Issues and Opportunities

- A detailed, comprehensive housing assessment would help identify current and future housing needs.

6. Natural and Cultural Resources

- Existing trends of low density residential infill on one-acre lots will consume more land per household unit and may limit accessibility of the remaining woodlands, pastures, stream corridors, and steep slopes that are included in one-acre lots to private use.
- The City owns one park (Maple Creek Park), but has access to County parks both within and outside of the City.
- The County has acquired a number of significant open and green spaces near Dacula that will provide a diverse choice of natural and recreational experiences.
- The Apalachee River corridor and its tributaries provide a potential “greenway” corridor on the east edge of the County that could complement the Chattahoochee River greenway on the west.
- The City has adopted the use of Stormwater Best Management Practices to comply with water quality regulatory requirements and enhance stream quality. The adopted practices are consistent with the Metropolitan North Georgia Water Planning District Model Stormwater Ordinances.
- The City lacks a traditional downtown square and is interested in creating such a space for public use. A Livable Centers Initiative (LCI) project may provide a means to realize this issue as an opportunity.
- The current City Hall is located on Harbins Road approximately one (1) mile from “downtown” Dacula. Whereas the existing City Hall is appropriate in size for existing and “short-term” future needs, the feasibility of relocating the City Hall is considered a “long-term” opportunity that may be deferred until after the Five-Year Short Term Work Program attached as part of this plan.
- A community/cultural arts center was identified as a desirable item. However it was not considered as essential to the recommended Short Term Work Program” due to the economic cost. The City should explore the feasibility of creating a community/cultural arts center for its residents as part of the “long-term” recommendations of the plan.
- The terrain in the vicinity of the Alcovy and Apalachee River basins provides dramatic ridgeline views of the surrounding countryside. Preservation of the existing scenic pastures, wooded areas, and other resources requires a balance between preservation and development. The identification of existing scenic views that should be preserved must be documented before the community can weigh whether new development uses the scenic resource or obstructs it.



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Community Agenda Part B: Issues and Opportunities

- Members of the community have expressed interest in a community center or cultural arts facility as an amenity to the City similar to the Aurora Theater in nearby Lawrenceville.
- Trees can provide shade for the southern or western side of the house, reducing air-conditioning costs in the summer, intercepting and reducing water flow, and moderating the heat-island effect caused by extensive pavement and buildings.
- The leaves on deciduous trees absorb or deflect radiant energy from the sun during the summer and allow the sun to shine through in winter providing a more temperate micro-climate and indirect economic benefits through lowered electric bills for energy users and providers.
- Natural vegetative areas along stream corridors and adjacent wetlands provide diverse wildlife and vegetative cover for songbirds and small amphibians, reptiles and mammals, and provide a natural filter for pollutants introduced into the ecosystem. Wooded stream corridors also provide visual barriers that provide better privacy for adjacent development and create corridors for wildlife to travel across the built environment.
- Knowledge regarding potential losses before they occur provides the opportunity to demand that future development limit its impact on the aesthetic nature of the community by promoting appropriate development that enhances the scenic views and pastoral feel of the community instead of development that detracts from the existing landscape.

7. Community Facilities and Services

- New sources for funding new infrastructure facilities and expanding existing ones should be explored.
- A more balanced and productive tax base is needed to fund appropriate facilities to serve the needs of the local population and employment.
- A strong commercial property tax base will help avoid over reliance on residential property taxes.
- Maintaining a strong bond rating will help local government keep the costs of financing new facilities affordable.
- Timely acquisition of land needed for future public facilities will help to keep costs down and preserve needed land before it becomes scarce and more expensive.
- The City desires the expansion of Gwinnett County sewer lines, pump stations, and force main lines to wastewater treatment facilities within the City and adjacent areas to reduce reliance on septic tank systems and to create the opportunity for development of the SR 316 corridor between Winder Highway/SR 8 and the Apalachee River.
- Stormwater and its impacts on the environment will become increasingly important and will require coordination between the City and the County.
- Fire and police services will require additional personnel and facilities as the population and development grow in and adjacent to the City.

City of Dacula 2030 Comprehensive Plan

Community Agenda Part B: Issues and Opportunities

8. Intergovernmental Coordination

- The City needs to better coordinate its land use, economic, housing, annexation, and environmental priorities and actions.
- Future land uses and the provision and timing of infrastructure development in the sphere of influence around the City should be coordinated between the City and the County.
- The City is interested in working with Gwinnett County, Barrow County, and the City of Auburn to address issues regarding water and sewer infrastructure, land use, transportation, and protection of the environment along the Apalachee River between Harbins/Patrick Mill Road and SR 324/Auburn Road. Water, wastewater and environmental issues also require participation by the North Georgia Metropolitan Water District and the two regional development centers (ARC and Northeast Georgia).
- The City desires to maintain water, sewer, fire, police, health, and other services through continued service delivery agreements with the County as long as the value provided by the County meets with the desires of the City's residents.
- The City desires to maintain a positive working relationship with the Gwinnett County Board of Education to serve local education needs and maintain the health, safety and welfare of the schools and school attendance districts located in and adjacent to the City.
- Intergovernmental relationships such as those between fire, police, EMS, and other services provide redundancies in order to ensure residents' health and well-being.
- The City needs to maintain cooperative agreements with water and power utility providers, planning agencies, and regulators such as Georgia Power, Oglethorpe Power, MEAG, the Metropolitan North Georgia Water Planning District, Gwinnett Water services, the Atlanta Regional Commission, and other public elements of State and federal agencies and private entities that encourage coordination between providers and assist in deciding on shared infrastructure and promotion of the best interests of local citizens.
- The City should establish an annexation process that is coordinated with Gwinnett County to support the annexation of the properties identified by the Comprehensive Plan.
- The City needs to maintain cooperative agreements with transportation and transit providers, planning agencies, and regulators such as the Georgia Regional Transportation Authority (GRTA), the Georgia Department of Transportation, MARTA, the Atlanta Regional Commission, Gwinnett County Transit, and other elements of State and federal agencies that coordinate transportation improvements to, from, and within the City in addition to other transit and alternate modal planning methods, such as the "Brain Train".
- A city-wide bicycle and pedestrian plan is needed to support alternate transportation modes in and adjacent to the City. The city can work with organizations such as PEDS to assist in coordinating "safe route to school" programs and PATH to support bicycle and pedestrian connections.
- The City should expedite and update its Service Delivery Agreements with Gwinnett County to ensure that they continue to meet the needs of current and future residents.



Part C

Implementation Program: New Short Term Work Program

The City of Dacula Short Term Work Program (STWP) identifies specific improvements to be accomplished by the City of Dacula and other entities for the first five years of the planning period. This includes community improvements or investments, ordinances, administrative systems (such as site plan review, design review, overlay districts, incentive programs, etc.), financing arrangements, and any other programs or initiatives to implement the Comprehensive Plan. The STWP includes a brief description of the proposed activity, the proposed time frame for implementation, the responsible party, the estimated costs, and the funding sources for each activity. The STWP includes projects and programs affecting the City of Dacula that would be carried out by the City or by the following potential partners of the City:

Atlanta Regional Commission
Barrow County Board of Commissioners
Barrow County Water Authority
City of Auburn, Georgia
Georgia Dept. of Industry and Trade
Georgia Dept. of Natural Resources Environmental Protection Division
Georgia Dept. of Transportation
Georgia Regional Transportation Authority
Gwinnett Chamber of Commerce
Gwinnett Clean and Beautiful
Gwinnett County Board of Commissioners
Gwinnett County Board of Education
Gwinnett County Dept. of Health & Human Services
Gwinnett County Dept. of Parks and Recreation
Gwinnett County Dept. of Planning and Development
Gwinnett County Dept. of Transportation
Gwinnett County Fire and Emergency Services
Gwinnett County Police
Gwinnett County Public Library
Gwinnett County Sheriff
Gwinnett County Tax Assessors Office
Gwinnett County Transit
Gwinnett County Water Resources
Metropolitan Atlanta Regional Transportation Authority
Metropolitan North Georgia Water Planning District

City of Dacula 2030 Comprehensive Plan

City of Dacula Short Term Work Program 2009 - 2013									
Plan Element	Project Description	Five Year STWP by FY					Responsible Agency	Cost Estimate	Funding Source(s)
		2009	2010	2011	2012	2013			
Economic Development									
LC-1	Propose & Carry Out an LCI (Livable Centers Initiative) Planning Study for the designated Dacula/Sugarloaf LCI Study Area		PLAN				Dacula	\$125,000 ARC/USDOT (LCI Funding) - Local Match is 20% from City	
LC-2	Plan & Construct an Enhanced Downtown Streetscape with Park or Plaza Gathering Space, Parking & Ped. Improvements		PLAN				Dacula	\$135,000 CID or USDOT (LCI Funding)	
LC-3	Plan & Construct a small Park in the North Town Center Mixed Use Community Character Area		PLAN	Acq			Dacula	\$360,000 City	
LC-4	Plan & Construct a small Park in the Alcovy Center Mixed Use Community Character Area		PLAN			Acq	Dacula	\$210,000 City	
G-01	Plan & Construct Dacula Gateway Improvements along Hurricane Shoals Rd. between Old Peachtree & Dacula Rds (& including the Sugarloaf Extension Phase 2 interchange).			PLAN		CST	Dacula	\$80,000 City	
G-02	Plan & Construct Gateway Improvements at Fence Rd near the Apalachee River Bridge					PLAN	Dacula	\$5,000 City	
G-02	Plan & Construct Gateway Improvements at Winder Hwy near Old Freemans Mill Rd and New Apalachee Rd					PLAN	Dacula	\$5,000 City	
G-03	Plan & Construct Gateway Improvements at SR 316 near Winder Hwy			PLAN		CST	Dacula	\$50,000 City	
G-04	Plan & Construct Gateway Improvements at SR 316 near the Apalachee River			PLAN		CST	Dacula	\$50,000 City	
G-05	Plan & Construct Gateway Improvements at Alcovy Road near the Sugarloaf Parkway and Campbell Road interchange			PLAN		CST	Dacula	\$50,000 City	
G-06	Plan & Construct Gateway Improvements at Harbins Road & Luke Edwards Rd			PLAN		CST	Dacula	\$50,000 City	
G-07	Plan & Construct Gateway Improvements at Drowning Creek Road south of Drowning Creek					PLAN	Dacula	\$5,000 City	
ID-1	Create Dacula Infrastructure Development District (IDD) to create revenues for development of infrastructure which will promote industrial development in targeted areas	PLAN			X		Dacula	N/A City	
ID-2	Create industrial development incentives along SR 316 East Corridor @ Drowning Creek Rd.		PLAN		X		Dacula	N/A City & IDD	
ID-3	Create industrial development incentives along SR 316 Corridor between Winder Hwy (SR 8)/ CSX RR and Harbins Road		PLAN		X		Dacula	N/A City & IDD	
ID-4	Create Industrial development incentives along CSX/Winder Highway Corridor between Apalachee River & Franklin Drive		PLAN		X		Dacula	N/A City & IDD	
TOTAL:	Economic Development							\$1,125,000	
Natural & Historic Resources									
NH-1	Construct Phase 2 Recreation Improvements at Maple Creek Park			CST			SPLOST/ Dacula	\$45,000	
NH-4a	Freeman's Mill Park restoration of the mill, site, and interpretative areas	X					Gwinnett Parks	\$2,625,000 Local funds/SPLOST	
NH-4b	Freeman's Mill Park orientation plaza, interpretative building and restoration of mill pond, dam and river including overlook decks.			X			Gwinnett Parks	\$1,407,800 Local funds/SPLOST	

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City of Dacula Short Term Work Program 2009 - 2013									
Plan Element	Project Description	Five Year STWP by FY					Responsible Agency	Cost Estimate	Funding Source(s)
		2009	2010	2011	2012	2013			
NH-5	Protect greenspace areas along the Apalachee River and around a potential Apalachee Lake/Reservoir by encouraging Gwinnett County acquisition of high-priority/threatened greenway routes (Assume 10% of program in 2007 County Parks & Recreation CIP)	PLAN		Acquire			Gwinnett Parks	\$163,000	SPLOST
NH-6	Acquire and protect linear Alcovy River Greenway Section 2 from Freeman's Mill to Rock House Road 2.54 miles))	PLAN			Acquire	CST	Gwinnett Parks	\$5,769,000	Local funds/SPLOST
NH-7	Stream Corridor Improvements to Protect Water Quality	PLAN	x	x	x	x	Gwinnett Stormwater Utility	\$200,000	Gwinnett Water Resources
NH-8	Survey of Historic Churches, Cemeteries, and Houses				SUR-VEY		Dacula & Gwinnett County	\$90,000	City, Grants, Gwinnett County
NH-9	Redevelopment of Old Downtown Buildings		PLAN		X		Dacula & Private Developers	\$400,000	Private Funds
NH-10a	Construct New Gymnasium at Dacula Park		X				Gwinnett Parks	\$3,144,000	Local funds/SPLOST
NH-10b	Construct playground and shelter at western edge of Dacula Park			X			Gwinnett Parks	\$233,000	Local funds/SPLOST
NH-10c	Remove outdoor lane pool at Dacula Park in conjunction with development of an outdoor family aquatics complex at Mountain View Park.				X		Gwinnett Parks	\$0	Local funds/SPLOST
NH-11a	Acquire and protect Rabbit Hill Greenway from Rabbit Hill Park to Dacula Park (1.80 miles)	X					Gwinnett Parks	\$4,089,000	Local funds/SPLOST
NH-11b	Construct 4 tennis courts and covered roller sports rink at Rabbit Hill Park		X				Gwinnett Parks	\$1,787,000	Local funds/SPLOST
NH-11c	Construct soccer complex expansion at Rabbit Hill Park in conjunction with development of the new Mountain View Community Park.				X		Gwinnett Parks	\$1,576,000	Local funds/SPLOST
NH-11d	Construct seniors court area with sheltered bocce courts and horseshoe pits at Rabbit Hill Park					X	Gwinnett Parks	\$263,000	Local funds/SPLOST
NH-12	Elisha Winn House architectural evaluation, site master plan, repairs/capital maintenance and building/site improvements			X			Gwinnett Parks	\$263,000	Local funds/SPLOST
NH-13	New Park Site Acquisition to serve the new school cluster to be established in 2013/14 (Site to be determined and may not be in the study area).					X	Gwinnett Parks	\$5,600,000	Local funds/SPLOST
TOTAL:	Natural & Historic Resources							\$27,654,800	
Community Facilities									
CF-1	Design & Construct a New City Equipment Maintenance Facility		X				Dacula	\$185,000	SPLOST (City responsible for 100%)
CF-2a	Needs Assessment to Expand or Build a New City Hall					PLAN	Dacula	\$35,000	City
CF-3	New Community Center/Cultural Facility					PLAN	Dacula	\$40,000	City
CF-4	Expansion of Gwinnett County East Facility and Improvements to East Precinct and adjunct Facilities on Alcovy Road						Gwinnett	\$500,000	Gwinnett County
CF-5	Fire Station (Maintenance Building Relocation)				X		Gwinnett Co. Fire Services	\$1,400,000	Gwinnett SPLOST
ED-1	Archer HS (153.57 ac site)	CST					Gwinnett BOE	\$50,610,000	SPLOST III & State Capital Outlay
ED-2	Alcovy Relief ES					X	Gwinnett BOE	\$2,100,000	2008 GO Bond Referendum
ED-3	Dyer ES Replacement (66.84 ac site)	CST					Gwinnett BOE	\$1,579,850	SPLOST III & State Capital Outlay
WR-1	Dacula Area Water Line Expansions	X	X	X	X	X	Gwinnett Water Resources	\$2,500,000	Developers & Gwinnett Water Resources
WR-2	Coordinate Planning for Apalachee Lake (Reservoir) & Linear Greenspace community amenity		PLAN				Barrow Co. & Gwinnett Water Resources	\$100,000	Local Funds

City of Dacula 2030 Comprehensive Plan

City of Dacula Short Term Work Program 2009 - 2013									
Plan Element	Project Description	Five Year STWP by FY					Responsible Agency	Cost Estimate	Funding Source(s)
		2009	2010	2011	2012	2013			
WS-1	Tuller Development Sewer Improvements	X					Private Entity	\$1,705,000	WTP is built with additional capacity
WS-2	Consolidate sewer systems and pump stations in the Apalachee River basin north of Winder Highway			PLAN			Gwinnett Water Resources	\$3,040,000	Developers & Local Funds shared costs
WS-4	Provide Regional Sewer Pump Station near confluence of Apalachee River & Drowning Creek and extend sewers up Apalachee River and tributary to serve the area on the north side of SR 316 and both sides of Drowning Creek/Old Freemans Mill Road between Mobley Road and Whitley Road.		PLAN	CST			Gwinnett Water Resources	\$11,467,000	Developers, Dacula IDD & Local Funds shared costs
WS-5	Extend new Sewers along Drowning Creek from the Apalachee River to Williams Farm Rd to encourage Industrial Development (Phase 1)		PLAN			CST	Developers, Dacula (IDD) & Gwinnett Water Resources	\$3,880,000	Developers, Dacula IDD & Local Funds share costs
WS-7	Extend Sewer on the west side of Harbins Rd - south of 316 to serve commercial development			X			Developers & Gwinnett Water Resources	\$6,007,000	Developers & Local Funds shared costs
WS-8	Extend Sewer development on the east side of Harbins Rd - south of 316 to serve commercial development		X				Developers & Gwinnett Water Resources	\$1,460,000	Developers & Local Funds shared costs
WS-9	Consolidate Pump Alcovy River Gravity Main and Pump Stations	X					Developers & Gwinnett Water Resources	\$9,680,000	Developers & Local Funds shared costs
WS-10	Provide sewer and pump station on Stanley Road / Pipeline Creek Phase 1	X					Gwinnett Water Resources	\$2,702,000	Developers, Dacula & Local Funds shared costs
WS-11	Pipeline Creek Phase 2					X	Gwinnett Water Resources	\$9,650,000	Developers, Dacula IDD & Local Funds share costs
UT-1	Gas Line Extensions	X	X	X	X	X	Developers & Private Utility	N/A (External supply on demand)	Utility & IDD
UT-2	Electric Power	X	X	X	X	X	Developers & Georgia Power	N/A (External supply on demand)	Utility & IDD
UT-3	Stormwater Management Improvements	X	X	X	X	X	Gwinnett Water Resources & City of Dacula	\$200,000	Gwinnett Water Resources Utility
TOTAL:	Community Facilities							\$108,840,850	
Transportation - Streets & Highways									
TC-1 (RTP/GW-261)	Portion of Countywide Intersection Improvements	X	X	X	X	X	Gwinnett Co	\$276,700	Local Funds
TC-2 (RTP/GW-263)	Portion of Countywide Safety & Alignment Improvements	X	X	X	X	X	Gwinnett Co	\$413,400	Local Funds
TC-3 (RTP/GW-265)	Portion of Countywide Bridge improvements	X	X	X	X	X	Gwinnett Co	\$165,660	Local Funds
T-01 (RTP/GW-308A3)	Sugarloaf Parkway Extension: Phase 1-A Construction		CST				Gwinnett DOT	\$30,000,000	Local Funds
T-02 (RTP/GW-308B3)	ROW Acquisition Sugarloaf Extension Phase 2 from SR 316 to SR20/Mall of Georgia (ROW in FY 2008 budget)	ROW	ROW	ROW			FHWA/GDOT	\$130,000,000	SAFETEA-LU, Local Funds
T-03a (RTP/GW-AR-249E)	Widen SR 316 from SR 20/124 to Barrow County Line (Advance ROW Purchase)	ROW					FHWA/GDOT	\$4,000,000	National Hwy System Funds
T-03b (RTP/GW-AR-249E)	Widen SR 316 from SR 20/124 to Barrow County Line (Advance ROW Purchase)	ROW					FHWA/GDOT	\$2,000,000	National Hwy System Funds
T-05a (RTP/GW-295)	Winder Highway Bridge Upgrade at Apalachee River (Gwinnett/Barrow Co. line)		ROW				GDOT	\$72,000	GDOT
T-06	2nd Ave Widening to 2 lanes & Streetscape between Dacula Rd. & Wilson Rd.		ROW	CST			SAFETEA-LU	\$242,200	ISTEA-LU Grant & SPLOST
T-07	McMillan Rd. Widening/Safety Improvements (Widen to 2 standard lanes w/curb - includes \$50,000 added from FY2007 - Connects with Broad St. to provide alternative N/S access parallel to Harbins/Dacula Roads - City responsible for \$125,000).	CST					Dacula	\$1,054,000	CDBG
















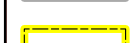
City of Dacula 2030 Comprehensive Plan

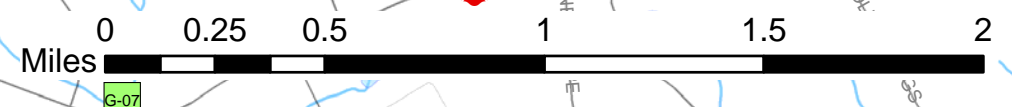
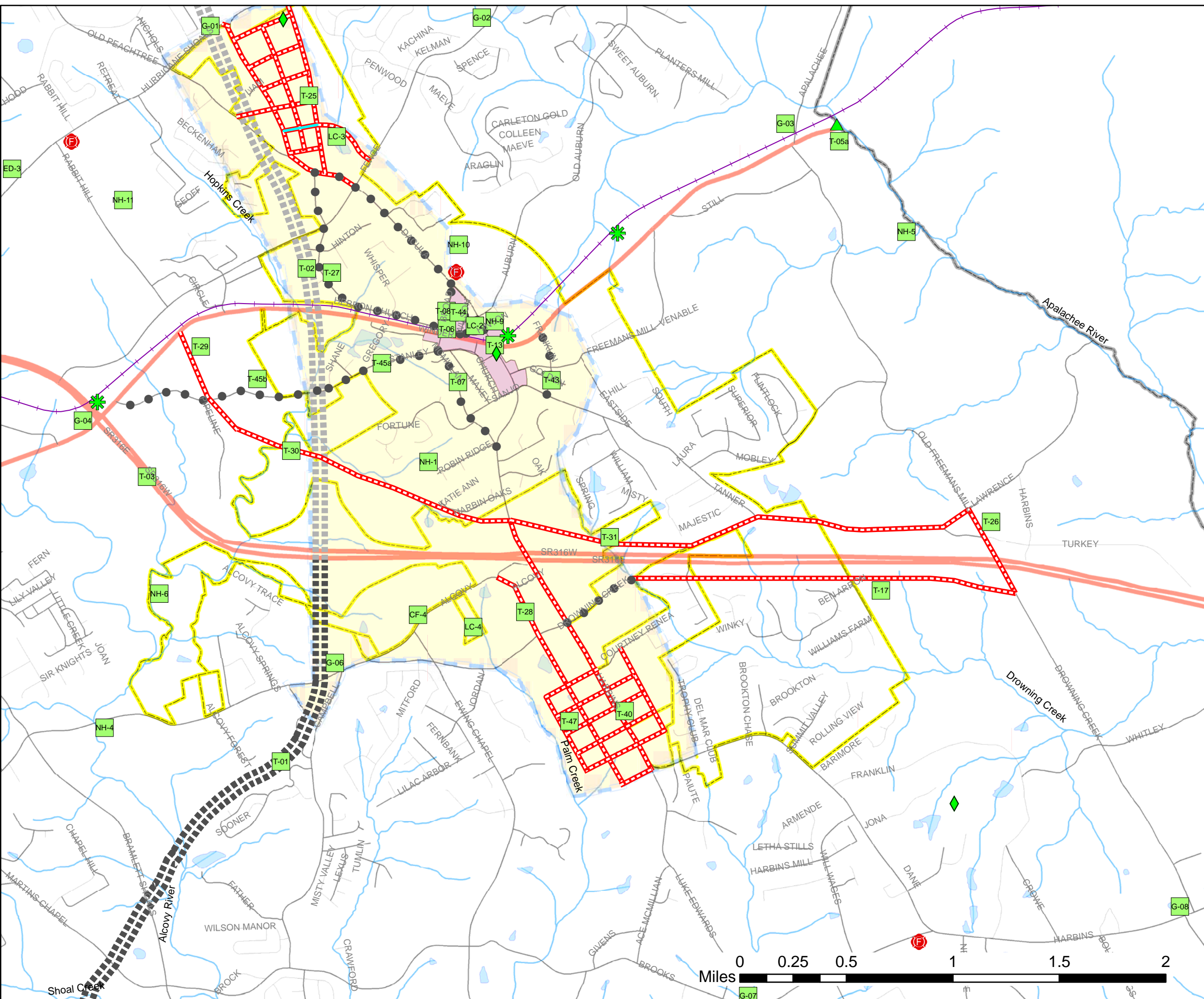
City of Dacula Short Term Work Program 2009 - 2013									
Plan Element	Project Description	Five Year STWP by FY					Responsible Agency	Cost Estimate	Funding Source(s)
		2009	2010	2011	2012	2013			
T-08	Broad Street Widening/Safety Improvements (Widen to 2 standard lanes w/curb - Would help provide alternative to Dacula Road and could be used with McMillan to cross CSX Railroad).	CST					Dacula	\$440,000	CDBG/ SPLOST
T-13	Winder Hwy @ Harbins Road Turn Lanes - Intersection improvement					X	GDOT	\$1,400,000	Local Funds
T-17	Construct E/W Access Rd. on south side of 316 extending from Harbins Road to Drowning Creek Rd (Design & CST required as part of SR 316 improvements to replace subdivision access directly onto SR 316 from Oak Valley and Williams Farm Roads, CST is part of longer term projects).					X	Developers or GDOT	\$4,482,000	National Highway Funds, GDOT, or Developers
T-25	Construct pedestrian friendly grid system of local streets in the North Town Center Mixed Use area north of Fence Road	X	X	X			Private developer	\$10,084,500	Developer
T-26	Widen Drowning Creek Rd from Lawrence Rd to new Frontage Road extending across SR 316					X	Gwinnett	\$3,400,000	Local Funds or IDD
T-27	Create a one-way pair Hebron Church Rd. and Dacula Rd.		X				Dacula	\$100,000	Local Funds
T-28	New N/S Connector Rd. Parallel to Harbins Rd between Alcovy Rd and West Drowning Creek Rd (relieves Alcovy intersection wit Harbins Road close to SR316/Harbins Road interchange).			X	X		Private developer	\$871,500	Developer, IDD; SAFETEA-LU
T-29	Construction of Centennial Parkway West Extension to Winder Hwy from Stanley Rd - west of Pipeline Rd.					X	Private developer	\$1,593,600	IDD or Developer
T-30	Construction of Centennial Parkway from Harbins Road to Pipeline Rd				X		Private developer	\$3,486,000	IDD or Developer
T-31	Extend Centennial Parkway east from Drowning Creek Road on north side of SR316 to provide a parallel local access frontage road on new alignment and extending eastward along West Drowning Creek and Lawrence Roads to Old Freemans Mill Rd.					X	Private developer	\$5,552,700	IDD or Developer
T-40	Harbins Road Widening (CST in RTP)		PE				Developers & Gwinnett DOT	\$2,720,000	Developers & Local Funds
T-43	Straighten, Widen & Provide Intersection Improvements on Golden Ave., Franklin Dr., Tanner Rd. and Sanjo Drive (Project in 2005 SPLOST - City is responsible for \$385,000 to help correct 30' narrow ROW).		X				City	\$2,278,000	SPLOST/ CDBG
T-44	Widen & make Safety improvements on Third Avenue, Wilson Street & Auburn Avenue (Project in 2005 SPLOST - City is responsible for \$120,000 to correct narrow ROW).			X			City	\$645,400	SPLOST/ CDBG
T-45a	Widen & make Safety Improvements on Stanley Rd. from Harbins Road to Bridge over "Pipeline" Creek	X					City	\$1,302,000	SPLOST/ CDBG
T-45b	Pave & Make Safety Improvements on Stanley Rd. from Bridge over "Pipeline" Creek to SR8/Winder Hwy (Coordinate project with design/construction of Sugarloaf Parkway Extension Phase 2).					X	Private developer	\$1,876,000	Developer
T-47	Create Grid System of Local Streets in the Alcovy Mixed Use Area south of West Drowning Creek Road to create pedestrian friendly streets for mixed use development (Coordinate pedestrian friendly street grid as activity area develops).					X	Private developer	\$8,767,539	Developer
TOTAL:	Streets & Highways							\$217,223,199	
Transportation - Other									

City of Dacula 2030 Comprehensive Plan




City of Dacula Short Term Work Program 2009 - 2013									
Plan Element	Project Description	Five Year STWP by FY					Responsible Agency	Cost Estimate	Funding Source(s)
		2009	2010	2011	2012	2013			
TA-1	Design and Pave Sidewalks in urban areas of the City (Assumes 1.8 miles paved over 5 years)	X	X	X	X	X	Dacula	\$342,000	City
TA-5 (Gwinnett CTP)	Commuter Rail Station Site Selection (Three sites)			PLAN			USDOT/ GDOT	\$175,000	Federal Transit Admin. (FTA) funding for intermodal facilities
TA-6 (Gwinnett CTP)	Commuter Rail Station (Design)					X	USDOT/ GDOT	\$250,000	Federal Transit Admin. (FTA) funding for intermodal facilities
TOTAL:	Other Transportation							\$767,000	
Housing									
H-01	CDBG Improvements	X	X	X	X	X	City	\$150,000	Community Development Block Grants
H-02	Substandard Housing Improvements			X			City	\$150,000	IDF funds
TOTAL:	Housing							\$300,000	
Land Use & Other Considerations									
AX-1	Create and coordinate Annexation Plan with Gwinnett County and Property owners	X	X	X	X	X	Mayor, Council, & City Staff	\$80,000	City
LU-1	Update Comprehensive Plan 2013-2018 (Partial Update)					X	Mayor, Council, & City Staff	\$50,000	City
TOTAL:	Land Use & Other Considerations							\$130,000	
TOTAL:	City of Dacula Totals							\$355,960,849	

City of Dacula STWP Projects




-  STWP - Under Construction
-  STWP - PE/ROW
-  STWP - Road Projects
-  STWP - Safety Improvements
-  Recommended LCI Study Area
-  Proposed Bridge Construction/Upgrade
-  Proposed Intersection Improvements
-  Potential Commuter Rail Station Location
-  STWP Project ID Numbers
-  Fire Stations
-  Railroads
-  Downtown/City Center
-  Lakes/Ponds
-  Rivers/Streams
-  County Boundary
-  City Boundary






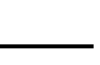





**Sewer System
Future Expansion
City of Dacula**

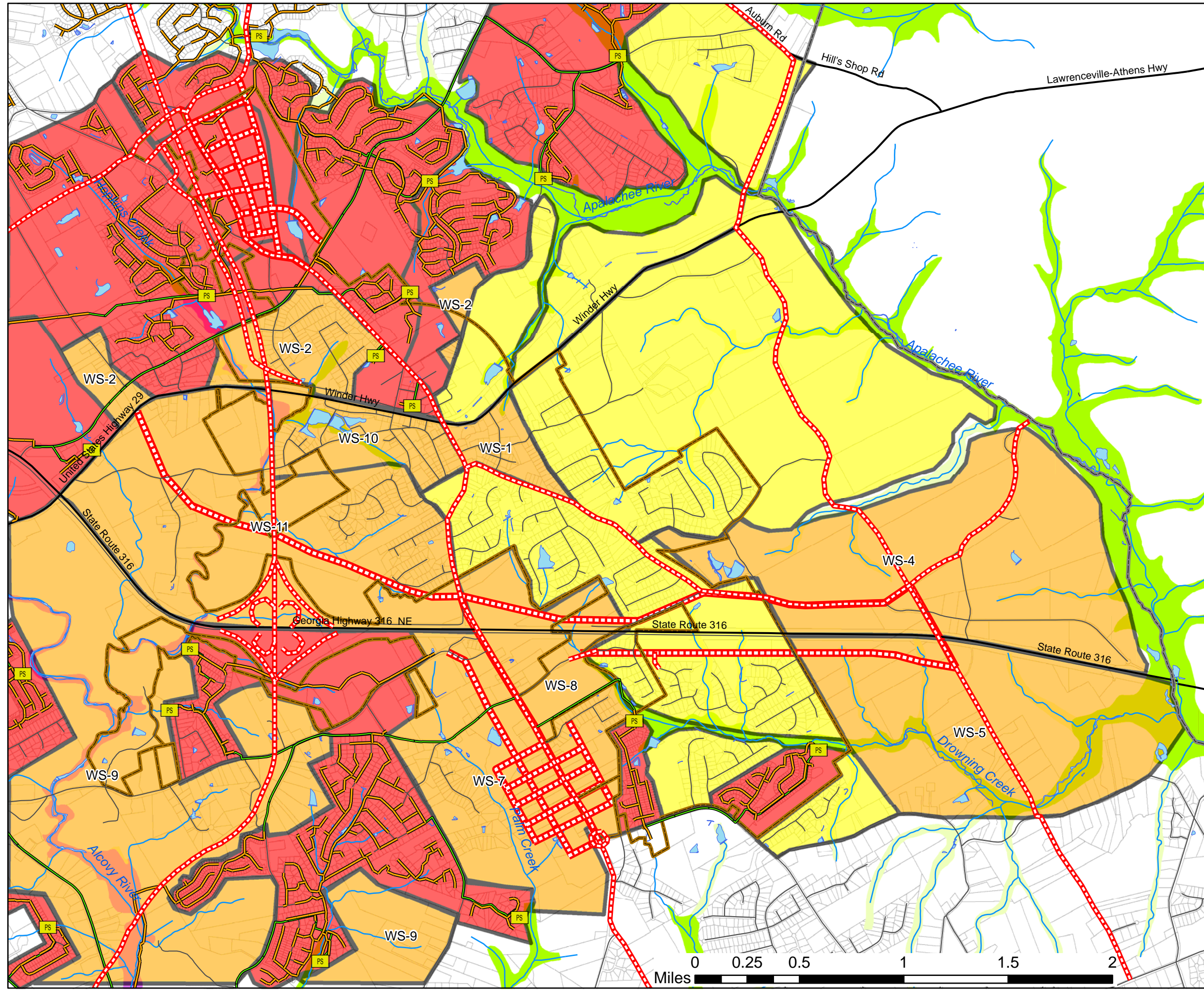
-  Sewer Pump Station
-  Gravity Sewer Main
-  Pressurized Sewer Main

**SEWER
Status**

-  Existing Sewer Service Areas
-  Future Sewer Lines - STWP
-  Future Sewer Lines - LTWP

FLOODPLAINS

-  100-Year
-  500-Year
-  Proposed Transportation Improvements
-  Existing Roads
-  Parcel Boundaries
-  City Boundaries
-  County Boundary
-  Lakes and Ponds
-  Rivers and Streams





Part D

Implementation Program: Report of Accomplishments

The City of Dacula Comprehensive Plan includes a brief report on the accomplishments of the previous comprehensive planning cycle. This Report of Accomplishments describes the status of the projects that were identified in the City of Dacula Short Term Work Program for the years 2003 – 2008 and reports on actions which have been taken in the past five years.

In addition, the attached report was expanded to identify the status of relevant transportation projects undertaken by the County and the State and relevant school system projects undertaken by the Gwinnett County Public Schools system over the past five years to illustrate major projects that have affected the City. This Report of Accomplishments includes projects and programs that were relevant to the decision processes for the development of the City of Dacula and for the 2030 Comprehensive Plan. Additional information regarding the strategic planning process for the City of Dacula is included in the Strategies and Policies section (see Section E).

City of Dacula 2030 Comprehensive Plan

Report of Accomplishments/Dacula Short Term Work Program 2003-2008						
Product or Activity	Status of Project or Activity				Responsible Party	Explanation for Status if Postponed or Not Accomplished
	Completed	Currently under-way	Post-poned	Not Accomplish-ed		
Economic Development						
Advertise Dacula with "Stay and Shop Dacula" campaigns		X			Dacula Business Association	DBA has provided advertising at events and been active in supporting the proposed TAD Allocation Referendum
Apply for Grants for Downtown Dacula Revitalization		X			City Staff	Continuing Program has been successful in securing SAFETEA-LU and CDBG Grants
Natural and Historic Resources						
Adopt Tree Ordinance		X			Mayor, Council, & City Staff	Buffer, Landscape and Tree Ordinance is being reviewed and is scheduled for adoption in August 2008.
Community Facilities						
Provide Sewer Service to the Dacula Area		X			Mayor, Council, & Staff	City working with Gwinnett Water Resources and developers to identify projects and financial resources to extend sewer lines
Continue Sidewalk Expansion and Improvements		X			City Staff & Consultant	Continuing program includes coordination with Gwinnett Department of Transportation using local funds.
Improve Roadway Safety and Drainage for Existing Transportation Infrastructure		X			City Staff & Consultant	Continuing program includes coordination with Gwinnett Department of Transportation using local funds.
Acquire and Develop Land for Mini-Parks in the City				X	Mayor, Council, & Staff	Funding sources were not available.
Increase City Staff as Needed to Meet Demand		X			Mayor, Council, & Staff	Continuing Program
Actively Coordinate Water and Sewer Improvements with Gwinnett County		X			Mayor, Council, & Staff	Continuing Program includes coordination with Gwinnett County Water Resources Dept.
Continue Resurfacing Streets as Needed		X			City Staff (Street Dept.)	Continuing program includes coordination with Gwinnett Department of Transportation using local funds.

City of Dacula 2030 Comprehensive Plan

Report of Accomplishments/Dacula Short Term Work Program 2003-2008						
Product or Activity	Status of Project or Activity				Responsible Party	Explanation for Status if Postponed or Not Accomplished
	Completed	Currently under-way	Post-poned	Not Accomplish-ed		
Continue and Expand Drainage (Curb & Gutter) Improvements as Needed		X			City Staff (Street Dept.)	Continuing Program
Develop New Maple Creek Park		X			City Staff & Consultant	Phase 1 completed as part of 2005 SPLOST. Phase 2 to be included with next SPLOST.
Create/Implement Streetscape Plan for Downtown Area and Main Corridors		X			Mayor, Council, & Staff	Funding was delayed. However, City is working with Georgia DOT and Gwinnett County to coordinate an SAFETEA-LU Grant for streetscape project on Second Ave.
Pursue State and Federal Financial Assistance Programs		X			City Staff	Continuing Program to pursue available Federal and other grants.
Land Use						
Update Comprehensive Plan to discuss Growth Strategies for Future of the City		X			City Staff & Consultant	Being accomplished as part of the Comprehensive Plan update
Conduct Land Use Study of Highway 316 in Vicinity of Harbins Road Intersection		X			City Staff	Being accomplished as part of the Comprehensive Plan update
Conduct Fringe Area Study to Determine Priority Areas for Annexation and Land Use Classifications for those Areas		X			Mayor, Council, & Staff	Being accomplished as part of the Comprehensive Plan update
Annex Property along Georgia State Route 316 and around Harbins Road Interchange				X	Mayor, Council, & Staff	Portions of the hairpins Road corridor have been annexed, but the intersection remains outside the City limits
Zone Georgia Route 316 Annexed Property for Industrial/Wholesale, Office/Institutional, and Commercial Uses				X	Mayor, Council, & Staff	Portions of the Harbins Road corridor have been annexed, but the intersection remains outside the City limits
Annual Update of Comprehensive Plan		X			City Staff	Continuing Program on annual cycle. Being accomplished in Plan update

City of Dacula 2030 Comprehensive Plan

Report of Accomplishments/Dacula Short Term Work Program 2003-2008						
Product or Activity	Status of Project or Activity				Responsible Party	Explanation for Status if Postponed or Not Accomplished
	Completed	Currently under-way	Post-poned	Not Accomplish-ed		
Amend Development Regulations and Zoning Ordinance as Necessary	X				Mayor, Council, & Staff	Major update completed. City will continue to make updates to meet City needs.
Discuss & Coordinate Annexation Plans with Gwinnett County		X			Mayor & Staff	Continuing Program to negotiate annexation, services and land uses with the County

End of Dacula 2003-2008 STWP

1-Jul-08

Transportation (from the County Transportation Plan)						
Sugarloaf Parkway Extension: Phase I ROW Preservation		X		FY 2007	Gwinnett Transportation	Delayed by lack of Funding Availability
Sugarloaf Parkway Ext: Phase II - A				FY 2006	Gwinnett Transportation	Delayed by lack of Funding Availability
Sugarloaf Parkway Ext: Phase II - B				FY 2006	Gwinnett Transportation	Delayed by lack of Funding Availability
Widen SR 316 (from Cedars Road to Drowning Creek Rd)				FY 2007	Gwinnett Transportation	Delayed by lack of Funding Availability
SR 316 (from SR 20/124 to Barrow County Line)				FY 2006	Gwinnett Transportation	Delayed by lack of Funding Availability
US 29 Bridge Upgrade at Alcovy River				X	Gwinnett Transportation	Delayed by lack of Funding Availability
US 29 @ Harbins Road Turn Lanes				X	Gwinnett Transportation	Delayed by lack of Funding Availability
Education (from Gwinnett County Public Schools)						
Mulberry ES - New School	X				Gwinnett Co. Public Schools	New school completed June 2008
Dacula HS - Addition	X				Gwinnett Co. Public Schools	Addition completed June 2008
Alcova ES - New School	X				Gwinnett Co. Public Schools	New Construction completed May 2007
Harbins ES - Addition	X				Gwinnett Co. Public Schools	Addition completed May 2007
Dacula MS - Addition	X				Gwinnett Co. Public Schools	Addition completed May 2007
Dacula ES - Addition	X				Gwinnett Co. Public Schools	Addition completed May 2007



Part E
Implementation Program:
Strategic Recommendations and Policies

1. Strategic Plan Recommendations

The Dacula 2030 Comprehensive Plan provides an overview of historic and existing conditions and trends, projections of future economic development and social trends, an analysis of the Community's existing and anticipated future issues and opportunities, a vision statement regarding the City's desired future character, and recommendations regarding the facilities and services needed to accomplish the City's Vision over the next 22 years. The City's Short Term Work Program (STWP) provides a listing of projects that can be accomplished over the next five years. This section notes some of the key strategic planning recommendations of the Comprehensive Plan and identifies the general policies and strategies that have been adopted by the City to accomplish the City's goals.

Over the years several annexations have extended the City beyond the historic core area formed by the original 1905 city limits, and the City has grown to include more than 2200 acres. This type of growth through annexation is common in Georgia, and the driving factors appear to be the desire for higher levels of service and more responsive government. According to the 2006 Annexation Report of the Georgia Municipal Association, approximately 96,808 acres were annexed in Georgia between 2001 and 2005 with most cities with a high level of annexation activity being found in the Atlanta metropolitan area. The 2030 Comprehensive Plan assumes that the City of Dacula will continue to receive requests to annex parcels into the City over the next 22 years and has included conceptual recommendations to define the areas that may be included and ensure that appropriate public services are available to accommodate the anticipated growth.

Therefore, the Dacula 2030 Comprehensive Plan provides the Comprehensive Development Plan recommendations for the area encompassed by the existing city limits. However, the 2030 Plan also provides a conceptual plan for the several specific unincorporated areas in Gwinnett County located immediately outside the existing city boundaries that will be affected by the City's land use and development decisions. Although specific plan recommendations are illustrated on the Future Development Plan map for the unincorporated areas immediately outside the City, these recommendations are provided as a guide to illustrate the community's expectations regarding development, and to signal the City's intentions to work with property owners, developers, and the diverse resources of Gwinnett County to ensure that the resources of

City of Dacula Comprehensive Plan 2030 Community Agenda

Community Agenda Part E: Strategic Recommendations and Policies

all parties are appropriately allocated to maximize the sustainability of both public and private investors.

2. Comprehensive Plan Policies

The following policies provide the stated recommendations of the community regarding how future development should be provided for the City of Dacula. The policy statements below identify general goals for the rational growth of the City. Specific strategies provide help to define how the City will accomplish these goals and objectives through local efforts and working with other local governments, institutions and private interests, the State, and the Federal government.

2.1. Economic Development Policies

2.1.1. We will support programs that retain, expand and create businesses that provide a good fit for our community's economy in terms of job skills required and links to existing businesses.

- a. Work with Gwinnett County, Chamber of Commerce, Georgia Industry and Trade and other organizations to encourage expansion and retention of professional and technical jobs in Gwinnett County.
- b. Identify sites inside and adjacent to the City that can provide locations for professional and technical employment centers
- c. Support local and regional efforts to brand the SR 316 corridor as a "high tech" corridor connecting UGA, GGC, and Atlanta
- d. Support efforts to expedite development of the Georgia "Brain Train" commuter rail line.

2.1.2. We will seek to balance the supply of housing and employment in our community and consider their location in relation to each other

- a. Support development of diverse housing stock, densities, types, and price points to accommodate different income and family requirements.
- b. Encourage development of employment centers close to transportation corridors.

2.1.3. We will consider access to housing and impacts on transportation when considering economic development projects.

- a. Support higher densities for residential development close to transportation resources (specifically including sites that provide proximity to SR 316

City of Dacula Comprehensive Plan 2030 Community Agenda

Community Agenda Part E: Strategic Recommendations and Policies

interchanges, Sugarloaf Extension interchanges, the commuter rail station, or Downtown and Community Center activity areas.

- b. Existing subdivisions should be protected with adequate buffers between existing residential development and new development. This includes buffering adjacent single family land uses when higher density residential is located next to existing developed properties.

2.1.4. We will consider impacts on infrastructure and natural resources in our decision making on economic development projects.

- a. Create an information database of economic development resources including a list of vacant buildings and available commercial properties that can be identified and managed by a GIS system.
- b. Support the expansion of water, sewer, and power infrastructure services to commercial and mixed use areas.
- c. Support cooperative efforts with Gwinnett County, utility providers, and developers to define and construct sustainable and economic infrastructure systems.
- d. Encourage adaptive re-use of existing facilities to accommodate new commercial and industrial enterprises.

2.1.5. We will carefully consider costs as well as benefits in making decisions on proposed economic development projects.

- a. Prioritize expansion of facilities and services into development areas that are close to existing resources first before extending utilities and services to areas that require longer extensions.
- b. Support the use of planning studies, value studies, cost/benefit studies and analyses of sustainability to identify cost effective projects.

2.1.6. We will consider the employment needs and skill levels of our existing population in making decisions on proposed economic development projects.

- a. Recruit diverse and environmentally sensitive industries that will provide jobs for residents.
- b. Support the growth of knowledge based industries in new development areas.
- c. Work with County and regional agencies to encourage business education support to small business owners.
- d. Strengthen cooperative efforts with Georgia Gwinnett College and Gwinnett Tech to identify training resources to train and re-train local residents for prospective industries.

2.2. Natural and Cultural Resource Policies

2.2.1. We will encourage more compact development of land in order to preserve natural resource areas and preserve green open spaces.

- a. Support projects that protect and/or integrate the preservation of natural areas, stream corridors, and green space as amenities.
- b. Consider adoption of transfer of development rights (TDRs) to support compact mixed-use areas.
- c. Encourage development of compact infill development in the downtown activity center and new mixed-use compact development in the North Town Center and Alcovy Road community level activity centers.

2.2.2. We will encourage new development to locate in suitable locations close to transportation and infrastructure resources in order to protect environmentally sensitive areas and valuable historic, archaeological or cultural resources from encroachment.

- a. Identify existing natural, historic, archeological, and cultural resources that have value in being preserved and map them in the GIS system.
- b. Support development projects that provide increased density close to SR316, SR8 (Winder Highway), and other transportation resources.
- c. Consider transportation resources as a key element in accepting the adoption and use of transfer of development rights (TDRs) to exchange the development rights for parcels of land that include sensitive historic, archeological, cultural or natural resources at normally permitted densities for higher density at appropriate receiving parcels of land close to transportation resources.
- d. Support development of mixed-use centers rather than strip commercial development.

2.2.3. We will consider potential impacts on air and water quality in making decisions on new developments and transportation improvements and steer new development away from sensitive natural resource areas.

- a. Support new development projects that commit to providing water, storm water, solid waste, and air pollution control facilities that fully meet and exceed current standards.
- b. Support changes to current codes that address air and water quality improvements and/or which provide flexible design that results in a reduction of air or water quality impacts.

City of Dacula Comprehensive Plan 2030 Community Agenda

Community Agenda Part E: Strategic Recommendations and Policies

2.2.4. We will promote the protection and maintenance of trees and green open space in new development.

- a. Adopt and educate development applicants regarding the City's new tree, buffer and landscape standards.
- b. Educate property owners and developers regarding the advantages of tree and green space preservation.
- c. Offer incentives to developers to preserve green space through property tax reductions and conservation easements.
- d. Adopt incentives to leave existing trees undisturbed and to protect trees during construction
- e. Protect existing tree canopy along scenic streets and other public rights of way.

2.2.5. We will promote low impact site development that encourages maintaining the natural topography and existing vegetation on a site when feasible.

- a. Educate property owners and developers regarding the economic value and sustainability of green space preservation and maintenance of existing vegetative cover.
- b. Offer incentives to developers to preserve existing vegetation and topography through property tax reductions and conservation easements.

2.2.6. We will protect ground and surface water sources to promote the maintenance of safe and adequate supplies of water.

- a. Adopt appropriate recommendations to protect existing water quality recommended by the Metropolitan North Georgia Water Planning District, ARC, and Gwinnett County Water Resources that protect ground and stream water quality.
- b. Educate property owners and developers regarding stormwater management, best management practices, and drought resistant sustainable plant selection and landscaping practices.
- c. Increase public awareness of litter, fertilizers, pesticides, petroleum products, sediment, and other non-point water pollution sources.
- d. Require developers to meet and maintain stringent water quantity and water quality management requirements.
- e. Encourage on-site solutions to stormwater issues through incentives and credits.
- f. Encourage regular inspection and maintenance of septic systems including certification of systems when property is sold.

City of Dacula Comprehensive Plan 2030 Community Agenda

Community Agenda Part E: Strategic Recommendations and Policies

- g. Consider expansion of riparian buffers for sites affected by topography, soils, wetlands or other conditions that may accelerate groundwater or surface water intrusion.
- h. Minimize impervious surfaces.
- i. Support systems that re-use “graywater” from roofs or paved surfaces through incentives or credits.
- j. Identify and map recharge areas on GIS systems.
- k. Coordinate programs of Gwinnett Water Resources to conserve outdoor water use.

2.2.7. We will promote enhanced solid waste reduction and recycling initiatives.

- a. Update the City’s Solid Waste Management Plan
- b. Coordinate solid waste management with Gwinnett County and other cities in the County.
- c. Encourage private waste management contractors to provide curbside recycling options.
- d. Reduce the volume of waste entering the solid waste disposal system by sponsoring recycling education and providing opportunities and incentives to sort plastics, paper, glass, metals, and other materials.
- e. Use sources of free labor to help pick up litter.
- f. Educate residents and visitors regarding solid waste management programs and sustainability and economic advantages of better managed waste disposal.

2.3. Facilities and Services Policies

2.3.1. We will minimize inefficient land consumption and encourage more compact urban development in order to preserve green open space and natural resource areas.

- a. Prepare resource information to educate property owners, developers, and the public regarding the advantages of compact urban development close to transportation and public infrastructure resources.
- b. Support appropriate creative design plans that concentrate development on the portions of property sites that are best able to accommodate them and allow site variances that preserve green open space and natural resources when appropriate.

City of Dacula Comprehensive Plan 2030 Community Agenda

Community Agenda Part E: Strategic Recommendations and Policies

2.3.2. We will encourage new development to locate in suitable locations in order to protect natural resources, environmentally sensitive areas, or valuable historic, archaeological or cultural resources from encroachment.

- a. Adopt and educate development applicants regarding the City's new tree, buffer and landscape standards.
- b. Educate property owners and developers regarding the advantages of tree and green space preservation.
- c. Offer incentives to developers to preserve green space through property tax reductions and conservation easements.

2.3.3. We will consider potential impacts on air and water quality in making decisions on new developments and transportation improvements.

- a. Develop new infrastructure networks to steer new development away from sensitive natural resource areas and towards compact development along major transportation corridors.
- b. Consider the development of bicycle and pedestrian transportation modes to provide alternative travel modes for short trips.
- c. Consider the creation of transit facilities to provide a modal choice for persons seeking to make long distance trips into Atlanta and the surrounding region.
- d. Encourage the use of sound design practices to reduce energy consumption created by inefficient building design, HVAC systems, site locations, and infrastructure.
- e. Encourage the capture and re-use of treated gray water and runoff from impervious surfaces for appropriate purposes such as outdoor watering.

2.3.4. We will promote the protection and maintenance of trees and green open space in new development.

- a. Adopt and educate development applicants regarding the City's new tree, buffer, and landscape standards.
- b. Educate property owners and developers regarding the advantages of tree and green space preservation.
- c. Offer incentives to developers to preserve green space through property tax reductions and conservation easements.
- d. Adopt incentives to leave existing trees undisturbed and to protect trees during construction.
- e. Protect existing tree canopy along new streets and public rights of way.

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2.3.5. We will promote low impact site development that encourages maintaining the natural topography and existing vegetation on sites that are being developed.

- a. Educate property owners and developers regarding the economic value and sustainability of low impact site development and maintaining existing vegetative cover and topography.
- b. Offer incentives to developers to preserve existing vegetative cover during site preparation and construction.

2.3.6. We will direct development pressure away from agricultural areas and encourage development to occur close to transportation opportunities.

- a. Provide urban development opportunities in the town center, community activity centers and the Drowning Creek employment center along SR 316 and Winder Highway as an alternative to large lot development south of Drowning Creek.
- b. Establish a clear delineation between the urban and suburban land uses provided by the City of Dacula and the rural land uses located in unincorporated Gwinnett County south of Drowning Creek.

2.3.7. We will invest in parks and open space to enhance the quality of life for our citizens.

- a. Complete the development of proposed facilities at the existing Maple Creek Park.
- b. Identify and acquire small urban properties for urban neighborhood parks in the downtown, North Town Center and the Alcovy Road character areas.
- c. Encourage the Gwinnett County Parks to provide community parks, regional parks, and large active and passive recreation facilities to serve City residents and visitors.
- d. Encourage the County to acquire stream corridors along the Alcovy and Apalachee River corridors and their tributaries to provide floodway protection, natural habitat corridors, and passive recreation resources.

2.3.8. We will work with the Gwinnett Public Schools to encourage school location decisions that support overall growth and development plans of the community.

- a. Encourage the Gwinnett County Public Schools to improve access and egress into the existing school properties to minimize traffic disruption and congestion.
- b. Encourage Gwinnett County Public Schools to locate future facilities outside the downtown core area of the City.

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2.3.9. We will seek ways for new growth to pay for public infrastructure and services to support the development to the maximum extent possible.

- a. Encourage the development of public infrastructure through working with private developers to build key sections connecting existing infrastructure to new development sites while meeting public design criteria for size and quality of construction.
- b. Encourage the adoption and use of Impact Fees for specific infrastructure improvements as allowed by State law.
- c. Identify opportunities to create a Community Improvements District (CID) to assist the City's downtown redevelopment, the new development of North Town Center and/or the Alcovy Road community activity character area.
- d. Work with property owners to identify the possibility of creating an Infrastructure Development District (IDD) to create an employment center at the Drowning Creek interchange with SR316.

2.3.10. We will use planned infrastructure expansion to support development in areas identified as suitable for such development in the Comprehensive Plan.

- a. Encourage the staged development of the Downtown, North Town Center, Alcovy Road Community Activity Center, and Drowning Creek Employment Center sites.
- b. Encourage staged development as a method of maintaining sustainability.

2.4. Housing Policies

2.4.1. We will stimulate infill housing development in existing neighborhoods.

- a. Identify and support financial resources for homebuyers and the rehabilitation of existing housing stock.
- b. Develop affordable housing repair and infill programs to assist homeowners, buyers, and landlords to focus on basic shelter, building envelope and major systems (electric, plumbing, & mechanical).
- c. Provide support and technical assistance to neighborhoods and organizations that provide nonprofit housing development assistance such as Community Development Corporations.
- d. Protect and improve public resources such as local access streets, public stormwater drainage facilities, neighborhood parks, and sidewalks.

City of Dacula Comprehensive Plan 2030 Community Agenda

Community Agenda Part E: Strategic Recommendations and Policies

2.4.2. We will eliminate substandard or dilapidated housing in our community.

- a. Identify and support financial resources for homebuyers and the rehabilitation of existing housing stock.
- b. Use Federal, State, and regional assistance programs and funding to help carry out neighborhood revitalization and affordable housing initiatives appropriate to Dacula and Gwinnett County.
- c. Protect public landscaping, stormwater management facilities and canopy trees from adverse impacts such as road improvements or adjacent development and replace or repair aging facilities that no longer fulfill their function.
- d. Assist aging owners, disabled residents, and other housing occupants through coordination of volunteer clean up and repair efforts.

2.4.3. We will create affordable housing opportunities to ensure that all those who work in the community have a viable option to live in the community.

- a. Integrate housing, transportation and land use plans to improve mobility to and from jobs and other primary destinations.
- b. Encourage profit and nonprofit collaboration on mixed income, mixed use housing development to serve a complete range of local population groups.
- c. Assist homeowners and home buyers in finding information regarding federal or other tax credits.

2.4.4. We will encourage development of housing opportunities that enable residents to live close to their places of employment.

- a. Encourage compact development and urban housing initiatives that integrate housing into mixed use development to provide compact communities with opportunities to live, work and play within the same community.
- b. Increase and expand mobility with more bicycle and pedestrian options.
- c. Construct more sidewalks that connect homes to work and shopping facilities.

2.4.5. We will accommodate our diverse population by encouraging a compatible mixture of housing types, densities and costs in each neighborhood.

- a. Create a diverse mix of housing types, densities and amenities in new housing subdivisions and development projects to accommodate a mix of income and family needs.
- b. Integrate housing, transportation and land use plans to improve mobility to and from jobs and other primary destinations.

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2.4.6. We will encourage housing policies, choices and patterns that increase opportunities for people to move into affordable owner-occupied housing.

- a. Provide more housing choices in addition to large lot single family detached residential at appropriate locations. These may include apartments, town homes, condominiums, and single family homes with smaller footprints on smaller lots close to transportation resources and activity centers.
- b. Support transit options in urban neighborhoods along the Harbins and Dacula Road corridor connecting the Alcovy Road Community Activity Center, Downtown Dacula, and the North Town Center Community Activity Center.

2.5. Land Use Policies

2.5.1. We will encourage development that is sensitive to the historic context, sense of place, and overall setting of the community and will contribute to our community's character and sense of place.

- a. Obtain broad support for the Comprehensive Plan from community leaders and the public through education initiatives and consensus-building meetings.
- b. Adopt a downtown strategic master plan with guiding principles for implementation.
- c. Identify future pedestrian, transit, and parking facilities that will support growth.
- d. Ensure that the new zoning provides for uses, building envelopes, and design standards that accommodate modern development while achieving public safety and health goals.
- e. Identify "brownfields" for redevelopment in the urban core area of the City.
- f. Identify appropriate timing for major changes to infrastructure to allow transition and protection of public and private investments.
- g. Protect natural areas, floodplains, wetlands, and tree canopy through strict adherence to codes during site preparation and construction.

2.5.2. We will encourage development that provides appropriate employment opportunities to serve our current and future population.

- a. Protect potential future employment center and activity center areas from prematurely developing in lower density housing uses that would create barriers to future non-residential development.
- b. Enhance connectivity between residential areas and jobs.

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- c. Increase collaboration between educational institutions, local government, and recruiters to identify current and future job requirements and educational/training needs to maintain jobs that provide self sufficiency for local residents.

2.5.3. We will encourage development of a rational network of commercial activity centers to meet the service needs of our citizens while avoiding unattractive and inefficient strip development along major roadways.

- a. Establish community activity centers to the north and south of the City to service the existing and future residential areas.
- b. Emphasize the development of smaller, pedestrian oriented streets, shops and parking in the downtown core area of the City to support maintenance of existing structures in appropriate commercial uses.
- c. Consider the development of small neighborhood activity areas at satellite locations around the City.
- d. Encourage developers to establish a grid system of streets and/or internal interconnected driveways in the community activity centers to provide an alternative to strip shopping center construction.

2.5.4. We want development whose design, landscaping, lighting, signage, and scale add value to our community.

- a. Establish a mixed use town center district for downtown Dacula.
- b. Encourage the development of a Livable Communities Initiative (LCI) program study and funding to design and construct streets, sidewalks and others places between the buildings to enhance the pedestrian experience and provide the desired clientele for restaurants, boutiques, and shops.
- c. Provide incentives to rehabilitate existing buildings and to construct new buildings that are compatible with the period and feel of the existing exterior architecture.

2.5.5. We will create gateways and corridors to establish a "sense of place" for our community.

- a. Create consistent images to help “brand” Dacula as a unique and desirable community on street signs, public buildings, and public vehicles, which is incorporated into City documents, special event signage, and gateways to the City.
- b. Identify prospective sites for public signs at the major portals to the City and acquire rights to place a substantial gateway sign that conveys pride and sense of place.

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- c. Develop context sensitive standards for protecting and enhancing scenic corridors into the City.
- d. Identify specific design standards for public gateway investments including sidewalks, lighting and street furnishings.

2.5.6. We will seek opportunities to provide pleasant, accessible public gathering places and parks throughout the community.

- a. Identify sites of 0.5 to 2 acres in the Downtown, North Town Center and Alcovy Road Community Activity Centers for the location of small urban parks or plazas to provide places for small public gatherings, benches, fountains, artwork, and opportunities for rest, relaxation or reflection to establish a public destination or “Place” to serve as the focal point for a mixed use pedestrian activity center.
- b. Improve the existing Maple Creek Park as a neighborhood park facility.
- c. Coordinate with Gwinnett County Parks and Recreation to provide community level and regional park facilities and public natural areas.
- d. Identify opportunities to create other neighborhood park facilities and work with property owners, neighborhoods, and developers to identify appropriate locations and access to neighborhood facilities.
- e. Work with Gwinnett County Public Schools to identify opportunities to use recreational fields during periods when the schools are not using the facilities.

2.5.7. We will encourage mixed-use developments that are human-scale and less auto-oriented.

- a. Emphasize small, human-scale urban center parks and neighborhood parks as City priorities for parks.
- b. Coordinate infrastructure design to provide walkable connections between activity centers, institutions and residential neighborhoods.
- c. Integrate housing, transportation and land use plans to reduce distances between homes, jobs, shopping, schools, churches, the library, and other institutions.

2.5.8. We will encourage the development of downtown Dacula as a vibrant center of the community in order to improve overall attractiveness and local quality of life.

- a. Support mixed use development in the downtown core of the City.
- b. Consider the distance to schools and churches in all development decisions to determine if future use conflicts would arise because of setback requirements.
- c. Consider the relocation of the City Hall into the Downtown Activity Center to provide an anchor for other development.

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2.5.9. We will support new land uses that contribute to protecting the environment and preserving meaningful open space.

- a. Identify users that can locate near the Apalachee and Alcovy floodways with minimal impacts on water quality and aesthetic appearance.
- b. Encourage new land uses to integrate the rivers and streams and environmental aesthetics into their planning and design.

2.5.10. We will be open to land planning and development concepts that may be new to our area but have been tried successfully in other places.

- a. Identify and consider the application of new land use, zoning, and development ordinances that may be in use in other cities in Gwinnett or elsewhere in Georgia or the US that can assist the City in meeting its goals to encourage positive development and/or restrict decisions that do not support the goals and policies of the City.

2.5.11. We will encourage the efficient use of land to avoid potential costs and problems associated with urban sprawl.

- a. Encourage the development of compact mixed-use development in the Downtown Activity Center and in the North Town Center and Alcovy Road community level activity centers.
- b. Identify areas for the extension of public services and size infrastructure requirements accordingly.
- c. Encourage developers to incorporate urban amenities such as sidewalks, shallow front setbacks, porches, street lights, and furnishings in grid-style TND development patterns close to existing transportation and community facility infrastructure.

2.5.12. We will support new land uses that enhance housing options in our community.

- a. Encourage compact development and urban housing initiatives that integrate housing into mixed use developments to provide compact communities with opportunities to live, work and play within the same community.
- b. Consider apartments, town homes, small lot development and other land uses that provide a transition from suburban to urban land uses for locations in Dacula close to transportation and community facilities.

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2.5.13. We are committed to creating walkable, safe, and attractive neighborhoods throughout the community, where people have attractive, low-energy access options to schools, parks, and necessary services (grocery store, drug store).

- a. Increase and expand low-energy mobility with more bicycle and pedestrian options including more sidewalks to connect homes to work and shopping facilities.
- b. Provide compact development options that place emphasis on positive design assets to promote social interaction within the neighborhood and the community rather than distance buffers to meet minimum criteria.
- c. Expedite the construction of sidewalks and safe pedestrian travelways to provide connectivity.
- d. Encourage street lighting initiatives to improve security and safety in residential neighborhoods.

2.5.14. We support appropriate residential and non-residential infill development and redevelopment in ways that complement surrounding areas.

- a. Identify infill opportunities within ½ mile of the Broad Street/McMillan Street intersection with SR8 and within ½ mile of the Library to establish the availability of redevelopment opportunities in the Town Center area.
- b. Support infill development on the local streets.
- c. Encourage infill of existing subdivisions and development projects as a priority before constructing new residential subdivisions.
- d. Provide local street (or pedestrian) connections between existing and new subdivisions in addition to access to primary streets to encourage local access.

2.5.15. We will support the development of residential density in areas where community design standards, environmental constraints and available infrastructure capacities can satisfactorily accommodate the density.

- a. Provide education programs for developers and property owners to use attractive community design as a means to enhance environmental protection and support the extension of community facility infrastructure.
- b. Support higher density residential land uses in mixed use areas close to transportation and water and sewer trunk lines.
- c. Establish mixed use areas as potential receiving areas for the transfer of development rights from locations which are farther away.

2.6. Transportation Policies

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2.6.1. We will encourage walking, biking, car-pooling, and other alternative transportation choices in making development decisions.

- a. Provide education programs to encourage the development of alternative transportation modes to provide more choices to local residents and visitors.
- b. Support the inclusion of sidewalks and bicycle lanes in the design of local and collector streets.
- c. Support the development of bicycle lanes and sidewalks along Winder Highway and the Harbins and Dacula Road corridors to provide an alternative mode for short local trips to the activity centers and institutions along these corridors.
- d. Encourage the design of the Sugarloaf Parkway extension and SR316 to incorporate frontage roads with bicycle lanes and pedestrian sidewalks to allow alternative modes for potential short-distance trips.

2.6.2. We will target transportation improvements to support desired development patterns for the community.

- a. Identify, encourage, and protect desirable land uses and development patterns along transportation corridors and coordinate context sensitive road design with development design.
- b. Encourage and/or require developers to construct transportation improvements to sustainable long-term standards of design that can be properly maintained by City and County forces without requiring onerous reconstruction.

2.6.3. We will require that our new and reconstructed roadways be appropriately designed using context sensitive design considerations to enhance community aesthetics and to minimize environmental impacts

- a. Identify standards for design using Federal, State, and County standards as a guide to ensure new roads and other transportation facilities meet the City's 22 year requirements for design, traffic demand, and sustainability.

2.6.4. We will encourage our new and reconstructed roadways be designed to accommodate multiple functions, including pedestrian facilities, parking, bicycle routes, and public transit as well as local vehicular circulation.

- a. Work with developers and State and County officials to identify anticipated traffic flow demand, operations, turn movements, weight loads, parking needs, and potential accident locations, congestion, and choke points to establish appropriate transportation facilities.

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- b. Locations with less than 4 units per acre are assumed to be too sparsely populated to require transit services. Areas with more than 4 units per acre will be considered appropriate for transit.
- c. Establish priorities for sidewalks and bicycle lanes and identify criteria for their development.

2.6.5. We will promote connectivity of our road network through fostering a grid network of streets in newly developing areas and establishing multiple local street access connections between residential subdivisions.

- a. Identify appropriate locations for establishing a grid network and traditional neighborhood development (TND) in the vicinity of the Town Center and Community Level activity centers.
- b. Encourage additional local street connections between existing subdivisions and new developments to provide local access as an alternative to using the primary roads to provide sole access and egress.

2.6.6. We support creation of a community-wide pedestrian/bike path network.

- a. Work with ARC, Gwinnett County, and profit/non-profit organizations to connect pedestrian and bicycle paths together using a combination of local streets, bike lanes on collectors and thoroughfares, and separate rights of way.
- b. Coordinate special events, education materials, and the production and distribution of information and data resources with bicycle and trails groups, youth and health organizations, and transportation resources.

2.6.7. We will encourage new development to tie in with planned public transit options in the community.

- a. Identify transit resources and encourage communications between developers, transportation providers, and with State, Regional and local institutions to expand mobility along major corridors to the primary activity centers (Downtown Dacula, North Town Center, and Alcovy Road) with future extensions to the new employment center at SR316 and Drowning Creek.
- b. Coordinate planning for a new commuter rail station with State, regional, and County transportation resources to ensure that the location can be accommodated.

2.6.8. We will use traffic calming, signage, and other design considerations to limit the impacts of excessive vehicular traffic on the peaceful nature of our existing residential neighborhoods.

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- a. Protect existing neighborhoods from traffic impacts along travel corridors through traffic calming methods such as signage, lane markings, warning signals, speed humps, reduced speed limits, pairing two parallel corridors into a one-way pair, or other means.
- b. Establish a petition method for neighborhoods to seek recommendations and (if supported by evidence and criteria) implementation of specific traffic calming methods.

2.7 Intergovernmental Coordination Policies

- 2.7.1. We will seek opportunities to share facilities and services with neighboring jurisdictions when they would be mutually beneficial.
- 2.7.2. We will work with neighboring jurisdictions to develop shared solutions for regional issues (such as growth management, watershed protection).
- 2.7.3. We will work with neighboring jurisdictions to pursue joint processes for collaborative planning and decision-making.
- 2.7.4. We will consult with Gwinnett County and other public entities in our area when making decisions that are likely to impact them
- 2.7.5. We will provide input to Gwinnett County and other public entities in our area when they are making decisions that are likely to have an impact on our community or our plans for future development.
- 2.7.6. We will engage in cooperative planning between the City of Dacula, Gwinnett County, and Gwinnett County Public Schools in regard to the appropriate location and use of schools as community facilities.



Appendix 1 Population Allocation Rationale

The Gwinnett County Unified Plan Community Assessment includes population projections that illustrate the continued growth of the County. The majority of this growth in eastern Gwinnett County is projected to occur in the unincorporated portions of the County rather than in the City of Dacula. However, there has been a historical growth of the City in both land area and population within those areas annexed. It may be inferred that the population projections for the City do not assume any annexations, but are limited to the “known” land area of the City. This is most likely due to the number of unknowns regarding where and when such annexations may be located, and although the Community Assessment identifies an area for potential annexation on the maps depicting Areas Requiring Special Attention, the population projections do not reflect this potential growth.

A review of the Community Assessment population projections indicates that uncontrolled development would result in continued sprawl if economic conditions remain the same or relatively similar to historic trends that have occurred since the 1960’s. However, the issues and opportunities section of the Unified Plan Community Assessment also notes that these trends may change and that the sprawl of development leads to congestion of transportation arteries, inefficiencies of land absorption, and increased costs for public services. Based on their review of the Community Assessment, the City of Dacula Comprehensive Plan Steering Committee asked that the population projections be reconsidered in terms of how they would be allocated if the City took a positive stance in promoting more compact development close to the transportation resources of the existing State Route 316, the future Sugarloaf Parkway Extension, and the Commuter rail along the CSX Railroad.

Based on the following review, the City of Dacula re-evaluated the demographic projections contained in the County’s Unified Plan and recommended that the City and areas immediately surrounding the City that may be annexed during the life of the Plan, be developed more densely.

Dacula 2030 Population Projections

The City of Dacula will seek to accommodate current and future residents with facilities adequate to serve the population of the City and its economic service area. Although the Draft Joint County-Cities Community Assessment prepared as part of the Gwinnett Unified Plan identified population projections, the City of Dacula Steering Committee expressed concern that the County projections relied on assumptions that differed from the City’s expectations and that the City wanted to evaluate different options for future growth. BRPH, Inc. formulated alternate population projections based on five different methods.

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Community Agenda Appendix 1: Population Allocation Rationale

METHOD #1: Gwinnett Unified Plan

The population projections for the Gwinnett County 2030 Unified Plan were prepared by Dr. Thomas Hammer and included the 20-county jurisdiction of the Atlanta Regional Commission (ARC) as part of the process to establish projections for Gwinnett County's Plan. Table 5.2 on page 5-2 of the Draft Gwinnett County-Cities Community Assessment (prepared in January 2007) provides decennial results of the U.S. Census from 1970 through 2000 and estimated population for 2005. Table 5-3 on page 5-3 illustrates the 2000 Census and projections for 2010, 2020, and 2030 for each city and the County as a whole. The numbers for Dacula and for Gwinnett County follow below:

Population Projections: 2000 – 2030				
Area	2000	2010	2020	2030
City of Dacula	3,848	4,712	5,162	5,495
<i>Change by Decade</i>	<i>N/A</i>	<i>22.4%</i>	<i>9.6%</i>	<i>6.5%</i>
Gwinnett County	588,448	795,444	920,660	1,019,166
<i>Change by Decade</i>	<i>N/A</i>	<i>35.2%</i>	<i>15.7%</i>	<i>9.9%</i>

Source: Gwinnett County 2030 Unified Plan, 2007 (Change by decade added by BRPH, Inc.)

This projection shows that the County assumes that Dacula's share of the total County population is expected to decline from 0.65% to 0.51%.

METHOD #2: Gwinnett Unified Plan Age Cohorts

The Draft Gwinnett County-Cities Community Assessment also provided age projections by cohort for the County and each City including the following projections for the City of Dacula. As may be seen, the cohort projections provide a total population that is slightly higher than Method #1.

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Population Projections by Age Cohort, 2000-2030				
City of Dacula				
Population Cohort	2000	2010	2020	2030
0-4 years old	316	407	498	589
5-13 years old	644	826	1,008	1,190
14-17 years old	164	186	207	229
18-20 years old	153	184	215	246
21-24 years old	144	161	177	194
25-34 years old	648	821	993	1,166
35-44 years old	772	1,057	1,341	1,626
45-54 years old	497	668	839	1,010
55-64 years old	260	343	426	509
65 and over	250	333	415	498
Totals	3,848	4,986	6,119	7,257

Source: Gwinnett County 2030 Unified Plan, 2007

METHOD #3: Straight Line Projection Using Average Change Past Thirty Years

A third method used straight line projections to assume that the average rate of growth for the past 20 years will continue for the next 20 years. This effort identified an average change in the population of Dacula by 60% per decade.

City of Dacula								
Historical Population Change: 1970 - 2000								
	1970	Difference 1970-80'	1980	Difference 1980-90	1990	Difference 1990-2000'	2000	Avg. Difference by Decade
	782	795	1,577	640	2,217	1631	3,848	1022
	1970	Percentage Change 1970 -80	1980	Percentage Change 1980-90	1990	Percentage Change 1990-2000	2000	Avg. Percentage Change by Decade
	782	50%	1,577	71%	2,217	58%	3,848	60%
Projected Population Change: 2000-2030								
	2000	Percentage Change 2000-2010	2010	Percentage Change 2010-2020	2020	Percentage Change 2020-2030	2030	Avg. Percentage Change by Decade
	3,848	60%	6,156	60%	9,849	60%	15,758	60%

Source: BRPH, Inc. Projections, 2008

METHOD #4: Interpolation of ARC Population Projections by Census Tract

The proportion of the population living within the incorporated boundaries of Dacula has decreased from 29.58% (according to the 2000 Census count) to 15.97% by 2007 estimations. This trend is expected to continue in the future as unincorporated East Gwinnett develops at a

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Community Agenda Appendix 1: Population Allocation Rationale

faster rate than the City of Dacula. This trend assumes the existing boundaries for the City and does not consider possible annexation. Therefore, two methods were identified to allow consideration of the City's growth in land area through annexation as well as expected normal population increase.

The Atlanta Regional Commission prepared population projections by census tract as part of the Atlanta Regional Plan for each five-year interval between 2000 and 2030. The following table illustrates ARC's projections for Census Tract 506.02 which includes the City of Dacula and much of the surrounding area:

Census Tract	Year	Households	Population	Change in Households	Change in Population
506.02	2000	4,382	13,010	N/A	N/A
506.02	2005	7,691	22,443	3,309	9,433
506.02	2010	9,063	26,517	1,372	4,074
506.02	2015	11,328	32,479	2,265	5,962
506.02	2020	13,164	37,119	1,836	4,640
506.02	2025	15,311	42,549	2,147	5,430
506.02	2030	17,269	47,651	1,958	5,102
	2000-2030			12,887	34,641

Source: ARC

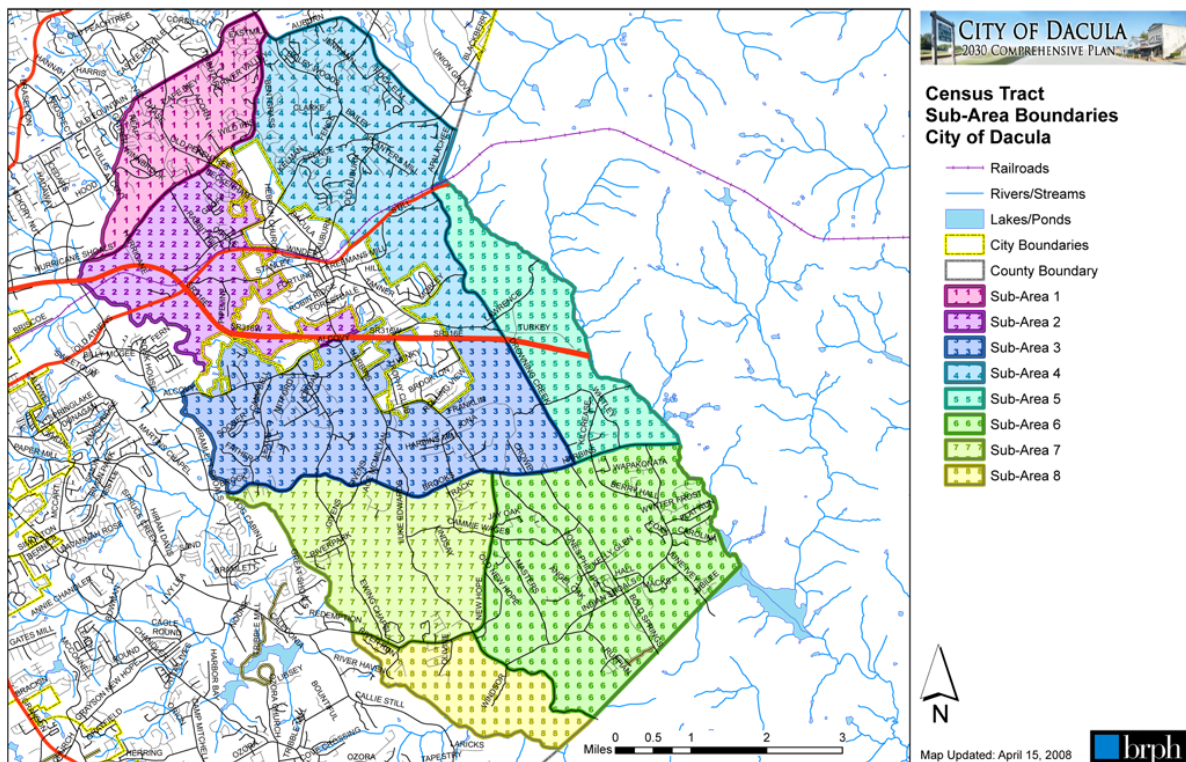
BRPH, Inc. assumed that if these projections for the Census Tract could be subdivided into the existing City and areas likely to be annexed by the City, future population estimates could be made on five year intervals that would include the population for the existing City of Dacula plus the areas that may have been annexed by the City at that time.

A count of existing housing units was generated through data analysis in a GIS. The analysis was performed by overlaying existing parcel boundary data, road layout and type data, and aerial photography with the sub-area boundary delineations. The resulting approximate household count located in each sub-area could then be compared with the ARC 2005 population and household estimates.

The unincorporated area of Census Tract 206.02 was divided into eight Sub-areas. The following map illustrates the Sub-area boundaries:

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Community Agenda Appendix 1: Population Allocation Rationale



- Sub-area 1 is located north of Hurricane Shoals Road.
- Sub-area 2 is located west of Dacula between Hurricane Shoals Road and Alcovy Road.
- Sub-area 3 is south of the City limits and State Route 316 and north of Brooks Road/Harbins Road between the Alcovy River and Drowning Creek Road.
- Sub-area 4 is east of Dacula, north of State Route 316, and west of Drowning Creek Road.
- Sub-area 5 is bounded by Drowning Creek Road, Winder Highway, the Apalachee River, and Harbins Road on both sides of State Route 316.
- Sub-area 6 is south of Harbins Road and east of New Hope Road and Luke Edwards Road.
- Sub-area 7 is south of Brooks Road, east of the Alcovy River and northwest of New Hope Road.
- Sub-area 8 is east of the Alcovy River, south of New Hope Road and west of Luke Edwards Road.

These projections do not consider the ability of each sub-area to accommodate the statistical growth. Therefore, the existing land use map prepared as part of the Gwinnett 2030 Unified Plan was consulted to identify whether each sub-area could accommodate the potential population increase and if the projected population for that sub-area should be reallocated differently into each of the other sub-areas.

City of Dacula 2030 Comprehensive Plan

Community Agenda Appendix 1: Population Allocation Rationale

Sub-area 1 is located north of Hurricane Shoals Road, and much of this land area is already developed. A substantial portion of the sub-area will be used for the extension of the Sugarloaf Parkway to the north and for access improvements along Hurricane Shoals Road; the area is not considered a viable annexation prospect for the City of Dacula. However, approximately 80% of Sub-area 1 is developed already. Therefore Sub-area 1 would be able to accommodate 40% of the growth that has been assigned to it. 50% of the remainder of the growth in Sub-area 1 can be accommodated in the remaining area; and 30% of the growth originally assigned to Sub-area 1 will be allocated to other areas which may be annexed in the future.

Sub-area 2 includes areas which will be significantly affected by the northern extension of Sugarloaf Parkway. It includes Rabbit Hill Park and large industrial development areas along State Route 316, difficult terrain, steep slopes, and floodplains along the Alcovy River and its tributaries.

Sub-area 3 has steep slopes along the Alcovy River and will also lose some area to the extension of Sugarloaf Parkway. However, the area has substantial property that can be used for infill development between the Sugarloaf corridor and Drowning Creek Road. An activity center has been developed along Alcovy Road that includes government and school facilities as well as commercial development. The northeastern corner of the sub-area may also be a possible location for an employment center or industrial property with close access to State Route 316 via Drowning Creek Road.

Sub-areas 4 and 5 include large areas that could accommodate future growth of residential development with the exception of the location of the old City of Dacula landfill off Old Auburn Road in Sub-area 4. However, portions of these two sub-areas along State Route 316 may be more desirable for use as an employment center or industrial development.

Sub-areas 3, 4, and 5 are located within the potential annexation boundaries for the City of Dacula according to the Gwinnett 2030 Unified Plan.

The final three sub-areas (6, 7, and 8) are all located south of Brooks Road, approximately three miles or more to the south of the existing Dacula city limits. This distance is great enough to assume that these areas are unlikely candidates for future annexation by the City. Therefore, they were considered only to determine if they could accommodate the projected population and if some of that population should be included in the areas affected by the City.

Approximately 60% of Sub-area 8 and about 10% of both sub-areas 6 and 7 are park lands. Most of the remainder of Sub-area 8 is already developed as residential subdivisions. However, Sub-areas 6 and 7 have substantial areas of agricultural land and woodland that appear suitable to accommodate the projected growth for these three sub-areas. Therefore, none of this growth was reallocated into the potential annexation areas at this time.

Portions of sub-areas 2, 3, 4, and 5 are open and readily available for development, and there is a strong opportunity for the City of Dacula to annex within these areas in the future. A portion of the population projection for Sub-area 1 was also reallocated to the potential annexation area.

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The population projections for the portion of Sub-area 1 and all of sub-areas 2 through 5 are listed below.

The following table illustrates the sub-area calculations based upon percentage share of the census tract population according to the ARC projections. Whereas ARC projected more than 47,600 persons in the census tract in 2030, the share within the Dacula potential annexation area was 28,401.

Population by Year	2000	2010	2020	2030
30% Reallocated from Sub-area 1	668	1,591	2,332	3,076
Sub-area 2	830	1,975	2,895	3,819
Sub-area 3	1,398	3,327	4,876	6,432
Sub-area 4	1,864	4,436	6,502	8,577
Sub-area 5	218	519	760	1,003
Census Tract 506.02 Sub-areas 1 (part), 2, 3, 4, and 5	4,979	11,848	17,365	22,906
Dacula population	3,848	4,712	5,162	5,495
Projected Population in Area of Potential Annexation by Dacula	8,827	16,560	22,527	28,401
ARC Census Tract 506.02 Total Population Projection	13,010	26,517	37,119	47,651

Source: BRPH, Inc., 2007

METHOD #5: Interpolation of Gwinnett County Total Growth within Census Tract 506.02

This method uses the same process as Method #4 but uses the Gwinnett County Unified Plan projections to establish a basis for estimating existing and future population within the area of potential annexation by the City of Dacula. In Method #4 above, the existing and future estimates for the City were given. The population estimate by decade for the County as a whole was provided in the Unified Plan. Whereas the County projections established a rate of population growth for the County that was different from the City in each decade, the County projections by percentage were used for the unincorporated areas.

Using the same assumptions as above to identify the areas that should be included and the areas that were outside the potential annexation area, existing and potential future land uses that constrained population growth were considered in the projection for each sub-area. 30% of Sub-area 1 is assumed to be likely to reallocate into the potential annexation area in the same way as in Method #4.

The following table applies the average Gwinnett County growth rate by decade to the Census Tract sub-areas:

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Community Agenda Appendix 1: Population Allocation Rationale

Allocation of Growth Evenly Over all Sub-areas*	2000	2010	2020	2030
Gwinnett County Population	588,448	795,444	920,660	1,019,166
Tract 506.02/total	9,140	12,357	14,297	15,712
30% Reallocated from Tract 506.02/Subarea 1	669	904	1,046	1,151
Tract 506.02/Subarea 2	830	1,122	1,298	1,427
Tract 506.02/Subarea 3	1,398	1,890	2,187	2,404
Tract 506.02/Subarea 2	1,864	2,520	2,916	3,204
Tract 506.02/Subarea 3	218	295	341	375
Census Tract 506.02 sub-areas 1 (part), 2, 3, 4, and 5	4,979	6,831	7,788	8,561
Dacula Population	3,848	4,712	5,162	5,495
Projected Population in Dacula including Area of Potential Annexation	8,827	11,543	12,950	14,056

Source: BRPH, Inc., 2007

ANALYSIS

The projections for Method #1 show the City growing at a rate slightly less than 2/3 the growth rate for the County as a whole. City of Dacula staff noted that several recent annexations have brought additional land into the City that is proposed for residential development. The Gwinnett 2030 Unified Plan does not appear to include population gains that may be added by annexation. Therefore, the City projection prepared as part of the Gwinnett Unified Plan is assumed to represent the projected population for the city limits as they exist in 2006 or earlier, and these projections may be considered as a very low estimate for the actual 2030 population in Dacula.

We assumed that the growth rate of Gwinnett County provided by the Unified Plan could be used to estimate the projected growth in the sub-areas adjacent to the city limits of Dacula that potentially could be annexed.

Projected Population	2000 Estimate	2010 Projection	2020 Projection	2030 Projection
City + Annexation Area Method 1	3,848	4,712	5,162	5,495
City + Annexation Area Method 2	3,848	4,986	6,119	7,257
City + Annexation Area Method 3	3,848	6,156	9,849	15,758
City + Annexation Area Method 4	3,848	16,560	22,527	28,401
City + Annexation Area Method 5	3,848	11,543	12,950	14,056

Source: BRPH, Inc. Planning Analysis

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Community Agenda Appendix 1: Population Allocation Rationale

Based on the above analysis, the annexation of all or part of the unincorporated areas represents a significant expansion of the City from 0.65% of the County total to as much as 2.8% of the County total. The high estimate is approximately five times higher than the low estimate for 2030. In addition, the methodology for the fourth and fifth sets of projections allows the City to consider annexing areas less than the boundaries established by this study. Assuming the City annexes only 50% of the potential annexation area, the 2030 population may be approximately 16,948 persons.

Since the first two methods do not include City annexation, it was determined that the population figures resulting from these methods were artificially low. Method #4 provides the highest estimate and is based on ARC projections for the Census Tract. Although these figures may be high, they do provide a basis for estimating the maximum facilities that may be required in the planning effort.

Method #3 uses historical trends, and Method #5 considers the County-wide estimate and allocates a similar number to the City and the potential annexation area. Both projections are compatible with the assumption that the City will be able to annex about half the population projected by ARC. The closeness of the results of these two methods lends validity to the resulting projection numbers. Thus the most likely future population scenario for the City of Dacula for 2030 would be a number between 14,000 and 17,000 persons.



Appendix 2

Long Term Work Program (LTWP)

Projects Discussion

The City of Dacula Community Agenda provides an extensive program of projects anticipated to be completed in the period between 2009 and 2013. However, additional improvements are needed within the City and the proposed areas for the expansion of the City to accommodate the growth that is anticipated through 2030. The Long Term Work Program map illustrates a system of projects that should be included as “aspirations” projects and considered in the Gwinnett County and Atlanta Regional Commission transportation plans for modeling and implementation in the period between 2013 and 2030.

The following list of projects may not have the priority to be included in the Short Term Work Program but will be needed to meet the transportation and community infrastructure needs of the Dacula community in 2030.

City of Dacula 2030 Comprehensive Plan

City of Dacula Long Term Work Program 2014 - 2030						
Plan Element	Project Description	Responsible Agency	Cost Estimate	City's Amount	Funding Source(s)	Extended Plan Notes
Economic Development						
LC-2	Plan & construct an enhanced downtown streetscape with park or plaza gathering space, parking & pedestrian improvements	Dacula	TBD	TBD	CID or USDOT (LCI Funding)	Provides central gathering space and pedestrian/bicycle origin and destination based on downtown streetscape
LC-3	Plan & construct a small park in the North Town Center mixed use community character area	Dacula	TBD	TBD	City	CST Provides central gathering space and pedestrian/bicycle origin and destination based on North Town Center pond
LC-4	Plan & construct a small park in the Alcovy Center mixed use community character area	Dacula	TBD	TBD	City	CST Provides central gathering space and pedestrian/bicycle origin and destination based around Alcovy Elementary School
G-01	Plan & construct Dacula gateway improvements along Hurricane Shoals Rd. between Old Peachtree & Dacula Rds. (& including the Sugarloaf Extension phase 2 interchange)	Dacula	TBD	TBD	City	CST Provides gateways and streetscape between Old Peachtree and Dacula Roads including Sugarloaf interchange with signage and wayfinding information for visitors
G-02	Plan & construct gateway improvements at Fence Road near the Apalachee River Bridge	Dacula	TBD	TBD	City	CST Includes signage and wayfinding information for visitors
G-02	Plan & construct gateway improvements at Winder Hwy near Old Freemans Mill Road and New Apalachee Road	Dacula	TBD	TBD	City	CST Includes signage and wayfinding information for visitors
G-03	Plan & construct gateway improvements at SR 316 near Winder Hwy	Dacula	TBD	TBD	City	CST Assumes Fence Road at SR 316 is eliminated by grade separation improvements/includes signage and wayfinding
G-04	Plan & construct gateway improvements at SR 316 near the Apalachee River	Dacula	TBD	TBD	City	CST Includes signage and wayfinding information for visitors
G-05	Plan & construct gateway improvements at Alcovy Road near the Sugarloaf Parkway and Campbell Road interchange	Dacula	TBD	TBD	City	CST Includes signage and wayfinding information for visitors
G-06	Plan & construct gateway improvements at Harbins Road & Luke Edwards Road	Dacula	TBD	TBD	City	CST Assume that potential roundabout or intersection provides site/Includes signage and wayfinding info for visitors
G-07	Plan & construct gateway improvements at Drowning Creek Road south of Drowning Creek	Dacula	TBD	TBD	City	CST Includes signage and wayfinding information for visitors
ID-1	Create Dacula Infrastructure Development District (IDD) to generate revenues for new infrastructure that will support industrial development	Dacula	TBD	TBD	City	Provides the legislation for City to develop industrial employment center
ID-2	Create infrastructure development incentives along SR 316 east corridor @ Drowning Creek Road	Dacula	TBD	TBD	City & IDD	CST IDD would be a self-taxing district within the City that would generate revenue to support industrial development. State legislation would be required.
ID-3	Create industrial development incentives along SR 316 corridor between Winder Hwy (SR 8)/ CSX RR and Harbins Road	Dacula	TBD	TBD	City & IDD	CST IDD would be a self-taxing district within the City that would generate revenue to support industrial development. State legislation would be required.
ID-4	Create industrial development incentives along CSX/Winder Highway corridor between Apalachee River & Franklin Drive	Dacula	TBD	TBD	City & IDD	CST IDD would be a self-taxing district within the City that would generate revenue to support industrial development. State legislation would be required.
TOTAL:			N/A	N/A		
Natural & Historic Resources						
NH-1	Construct Phase 2 recreation improvements at Maple Creek Park	Dacula	TBD	TBD	City or SPLOST	Recreation and amphitheater improvements
NH-2	Dacula County Park improvements	Gwinnett Parks	TBD	TBD	SPLOST	X See County Parks & Rec. Master Plan
NH-3	Rabbit Hill County Park improvements	Gwinnett Parks	TBD	TBD	SPLOST	X See County Parks & Rec. Master Plan
NH-4	Freeman's Mill County Park improvements	Gwinnett Parks	TBD	TBD	SPLOST	County Master Plan shows prospective improvements for visiting & interpretation
NH-5	Protect greenspace areas along the Apalachee River and around a potential Apalachee Lake/Reservoir	Dacula	TBD	TBD	SPLOST	CST

* Cost estimates based on 2008 dollars

City of Dacula 2030 Comprehensive Plan

City of Dacula Long Term Work Program 2014 - 2030							
Plan Element	Project Description	Responsible Agency	Cost Estimate	City's Amount	Funding Source(s)	Extended Plan	Notes
NH-6	Protect the linear greenspace along Alcovy River south of 316 - west of Sugarloaf Pkwy extension		TBD	TBD	SPLOST	CST	
NH-7	Stream corridor improvements to protect water quality	Gwinnett Stormwater Utility	TBD	TBD	Utility, County & City	CST	See County policies
NH-8	Survey of historic churches, cemeteries, and houses	Dacula	TBD	TBD	City & County		
NH-9	Redevelopment of old downtown buildings	Dacula & Private Developers	TBD	TBD	City & Developers		
TOTAL:			N/A	N/A			
Community Facilities							
CF-1	Design & construct a new city equipment maintenance facility	Dacula	TBD	\$1,500,000	SPLOST		Replaces existing use of old City Hall and provides efficient facility for maintaining City assets
CF-2a	Needs assessment to expand or build a new city hall	Dacula	TBD	TBD			Could be considered as part of LCI project
CF-2b	Construction of new city hall and disposition of existing city hall	Dacula	TBD	TBD	SPLOST	CST	Could be considered as part of LCI project
CF-3	New community center/cultural facility	Dacula	TBD	TBD		CST	Could be considered as part of LCI project
CF-4	Expansion of Gwinnett County east facility and improvements to east precinct and adjunct facilities on Alcovy Road	Gwinnett	TBD	\$0			Depends on County schedule - current uses include East Precinct, school bus storage
CF-5	Fire station (maintenance building relocation)	Gwinnett County Fire Services	TBD		Gwinnett SPLOST	X	Depends on County schedule
ED-1	Archer HS (153.57 ac site)	Gwinnett BOE	\$50,610,000	\$0	SPLOST III & State Capital Outlay		Relieves southern portion of Dacula HS district creating new Cluster including Harbins ES, Cooper ES, and Lovin ES - site acquired for \$9.18M.
ED-2	Alcova relief ES	Gwinnett BOE		\$0	2008 GO Bond Referendum	CST	Absorbing SW cluster in fall 2009. A new school may be more likely than expanding in the Alcovy mixed use community character area.
ED-3	Dyer ES replacement (66.84 ac site)	Gwinnett BOE	\$1,579,850	\$0	SPLOST III & State Capital Outlay		Relieves NW portion of Dacula ES district and will become part of Mountain View HS cluster. Property acquired (\$7.655M) and being cleared & graded as of 5/08
ED-4	Twin Rivers MS	Gwinnett BOE	TBD	\$0	SPLOST III & State Capital Outlay		Relieves NW portion of Dacula MS district and will become part of Mountain View HS cluster. Facilities are under construction - Open 2009
ED-5	Mountain View HS	Gwinnett BOE	TBD	\$0	SPLOST III & State Capital Outlay		Relieves NW portion of Dacula HS district and will become part of Mountain View HS Cluster. Project under construction as of 6/08.
WR-1	Dacula area water line expansions	Gwinnett Water Resources	TBD	TBD	Developers & Gwinnett Water Resources	X	Water lines are constructed by developers to County standards and tap onto the County system. Pressurized systems are located along road corridors expanding access to water throughout the entire planning area
WR-2	Apalachee Lake (Reservoir) & linear greenspace	Barrow Co. & Gwinnett Water Resources	TBD	TBD	SPLOST	X	Requires coordination with water authorities in both Counties and (possibly) with the City of Auburn

* Cost estimates based on 2008 dollars

City of Dacula 2030 Comprehensive Plan

City of Dacula Long Term Work Program 2014 - 2030							
Plan Element	Project Description	Responsible Agency	Cost Estimate	City's Amount	Funding Source(s)	Extended Plan	Notes
WS-1	Tuller development sewer improvements	Private Entity	TBD	TBD	WTP is built with additional capacity		1.5KGD in use - facility has capacity to accept 10KGD.
WS-2	Consolidate sewer systems and pump stations in the Apalachee River basin north of Winder Highway	Gwinnett Water Resources	TBD	TBD	Developers & Local Funds shared costs	X	Sewer services north of the CSX RR are being provided along Apalachee River by sewer lines and pump stations constructed by developers. Force mains are sized
WS-3	Provide new sewers and pump stations to serve development in the Apalachee basin between Winder Hwy and Mobley Road	Gwinnett Water Resources	TBD	TBD	Developers, Dacula & Local Funds shared costs	X	Provides sewer services along Apalachee River basin on south side of Winder Hwy
WS-4	Provide regional sewer pump station near confluence of Apalachee River & Drowning Creek and extend sewers up Apalachee River and tributary to serve the area on the north side of SR 316 and both sides of Drowning Creek Road/Old Freemans Mill Road between Mobley Road and Whitley Road	Gwinnett Water Resources	TBD	TBD	Developers, Dacula IDD & Local Funds shared costs	X	Provides sewer collection along Apalachee River to serve area east of Drowning Creek Road and provides pump station near Whitley Road that will return effluent to the Alcovy or Brooks Regional Pump Stations.
WS-5	Extend new sewers along Drowning Creek from the Apalachee River to Williams Farm Road (Phase 1)	Developers, Dacula (IDD) & Gwinnett Water Resources	TBD	TBD	Developers, Dacula IDD & Local Funds share costs		Provide sewer along Apalachee River tributaries from Drowning Creek and Old Freemans Mill Rds to Williams Farm Road to serve southern side of SR 316 corridor.
WS-6	Apalachee basin new sewers & treatment to serve Drowning Creek to Harbins Road (Phase 2)	Private Developers & Gwinnett Water Resources	TBD	TBD	Developers & Local Funds shared costs	X	Extends sewer along Apalachee River tributaries west of Williams Farm Road serving both sides of SR 316 corridor. Connection may be constrained by dedicated TPL property. Project would consolidate sewer on Drowning Creek
WS-7	Extend sewer on the west side of Harbins Road - south of 316	Private Developers & Gwinnett Water Resources	TBD	TBD	Developers & Local Funds shared costs		Extends sewer system along northern Palm Creek sub-basin of Alcovy basin to pump station at Chapel Estates Rd.
WS-8	Extend sewer development on the east side of Harbins Rd - south of 316	Private Developers & Gwinnett Water Resources	TBD	TBD	Developers & Local Funds shared costs		Anticipate initial use of pump stations with later tie in to Drowning Creek sub-basin of Apalachee River basin if and when available.
WS-9	Consolidate pump Alcovy River gravity main and pump stations	Private Developers & Gwinnett Water Resources	TBD	0	Developers & Local Funds shared costs		Connects mains along Apalachee River north of Winder Hwy to service NW Dacula to relieve pump station and force mains north of CSX RR into single system to Gwinnett WTP
WS-10	Provide sewer and pump station on Stanley Road / Pipeline Creek Phase 1	Gwinnett Water Resources	TBD	TBD	Developers, Dacula & Local Funds shared costs		North segment along south side of Winder Hwy from downtown Dacula to bridge on Stanley Road
WS-11	Pipeline Creek Phase 2	Gwinnett Water Resources	TBD	TBD	Developers, Dacula IDD & Local Funds share costs		South segment south of Stanley Road serves west expansion area on both sides of Sugarloaf Phase 2 Ext.
WS-12	Extend sewer along Drowning Creek to consolidate existing pump stations	Gwinnett Water Resources & City of Dacula	TBD	TBD	Gwinnett Water Resources Utility	X	Ties into Drowning Creek sewer system and provides relief to consolidate two existing pump stations and development on east side of Harbins Road into regional pump station at drowning Creek & the Apalachee River.
WD-1	Stormwater management improvements	Gwinnett Water Resources & City of Dacula	TBD	TBD	Gwinnett Water Resources Utility	X	Continuing program to reduce stormwater runoff and potential accompanying non-point source pollution

* Cost estimates based on 2008 dollars

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City of Dacula Long Term Work Program 2014 - 2030							
Plan Element	Project Description	Responsible Agency	Cost Estimate	City's Amount	Funding Source(s)	Extended Plan	Notes
UT-1	Gas line extensions	Private Developers & Private Utility	TBD	TBD	Utility & IDD	X	Continuing program to expand services to serve new development. Industrial expansion may require development of service to sites
UT-2	Electric power	Private Developers & Georgia Power	TBD	TBD	Utility & IDD	X	Continuing program to expand services to serve new development. Industrial expansion may require development of service to sites
TOTAL:			N/A	N/A			
Transportation - Streets & Highways							
TC-1 (RTP/GW-261)	Portion of countywide intersection improvements	Gwinnett Co	TBD	TBD	Local Funds	X	Continuing program to be authorized by local gov't. (0.65% of Estimated \$42,569,000)
TC-2 (RTP/GW-263)	Portion of countywide safety & alignment improvements	Gwinnett Co	TBD	TBD	Local Funds	X	Continuing program to be authorized by local gov't. (0.65% of Estimated \$63,600,000)
TC-3 (RTP/GW-265)	Portion of countywide bridge improvements	Gwinnett Co	TBD	TBD	Local Funds	X	Continuing program to be authorized by local gov't. (0.65% of Estimated \$25,486,000)
T-01 (RTP/GW-308A3)	Sugarloaf Parkway extension: Phase 1-A construction	Gwinnett DOT	TBD	\$0	Local Funds		ROW is complete
T-02 (RTP/GW-308B3)	Construct Sugarloaf Parkway extension Phase 2 from SR 316 to SR20/Mall of Georgia (ROW in FY 2008 budget)	FHWA/GDOT	TBD	\$0	SAFETEA-LU, Local Funds	CST	ROW included in FY 2008 budget (\$17,000,000 in local funds and \$7,000,000 in SAFETEA-LU Earmark). Construction estimate was \$130,000,000 for FY2014-2030 RTP.
T-03a (RTP/GW-AR-249E)	Widen SR 316 from SR 20/124 to Barrow County line (advance ROW purchase)	FHWA/GDOT	TBD	\$0	National Hwy System Funds		CST for GW-AR-249E not in RTP
T-03b (RTP/GW-AR-249E)	Widen SR 316 from SR 20/124 to Barrow County line (advance ROW purchase)	FHWA/GDOT	TBD	\$0	National Hwy System Funds		CST for GW-AR-249E not in RTP
T-03c (RTP/GW-AR-249E)	Widen SR 316 from SR 20/124 to Barrow County line (construction)	FHWA/GDOT	TBD	\$0	National Hwy System Funds	CST	CST for GW-AR-249E not in RTP
T-04 (RTP/GW-AR-204A)	Widen SR 316 from 4 lanes to 6 lanes & grade separation (Cedars Road to Drowning Creek Road)	FHWA/GDOT	TBD	\$0	National Hwy System Funds	X	\$25,526,000 for ROW + \$26,004,000 for CST in RTP
T-09 (Gwinnett CTP-20 B)	Construct new alignment & bridge across the Apalachee River and CSX RR to Winder Hwy at Old Freemans Mill Road	Gwinnett	TBD	TBD	Local Funds	X	Set setback & ROW dedication reqts.
T-10 (Gwinnett CTP-20 C)	Realign, pave & widen (2 lanes) Old Freemans Mill Road from Winder Hwy to Drowning Creek Road @ SR 316	Gwinnett	TBD	TBD	Local Funds	X	Set setback & ROW dedication reqts.
T-11 (Gwinnett CTP-22)	Widen Winder Hwy by 2 lanes to 4 lanes w/median from SR 124 to SR 316	Gwinnett	TBD	TBD	Local Funds	X	Set setback & ROW dedication reqts.
T-12	Widen Winder Hwy by 2 lanes to 4 lanes w/median from SR 316 to Barrow County line	Gwinnett/ Dacula	TBD	TBD	Local Funds	X	Set setback & ROW dedication reqts.
T-14 (Gwinnett CTP - 113)	Widen Dacula/Harbins Road from 2 to 4 lanes with median thru City of Dacula	Gwinnett	TBD	TBD	Local Funds	X	Could be changed to creation of one-way pair with Broad & McMillan

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Plan Element	Project Description	Responsible Agency	Cost Estimate	City's Amount	Funding Source(s)	Extended Plan	Notes
T-15	Widen Tanner Road to 4 lane boulevard with median from Harbins Road to W. Drowning Creek Road	Dacula	TBD	TBD	Local Funds	X	
T-16	Widen W. Drowning Creek Road to 4 lane Boulevard with median from Tanner Road to Old Freeman Mill Road	Local + Private Developers	TBD	TBD	Developers or IDD	X	
T-18	Improve Harbins Road east of Luke Edwards Road - system improvements	Gwinnett	TBD	\$0	Local Funds	X	
T-19	Improve Alcovy Road/West Drowning Creek Road from Sugarloaf Pkwy to Harbins Road - safety improvements	Gwinnett	TBD	TBD	Local Funds; SAFETEA-LU	X	
T-20	Improve Alcovy Road west of Sugarloaf Pkwy - safety improvements	Gwinnett	TBD	TBD	Local Funds	X	
T-21	Improve Fence Road from Rabbit Hill Road to Apalachee River - safety improvements	Gwinnett	TBD	TBD	partial IDD	X	IDD would be a self-taxing district within the City that would generate revenue to support industrial development. State legislation would be required.
T-22	Improve Hebron Church Road from Old Peachtree/Dacula Road to Whisper Way - safety improvements	Gwinnett	TBD	TBD	IDD	X	IDD would be a self-taxing district within the City that would generate revenue to support industrial development. State legislation would be required.
T-23	Realign intersection of Old Peachtree Road at Hurricane Shoals Road	Gwinnett	TBD	TBD	IDD	X	IDD would be a self-taxing district within the City that would generate revenue to support industrial development. State legislation would be required. Coordinate with Sugarloaf Ext. Phase 2 & intersection.
T-24	Intersection Improvements @ Dacula & Fence Roads	Gwinnett	TBD	TBD	IDD	X	IDD would be a self-taxing district within the City that would generate revenue to support industrial development. State legislation would be required.
T-32	Old Peachtree Extension south of Hurricane Shoals Road to Fence Road	GDOT	TBD	TBD	Local Funds	X	Needed in conjunction with Sugarloaf Extension Phase 2 to reduce congestion at Sugarloaf Ext @ Hurricane Shoals Rd
T-33	SR 316 interchange @ Drowning Creek Road	FHWA/GDOT	TBD	\$0	Local Funds	X	May be included with Project #3
T-34	Harbins Road roundabout @ Luke Edwards Road	Gwinnett	TBD	TBD	Local Funds	X	Gateway roundabout anchors south end of Harbins commercial corridor
T-35	Chapel Estates Road extension to Harbins Road @ Luke Edwards Road	Private developers	TBD	\$0	Local Funds	X	Adds to E/W access south of Alcovy activity area
T-36	New bridge at Apalachee River @ Lawrence Road/Brown Bridge Road	Gwinnett & Barrow County DOTs	TBD	\$0	Local Funds	X	Alternate access across Apalachee River
T-38	Martins Chapel/ Brooks/Harbins Road safety improvements	Gwinnett DOT	TBD	TBD	Local Funds	X	2 lane safety improvements from US29 to Apalachee River (Patrick Mill Road)
T-39	Old Peachtree Road safety improvements north of Hurricane Shoals Road	Gwinnett DOT	TBD	TBD	Local Funds	X	2-lane safety improvements from Fountain Road to Hurricane Shoals & Ext. to Fence Road
T-40	Harbins Road widening (construction)	Private Developers & Gwinnett DOT	TBD	TBD	Developers & Local Funds	CST	4-lane from Centennial Parkway to Luke Edwards Road
T-41	Luke Edwards Road safety improvements	Gwinnett DOT	TBD	TBD	Local Funds	X	2-lane safety improvements from Harbins Road roundabout to Brooks Road
T-42	Make safety improvements on Auburn Road from Hinton Circle to Bailey Road	Gwinnett	TBD	TBD	Local Funds	X	Safety improvements include intersection and road alignment
T-46	Connect Fence Road to Winder Hwy - with new bridge construction over CSX RR	GDOT	TBD	TBD	SPLOST/ FHWA	CST	Project needed with grade separation improvements of SR 316 - replaces Fence Road intersection with SR 316 with a tie in to Winder Hwy (SR 8) - access would be via new SR 8 interchange with SR 316.
TOTAL:			N/A	N/A			
















* Cost estimates based on 2008 dollars

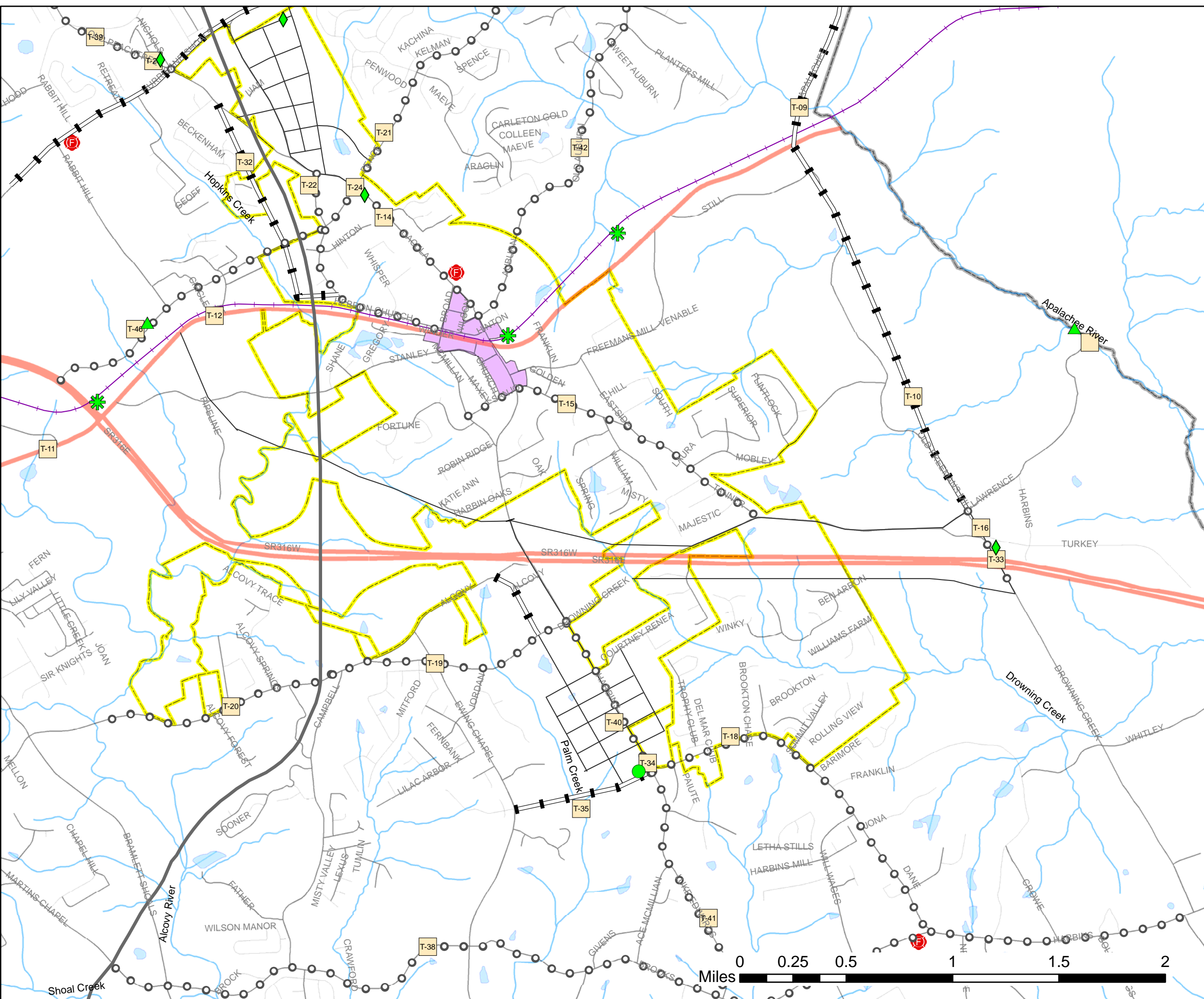
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City of Dacula Long Term Work Program 2014 - 2030							
Plan Element	Project Description	Responsible Agency	Cost Estimate	City's Amount	Funding Source(s)	Extended Plan	Notes
Transportation - Other							
TA-1	Design and pave sidewalks in urban areas of the City	Dacula	TBD	TBD	City	X	Continuing program - extend throughout the City
TA-2	Bikeways/trails on major corridors (Winder Hwy, Dacula/Harbins Road, Alcovy Road, Tanners Road, Drowning Creek Road, Old Freemans Mill Road, & Hurricane Shoals Road) or parallel alternates	Dacula and Gwinnett	TBD	TBD	Local Funds, Grants	X	Access to activity centers, schools, parks, employment centers, commuter rail, etc.
TA-3	Bikeway/Trail along Apalachee River Corridor from Dacula Road to Kilcrease Road with access to Dacula Park	Dacula and Gwinnett	TBD	TBD	Local Funds, Grants	X	
TA-4	Bikeway/Trail from Rabbit Hill Park to Harbins Road via Centennial Parkway	Dacula and Gwinnett	TBD	TBD	Local Funds, Grants	X	Adds access to activity centers, schools, parks, employment centers
TA-5 (Gwinnett CTP)	Commuter rail station site selection (three sites)	USDOT/ GDOT	TBD	TBD	Federal Transit Admin. (FTA) funding for intermodal facilities and Local matches		Pilot project commuter rail system between Atlanta & Athens will include a commuter station at Cedars Road or in the vicinity of Dacula. Plan recommends location study to evaluate access and improvement reqts. Location 1- Close to SR 316/Winder Hwy interchange Location 2 - Downtown - east of Dacula Rd Location 3 - On Winder Hwy 1 mile east of downtown core
TA-6 (Gwinnett CTP)	Commuter rail station (design)	USDOT/ GDOT	TBD	TBD	Federal Transit Admin. (FTA) funding for intermodal facilities		Pilot Project Commuter Rail System between Atlanta & Athens will include a commuter station in vicinity of Dacula. Plan recommends location study to evaluate access and improvement reqts.
TA-7 (Gwinnett CTP)	Commuter rail station (construction)	USDOT/ GDOT	TBD	TBD	Federal Transit Admin. (FTA) funding for intermodal facilities	X	Pilot Project Commuter Rail System between Atlanta & Athens will require Commuter Station in vicinity of Dacula. Plan recommends location study to evaluate access and improvement reqts.
TOTAL:				N/A	N/A		
Housing							
H-01	CDBG improvements	City	TBD	TBD	CDBG Funds	X	Provide road, drainage & utility infrastructure in designated areas
H-02	Substandard housing improvements/replacement	City	TBD	TBD	Private & Local Funds		Some located in potential annexation areas
H-03	Subsidized housing improvements	City	TBD	TBD	Private & Local Funds		None identified
TOTAL:				N/A	N/A		
Land Use & Other Considerations							
AX-1	Annexation	Mayor, Council, & City Staff	TBD	TBD	Private & City Funds	X	Annexation possibilities to be reviewed as part of an LCI

* Cost estimates based on 2008 dollars

City of Dacula LTWP Transportation Projects

-  LTWP - Road Projects
-  LTWP - Safety Improvements
-  Proposed Roundabout
-  Proposed Bridge Construction
-  Proposed Intersection Improvements
-  Potential Commuter Rail Station Location
-  LTWP Project ID Numbers
-  Roads
-  Railroads
-  Downtown/City Center
-  Fire Stations
-  Lakes/Ponds
-  Rivers/Streams
-  County Boundary
-  City Boundary





Appendix 3 Quality Growth Objectives Matrix

The Quality Community Objectives Table illustrates how each type of Character Area will work with the Quality Community Objectives established by the Georgia Department of Community Affairs:

City of Dacula 2030 Comprehensive Plan Quality Community Objectives	Mixed Use Activity Center	Community Activity Center	Neighborhood Center	Industrial Employment Center	Village Residential	Suburban Residential	Conservation Area and Greenspace
Development Patterns							
Traditional Neighborhoods Traditional neighborhood development patterns should be encouraged, including construction of human scale development, compact development, mixing of uses within easy walking distance of one another, and developments which facilitate pedestrian activity.	◆	◆	◆		◆	◆	
Infill Development Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery. Development or redevelopment of sites closer to the downtown or traditional urban core of the community should be encouraged.	◆	◆	◆		◆	◆	
Sense of Place Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, activity centers should be developed that serve as community focal points. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.	◆	◆	◆	◆	◆	◆	◆
Transportation Alternatives Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.	◆	◆	◆	◆	◆		◆
Regional Identity Each region should promote and preserve a regional "identity," or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or other shared characteristics.	◆	◆	◆	◆	◆		◆

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Resource Conservation							
<p>Heritage Preservation The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.</p>	◆	◆	◆		◆		◆
<p>Open Space Preservation New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.</p>	◆	◆	◆		◆		◆
<p>Environmental Protection Ecologically sensitive areas should be protected from the negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, natural terrain, drainage, and vegetation should be preserved.</p>	◆				◆		◆
Social and Economic Development							
<p>Growth Preparedness Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These might include infrastructure (roads, water, sewer, etc.) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs.</p>	◆	◆	◆	◆	◆		
<p>Appropriate Businesses The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.</p>	◆	◆	◆	◆			
<p>Employment Options A range of job types should be provided in each community to meet the diverse needs of the local workforce.</p>	◆	◆	◆	◆			
<p>Housing Choices A range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances). A mixture of income and age groups in each community should be promoted; and a range of housing choice to meet market needs should be provided.</p>	◆	◆	◆		◆	◆	
<p>Educational Opportunities Educational and training opportunities should be readily available in each community to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.</p>	◆	◆	◆				

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Community Agenda Appendix 3: Quality Growth Objectives Matrix

Governmental Relations							
Regional Solutions Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.	◆	◆			◆		◆
Regional Cooperation Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources or development of a transportation network.					◆		◆



Appendix 4 Community Assessment Review

A list of potential issues and opportunities was created by the State of Georgia Department of Community Affairs as a tool to assist in the local government comprehensive planning process. By identifying issues and opportunities within the community, citizens and decision-makers are better-able to assess both positive and negative aspects of the city as well as potential future assets and problems. The list of issues and opportunities was presented to the City of Dacula Comprehensive Plan Steering Committee in a worksheet format for discussion. The committee began by working in small groups and reviewing each issue to consider how the issue applied to Dacula and to identify any potential priorities, opportunities, or threats that might affect the City's health, safety, and welfare.

The Steering Committee ranked each issue or opportunity in order of importance, striking unimportant or irrelevant items. The City should focus on those issues deemed most important to the community through the Community Agenda process and in considering recommendations for future capital investments, transportation, land use, zoning, development, and construction codes. Each of the issues discussed by the Steering Committee is described below.

The committee noted that the City is at the edge of the Georgia 316 "mega-corridor" and discussed the ARC Mega-corridor designation of the area in terms of potential opportunities and threats associated with such growth in Dacula.

Sidebar: The Atlanta Regional Commission (ARC) identified the Dacula area as the edge of a "mega-corridor" for growth along Georgia 316 in the ARC Unified Growth Policies Plan draft map prepared in 2007. The surrounding areas were identified as "suburban neighborhoods" by ARC, and much of the area is also designated as Environmental Area.

1. Development Patterns

a. Development Patterns Issues

(1) Unattractive sprawl development/visual clutter along roadways - The Atlanta Region has the reputation of a sprawling consumer of land for the development of subdivisions ever further out and away from the region's urban core. Development sprawl adds to the length and number of automobile trips, creates additional congestion and pollution, and consumes attractive land for suburban residential and related uses rather than preserving the existing rural character of the small communities like Dacula that surround the central urban area of the region.

Local zoning, site plan, and permit review procedures can be important mechanisms to preserve the existing character of the community and guide development towards compatible land uses and an attractive mix of urban, suburban and rural forms along the City's road corridors. However, as attractive natural vistas or rural agricultural scenes are eliminated by new development, developers need to provide attractive visual alternatives to replace the lost scenic opportunities. Safe, sustainable developments minimize unattractive views and add trees, vegetation, or buffer space to enhance

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transitions and eliminate intrusions (intended or unintended) into floodplains, steep slopes, and other sensitive areas that cannot sustain more intensive development. Attractive road corridors must also be able to be adequately supported by local community services (fire, police, et al.).

As new residential and non-residential development occurs along major highways, arterials, and collector streets, the City desires to identify and create appropriate requirements to minimize obtrusive signage and undesired visual clutter along roadways. The visual appearance of a prosperous, well-groomed community demonstrates that Dacula is a highly desirable place to live, work, or play. Existing methods to protect the City from visual clutter include buffers for residential and commercial development and the careful use of other ordinances. The combined review process through the City Council, the Planning Commission, the Design Review Board, and the Zoning Board of Appeals provides oversight and structure for considering development and site design, but the visual results may be difficult to understand without better means to engage visual appearance and finishes.

(2) Unattractive commercial or shopping areas -

Some of the commercial retail areas of Dacula were developed when the community began to grow as part of the Atlanta Region. These older facilities are being replaced by new commercial development constructed to service the current needs of the City. The target population for this non-residential development is based on the social and economic character of the projected population within the community. Commercial development has been based on an automobile-oriented society with the assumption that there would be little or no transit or other alternatives for access.



Low density commercial development also assumes that walking or bicycle ridership may be less viable as an alternative to the automobile although they provide an alternative that is desired for quality of life and a means to reduce vehicular travel for short trips.

Over time competing strip centers may siphon occupants away from each other especially if there are too many commercial storefronts and not enough customers. Unsuccessful centers may not bring in the revenues to justify reinvestment in maintenance or in updating the center to meet new trends in marketing and customer interest. Whereas these strip centers are on the major roadway corridors, they help form and define an image of the City by the people who travel these corridors. Therefore, the community should try to maintain a balance between commercial structure demand and supply to encourage adequate maintenance or replacement of older shopping areas by appropriate new facilities to meet local needs. Commercial shopping areas also may require enhanced architectural standards to help ensure design quality and sustainability. Curb cuts, vehicle parking, and outside display elements should be included in the design review process to enhance the physical and visual elements that control appearance and desirability.

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(3) No mix of uses or neighborhood centers to serve adjacent neighborhoods – Typical suburban development is predicated on segregation of unlike land uses. As Dacula grows from a small rural town to a larger suburban community, the Steering Committee has made it clear that Dacula wants to build a community which allows ready access to commercial centers via not only automobile transportation but also bike, pedestrian, and other means. This will allow individuals with limited mobility choices (i.e. too young or old to drive, those without cars, etc.) to access goods and services which would otherwise be beyond their reach.



Though several commercial areas exist within the City, most of them are not designed as part of or a service to any particular neighborhood but rather focus on the areas which have the highest automobile traffic. The commercial areas in the downtown area of Dacula are in close proximity to neighborhoods in the area, but the population adjacent to these centers is relatively small. There may be additional opportunities elsewhere in the City, but these sites deserve careful discussion and attention regarding how and to what extent they should be developed before they can be identified as a neighborhood or community center.

(4) Development patterns don't encourage interaction with neighbors – As a rural community growing into a suburban or urban center, Dacula is evolving from a community which is typified by small houses set away from roads and other houses into one with neighborhoods and sidewalks. Currently, neighborhoods are becoming denser, but development patterns still do not encourage interaction with neighbors. The practice of developing more inward-focused subdivisions disconnected from the larger Dacula community means that there is some ability to interact but that this interaction is still limited to a fairly small group. Houses are located much farther apart in one-acre minimum lot size subdivisions than in more urban areas recommended in current planning literature and in the State and Regional planning guidelines. Added distances between houses reduce the likelihood that opportunities for interaction can be provided, especially as a neighborhood gets older and different age groups with different interests occupy the housing units.

Any continuing relationships found in schools, churches, social clubs, and neighborhood organizations may be constrained by limited access to automobile travel in the future as communities and neighborhoods age. Mobility for all elements of the population is expected to be required to maintain these relationships and offset the greater distances in the future.

(5) No clear boundary where town stops and countryside begins – to establish and maintain the City's identity as a meaningful "place", Dacula should establish and maintain gateways to the community to provide a visual feel that you have entered a distinct new "place" and as a means of promoting citizen pride, commitment and visitor awareness. Once in Dacula, the community should continue to protect, preserve and enhance the unique features and characteristics that attracted residents to the City.

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b. Development Patterns Opportunities

(1) Access to rail lines – Existing rail lines passing through Dacula are a great asset to the community. As the City develops into a larger community within the context of the Atlanta Region, these rail lines provide an attraction for industrial development in and around Dacula. Furthermore, studies of regional commuter rail corridors have identified a potential passenger rail corridor (nicknamed the “Brain Train”) linking Atlanta, with its large population and numerous colleges and universities, and Athens, home to the University of Georgia. This rail corridor would likely pass through the City of Dacula and feature a stop in or near the City in order to service Dacula and nearby Georgia Gwinnett College.

(2) Plentiful scenic and pastoral views – Preservation of the existing scenic pastures, wooded areas, and other resources requires a balance between two philosophies regarding the best use of existing land – preservation and development. The identification of existing scenic views that should be preserved needs to be documented to allow the community to weigh whether new development uses the scenic resource or obstructs it.

Knowledge regarding potential losses before they occur provides the opportunity to demand that future development limit its impact on the aesthetic nature of the community by promoting appropriate development that enhances the scenic views and pastoral feel of the community instead of development that detracts from the existing landscape.

(3) Extensive green space still available – Most of the existing development within the City of Dacula is still relatively new and stable, and numerous opportunities remain for the continuing infill of residential development on one-acre lots to allow builders to include elements of the existing woodlands, pastures, stream corridors, and steep slopes when they site streets, housing, and amenities. Unfortunately, large parcels are disappearing and being replaced by the one-acre lot subdivisions that maintain some green space but limit accessibility to private property owners.

2. Community/Sense of Place

a. Community/Sense of Place Issues

(1) Some areas/neighborhoods in need of revitalization– While Dacula is attracting new development, its history dating back to 1905 means that there are a number of older parts of the community, some of which are in need of revitalization. If properties are not properly maintained, years of exposure to human activity and the elements will take their toll on existing structures and infrastructure. In addition to sites which have been left to fall into decay, some areas of Dacula may need revitalization in order to successfully make the transition from rural to urban or suburban. It may be acceptable, for example, to have junked cars on one’s property when in a rural area with few neighbors, but as higher density comes, neighbors in increasingly-close proximity to the junked cars will likely view them as a nuisance.

In order to maintain a desirable community which is attractive to residents and businesses, the City must work to identify dilapidated areas of the community and revitalize them in order to bring them up to the standards the City and its residents have.

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(2) Unattractive commercial or shopping areas – Attractive commercial centers tend to draw people into the center to shop or visit the stores located there. The less attractive a center is, the less desire there is to visit the development. Well-run commercial centers try to encourage customer visits by providing unique and attractive developments that maintain occupancy by updating the look, amenities, and accessibility of the center and improving the mix of occupants in keeping with the changing tastes of the surrounding community. Too little competition may result in empty stores as the businesses go elsewhere. The City supports the creation of well-designed, sustainable commercial centers by ensuring that new construction meets or exceeds local standards and satisfies community expectations of a balance the short term costs of construction with the long term costs of maintaining operational sustainability. While Dacula has seen a great deal of development in recent years, particularly in the northern areas of the City, there are many commercial areas which are eyesores, particularly along Winder Highway. By developing design and signage standards, the City can work to rehabilitate areas which are unattractive.



Unattractive buildings along major roads present opportunities for redevelopment (far left), and out-of-place structures and signage can detract from a city's sense of "place" (near left).

(3) Unattractive or declining town center – While downtown Dacula is at the center of the City's rich history, much of the City's core is in some state of decline. There are reminders of the City's past ranging from historic buildings to the 2002 addition of the "May Peace Prevail on Earth" wooden pillar beside Second Avenue. Though many of the storefronts along Second Avenue are filled with local businesses, much of the downtown appears somewhat unkempt, showing years of minimal upkeep.

(4) No pleasant community gathering spaces – While the City has a number of schools and churches, there are too few places where community members, particularly adults, can gather in larger groups. Athletic and school facilities are typically oriented toward residents with children participating in related activities, but concern has been raised that there should be more places for adults to interact away from the context of children's activities.

(5) Not enough neighborhood centers to serve adjacent neighborhoods – One aspect of a community which Dacula's residents would like to have is the ability to easily access retail and services near their homes. Ideally, neighborhood centers with pedestrian connections to neighborhoods would allow residents with limited mobility to gain access to goods and services in close proximity to their homes. Neighborhood goods and services outlets can contribute to the sense of a closer-knit, more community-minded neighborhood.

(6) No sense of place (Visitors do not sense that they've arrived at an activity center) – As a rural place, Dacula does have a number of attractive natural and scenic vistas, especially along its river corridors. In spite of the attractive surrounding area, Dacula has few features to show visitors that they have "arrived" in the City until they reach Second Avenue downtown. By developing

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ordinances or guidelines regarding entry corridor design standards, the City can create a sense of “Dacula” which will be recognizable to visitors and residents alike.

(7) Not enough places for arts activities and performances – The City has many residents that may have time and interests in the arts or in community activities. There are few places where performances can be held aside from local schools and churches. Dacula High School provides one such venue. Members of the community have expressed interest in an amenity to the City similar to nearby Lawrenceville’s Aurora Theater.

b. Community/Sense of Place Opportunities

(1) Attractive residential development and housing stock – The existing housing stock in Dacula is generally fairly good although there was some concern expressed at the Steering Committee meetings about some of the older homes that were that may have not been maintained as well as the community would like. While some are historic properties, many are simply dilapidated homes.

(2) Existing downtown area – While there may be some need for revitalization, the existing downtown core is a great asset to Dacula as it seeks to develop a strong sense of place and connect to its history. The connections to major highways and rail corridors as well as several historic storefronts and buildings is a good base for establishing Dacula as a unique community at the periphery of the Atlanta Region.

3. Zoning Process/Government Regulations

a. Zoning/Regulations Issues

(1) Neighborhood opposition to higher density – More opposition to increased density (residential or non-residential) should be expected as neighborhoods seek to protect the investments of homeowners in their residences. When a project is presented by a developer, information should be provided that makes it easy for residents to understand exactly what is proposed, how it will be implemented, the appropriate sequencing of development, and what actions are included to minimize impacts on adjacent communities. The City should provide support to facilitate meetings between developers and homeowner groups and insist that meetings take place prior to creating “all or nothing” scenarios at the stage where the proposal is presented to the Planning Commission and the City Council. The maintenance of an open dialog between the developer and the community is to protect the intent and the policies of the Comprehensive Plan as expressed by the Future Development Plan element of the Comprehensive Plan and any adopted Zoning Overlays or Future Land Use Plans.

(2) Regional and multi-jurisdictional coordination and cooperation – Dacula’s citizens should be provided services by whatever agency is best-able to serve them. Therefore, the City must coordinate with State, county, and adjacent governments to efficiently provide services to all citizens through the appropriate governmental body. Such coordination will often provide for the sharing of infrastructure or services across jurisdictions. For example, Dacula may arrange for the City to share sewer services with an adjacent government such as Barrow County in order to reduce infrastructure costs. Furthermore, intergovernmental relationships such as those between fire, police, and EMS provide redundancies in order to ensure residents’ health and well-being.

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Other cooperation agreements will be maintained with utility providers, planning agencies, and regulators such as Georgia Power, MARTA, the Metropolitan North Georgia Water Planning District, the Atlanta Regional Commission, GRTA, GDOT, GCT, and other elements of State and federal agencies to ensure that information and decisions regarding infrastructure are shared and promote the best interests of citizens.

(3) Neighborhood opposition to new/innovative developments – After the dominance of the typical cul-de-sac subdivision for many years, many homeowners are wary of the recent trends of moving to “traditional” and “neo-traditional” neighborhoods, which are designed to emulate many of the traits which contribute to a sense of community in older neighborhoods. Other recent trends include conservation subdivisions, planned-unit developments (PUDs), and residential associated with mixed-use developments, among others. Because the cul-de-sac model has been the most prevalent type of development in recent years and offers a sense of security because of its limited access, it can be a challenge to persuade buyers that a neighborhood with an interconnected street network and smaller setbacks may be preferable in many cases.

b. Zoning/Regulations Opportunities

(1) Local interest in quality developments – While there is a feeling that there is opposition to new/innovative developments, there is a clear sentiment that Dacula’s residents recognize the value of a pedestrian-friendly environment with goods and services adjacent to residential areas. Residents with limited mobility because of age or ability can benefit from a community which promotes such development patterns.



4. Preservation, Protection and Conservation

a. Preservation/Conservation Issues

(1) Too many trees have been lost to new development – Clear cutting trees for new development may provide a short-term benefit for the builder in allowing access to the site for the house and for the septic field, but it also provides a long term disadvantage for the buyer. Trees can provide shade for the southern or western side of the house, reducing air-conditioning costs in the summer. Trees intercept water, store some of it, and reduce storm runoff and the possibility of flooding. Trees also moderate the heat-island effect caused by pavement and buildings in commercial areas resulting in cooler temperatures in the vicinity of trees.

The leaves on deciduous trees also absorb or deflect radiant energy from the sun during the summer and allow the sun to shine through in winter. The indirect economic benefits of trees are even greater providing lowered electric bills when power companies use less water in their cooling towers, build fewer new facilities to meet peak demands, use reduced amounts of fossil fuel in their furnaces and fewer measures to control air pollution. Communities also can save money if fewer facilities are required to control storm water. Although the individual savings to each person may be small, reductions in these expenses may save thousands of dollars for the community.

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(2) Disappearing rural scenery – A growing population in Dacula has meant new subdivisions where pastures and woodlands once existed. While many of these developments are attractive and have left green space around the edges or along undevelopable streams, they do not provide the pastoral feel or the health effects of their former state. While it is important to the City to accommodate a growing population, residents also wish to protect their natural resources and scenery, which contribute to the City's well-being.

b. Preservation/Conservation Opportunities

(1) Flood Plains – Protecting existing stream quality is a paramount component of the regional watershed protection plans. Undeveloped floodways provide space for water flow in peak rain events and a continuous corridor from their headwaters to the next larger stream may permit wildlife to travel from one area to another without cutting through human-occupied areas.



These areas and adjacent wetlands provide woodlands and vegetative cover for songbirds and small animals including amphibians, reptiles and mammals that are helpful to the diversity of the vegetation and which provide a filter for pollutants such as oil and gas droppings on roadways and driveways or along lakes and streams. Wooded stream corridors also provide visual barriers for adjacent development with increased privacy.

5. Mobility

a. Mobility Issues

(1) Traffic problems – As a city along several major thoroughfares, Dacula is subject to relatively high traffic for its population. It is adjacent to US 29 (Winder Hwy), GA 316 (University Parkway), and other major roadways. Furthermore, a Sugarloaf Parkway extension is slated to bring even more traffic through Dacula. There are few indications that public transit is sought after by the majority of Dacula's residents, though many have expressed concern with mobility issues, primarily walkability. The most immediate local issue affecting mobility is congestion at many of the local intersections and the inadequate pedestrian infrastructure.



The existing roads were designed as rural pathways for light traffic in a rural environment. As rural highways have become regional traffic corridors, Dacula's streets have become clogged with regional commuters traveling from areas such as Barrow County into the Atlanta Region. It is the hope of officials that the proposed Sugarloaf Parkway extension will direct much of this traffic away from the City, mitigating traffic concerns along local roads.

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(2) Not enough on-street parking – On-street parking offers many benefits relative to parking lots. In addition to providing parking along existing roadways rather than requiring additional land disturbance for a lot, cars parked along the roadway offer a buffer between automobile traffic and pedestrian areas such as sidewalks. In addition to these benefits, on-street parking often affords drivers the closest-proximity parking option to businesses because of its location along the roadway.

(3) Not pedestrian or bike friendly – The longer distances between houses and the distances between neighborhood centers in the City mean that sidewalks are a desirable within the City. While there are some areas that offer pedestrian facilities, there is a general lack of connectivity in Dacula's sidewalk network. Pedestrians must often cross a busy street many times in order to stay on a sidewalk, reducing the incentive to walk. There is also a lack of bicycle infrastructure throughout the City, forcing cyclists to share congested, narrow lanes with heavy automobile traffic. The City should work to develop bicycle and pedestrian infrastructure in order to promote these modes of transportation, which are accessible to those who cannot drive and promote a healthy, sustainable community.

(4) Not enough parking available in busy activity centers – Because the City is largely automobile dependent, it is important to residents that they are able to park conveniently when they must drive to commercial centers. Some residents feel that there is inadequate parking in these areas. By either improving parking facilities or offering alternative modes of transit, the City can help to alleviate some of these problems.

b. Mobility Opportunities

(1) Use of context-sensitive design to maintain corridor characteristics – Context-sensitive design for roadway corridors has received support from the Institute of Transportation Engineers (ITE) and would allow additional access albeit more limited than widening the corridor. The intent is to reduce the congestion bottlenecks at intersections, curved sections of roadway, or at locations where better design can create significant improvements to traffic flow. Improvements can include a variety of measures from providing better clues to the driver about what to expect around the next bend to physical reconstruction to allow vehicles to travel safely at design speeds.

6. Economic Development

a. Economic Development Issues

(1) Not enough jobs or economic opportunities for local residents – Most local residents must drive to jobs in other cities or unincorporated areas. Many of these residents would prefer to work closer to their residences if appropriate jobs at appropriate pay were made available closer to Dacula.

(2) Not enough innovative economic development taking place – Though the City has many businesses, Dacula has a fairly basic commercial economic base established within the boundaries of the City and could benefit from identifying new economic development opportunities such as nearby industrial areas or utilization of rail lines which pass through the City.

(3) Imbalance between location of available housing & major employment centers – The City of Dacula has few employment centers aside from retail commercial centers. While the City is in relatively close proximity to larger communities such as Lawrenceville, traffic problems can make it difficult to commute to areas which are not in very close proximity to Dacula. By developing

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adjacent commercial and residential areas, or by developing mixed-use centers, the City can provide both residential and commercial centers which are accessible to more of Dacula's residents.

Housing located closer to the centers of activity would be one means to reduce the trip length and the congestion in and around these centers. Also, if Barrow County residents could be diverted along the proposed Sugarloaf Parkway extension to Georgia 316, they would not need to travel through Dacula thus reducing the number of vehicles and some of the congestion on local roads.

The development of a Livable Centers Initiative (LCI) project in Forsyth County along Georgia 400 north of McGinnis Ferry Road should be considered as a potential asset to the City of Dacula by reducing thru traffic.

b. Economic Development Opportunities

(1) Alcovy Road at Georgia Route 316 - The vacant land along the Georgia Route 316 corridor provides opportunities for mixed use commercial and residential development and for the development of employment centers in or close to the City of Dacula. The intersections of SR 316 and Alcovy Road with Harbins Road are anticipated to develop as a community-level commercial center to serve the growing areas south of the corridor.

(2) New Town Center Sugarloaf Parkway Access – The extension of Sugarloaf Parkway from SR south of Lawrenceville to Georgia Route 316 will enhance access between Dacula and southern Gwinnett County including industrial and commercial employment centers south and southwest of Lawrenceville. The proposed extension of Sugarloaf Parkway to the north also is anticipated to create additional access to the New Town Center development located around the Old Peachtree Road and Dacula Road intersection and serve the growth of residential development between Rabbit Hill Road and the Apalachee River.

(3) Dacula Downtown – The older commercial center of Dacula along both sides of the CSX Railroad and the US 29 Highway is relatively compact and could be developed as a pedestrian-oriented, mixed-use center by attracting desirable occupants to the existing and appropriate infill structures. Streetscape improvements and incentive programs could help create an attractive mixed-use center at walkable scale ($1/4 - 1/2$ mile radius), and would work well to accommodate the development of rail transportation in the form of a stop on the “Brain Train” corridor between Atlanta and Athens. Transit-oriented development would be consistent with the above form for the redevelopment of the existing downtown area.

(4) Employment Expansion – The large open areas along the SR 316 Corridor provide the opportunity to create new employment centers close to Dacula. The development of these areas as mixed light industrial and office uses would reduce the average trip to and from work for Dacula residents and could assist the local governments in extending infrastructure through sharing development costs with anticipated growth.

(5) Quality of Life – The City's location at the intersection of the “Brain Train” corridor with the anticipated Sugarloaf Parkway corridor provides an opportunity to capitalize on Dacula's location at the edge of the greater Atlanta urban area. The combination of rail and expressway access into the heart of Gwinnett County and beyond to the I-85 corridor and Atlanta provides an opportunity for Dacula to combine small town urban living in a two mile wide by three mile long area located only three miles from low-density and estate residential development.

City of Dacula 2030 Comprehensive Plan

Community Agenda Appendix 4: Community Assessment Review

7. Financing

a. Financing Issues

(1) Inadequate public facility capacity for attracting new development – The City has no room available to add territory or expand the City limits in Fulton County, and legislative approval would be required to expand into an adjacent county. Therefore, financing public products and services cannot be increased by annexation, and there is very little room for expanding physical infrastructure within the City boundaries to attract new development or locate additional public facilities. Therefore, where opportunities exist for additional development, they should be examined in light of the limited growth policies desired by the City Council and the objectives of the Comprehensive Plan.

(2) Financial Institutions are resistant to new development ideas – Most financial institutions are conservative institutions. They support the development market by making loans to builders and homeowners and are collecting profits to return to their investors or into the business. Many of these financial institutions are suffering from the significant over-construction of housing and other development products provided since the mid-1990s and the increased numbers of foreclosures where investments did not pay off. In addition, many institutions are resistant to trying new ideas until they can see solid evidence that the market can absorb new development.

b. Financing Opportunities

(1) Timeliness – Housing values are very volatile at the time of the adoption of this plan. It is not known for sure if the Atlanta Region and the City of Dacula will experience new paradigms or a return to the same type of housing growth experienced throughout the first seven years of the 21st Century. However, it is assumed that sprawl can be expected to slow as gas prices go up and if housing prices closer to the center of the region become more affordable through price decline or changed expectations by persons seeking housing. Residential (and other) properties close to transit are expected to become more valuable as more amenities and perceived values are associated with transit-oriented, mixed-use, urban-centric development.

(2) Public/Private Infrastructure Investment - As the Atlanta region matures, many low-density developments that were appropriate for an automobile dominated environment may no longer be acceptable for a more multi-modal environment. In addition to bus and rail transit, pedestrian facilities, bicycles, golf carts, segways, and other methods may become viable alternatives to personally-owned autos. The current gas tax based on a set amount per gallon of gas sold may be replaced with other methods that could help accomplish and even accelerate the development of the three urban centers in Dacula.

8. Assessment and Data

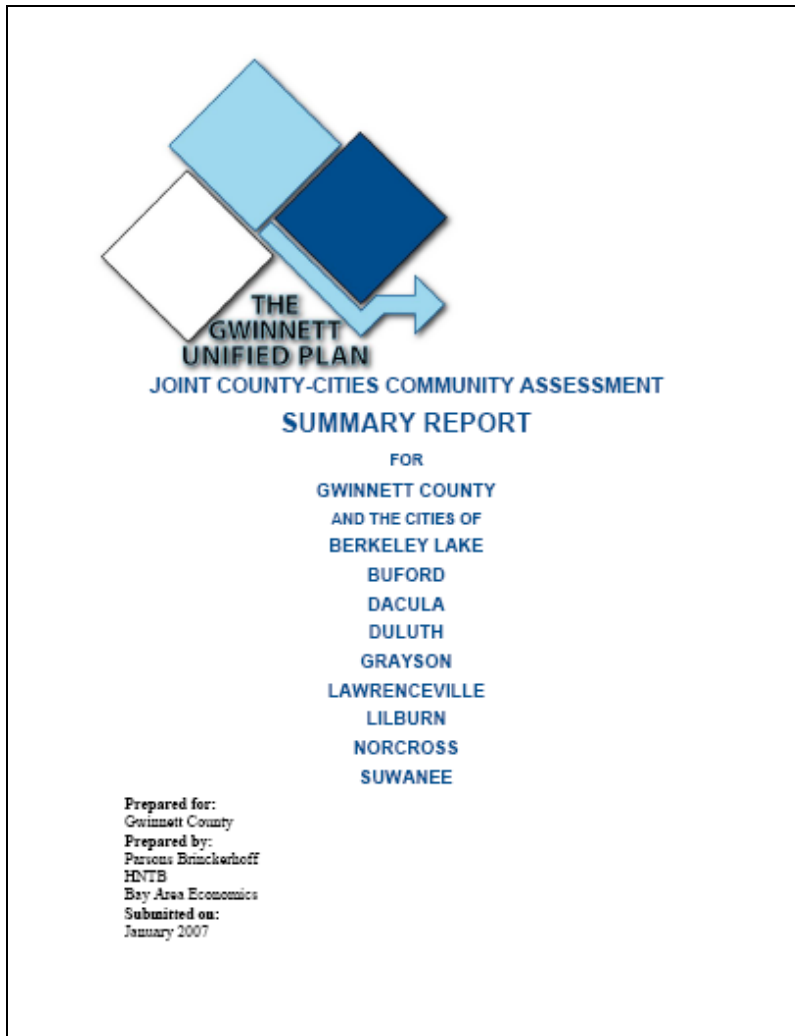
The Community Assessment was prepared as part of the Joint Gwinnett County and Cities Community Assessment prepared by consultants and the Gwinnett County Planning Department staff. The study provided a thorough review of existing conditions, trends, threats, issues, and opportunities that could assist the County and its Cities in addressing their vision and plans for the next 20 years or more. **The Gwinnett Unified Plan Joint County-Cities Community Assessment** component of the Gwinnett Unified Plan was accepted as the basic database and assessment for the preparation of the Dacula Comprehensive Plan and was used throughout the preparation of the Community Agenda.

City of Dacula 2030 Comprehensive Plan

Community Agenda Appendix 4: Community Assessment Review

The adoption of the Community Agenda includes the adoption of The Gwinnett Unified Plan Joint County-Cities Community Assessment by reference.

The maps on the following pages illustrate some of the key information collected from the text, maps, and illustrations provided by the Joint County-Cities Community Assessment for the Gwinnett County Unified Plan.

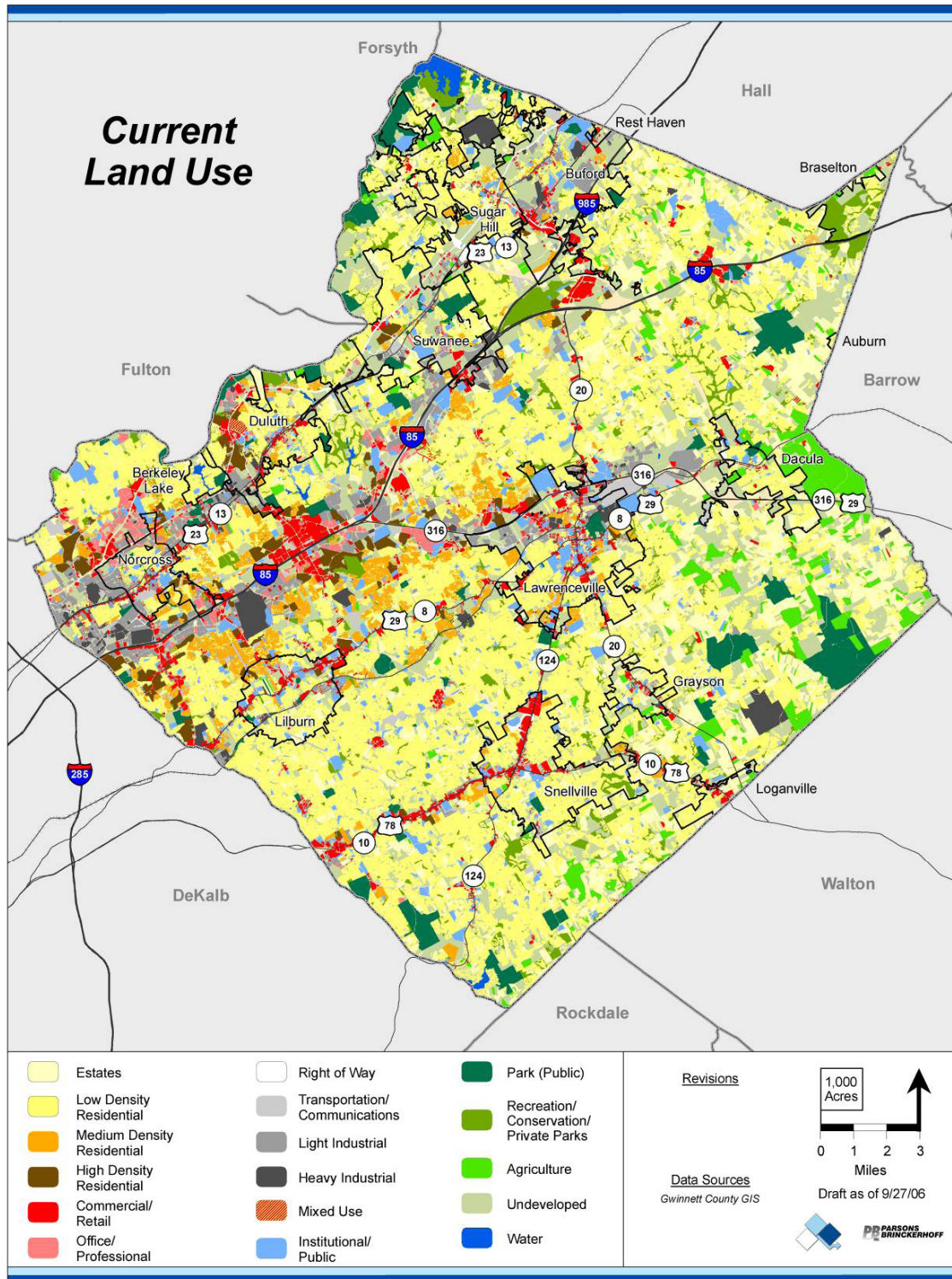


The Current Land Use map, the two Areas of Special Attention for the City of Dacula maps, and the Existing Character Area map for Dacula were used to help define existing character, resources, and the baseline for developing Dacula's unique "Community Vision." Other maps of major importance included the transportation, water and wastewater utility maps, and the ARC Unified Growth Policy Plan.

The Future Development Plan for the City of Dacula may represent a different vision than may be set by other jurisdictions. However, it does originate from the same, strong base of existing information.

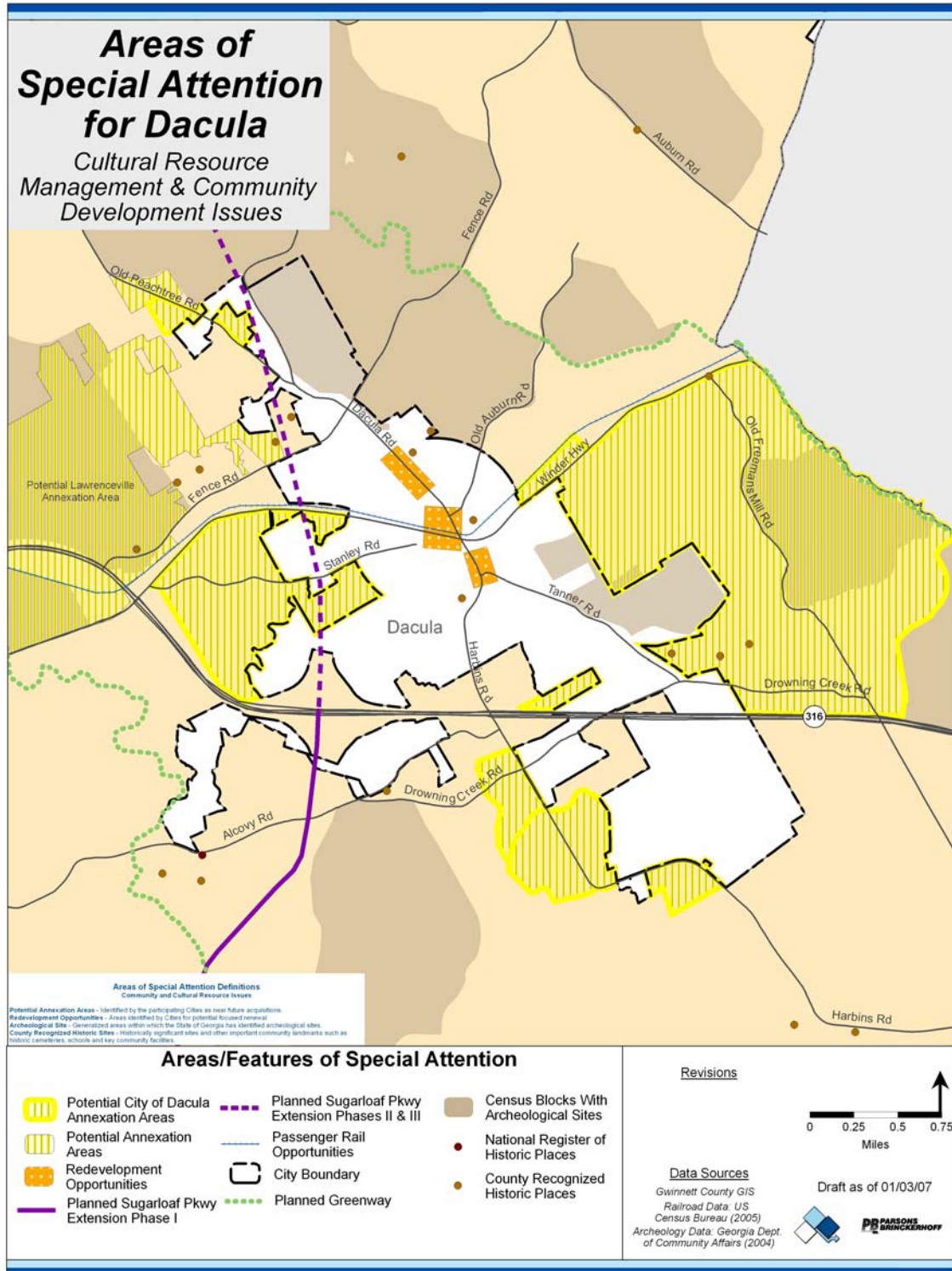
City of Dacula 2030 Comprehensive Plan

Community Agenda Appendix 4: Community Assessment Review



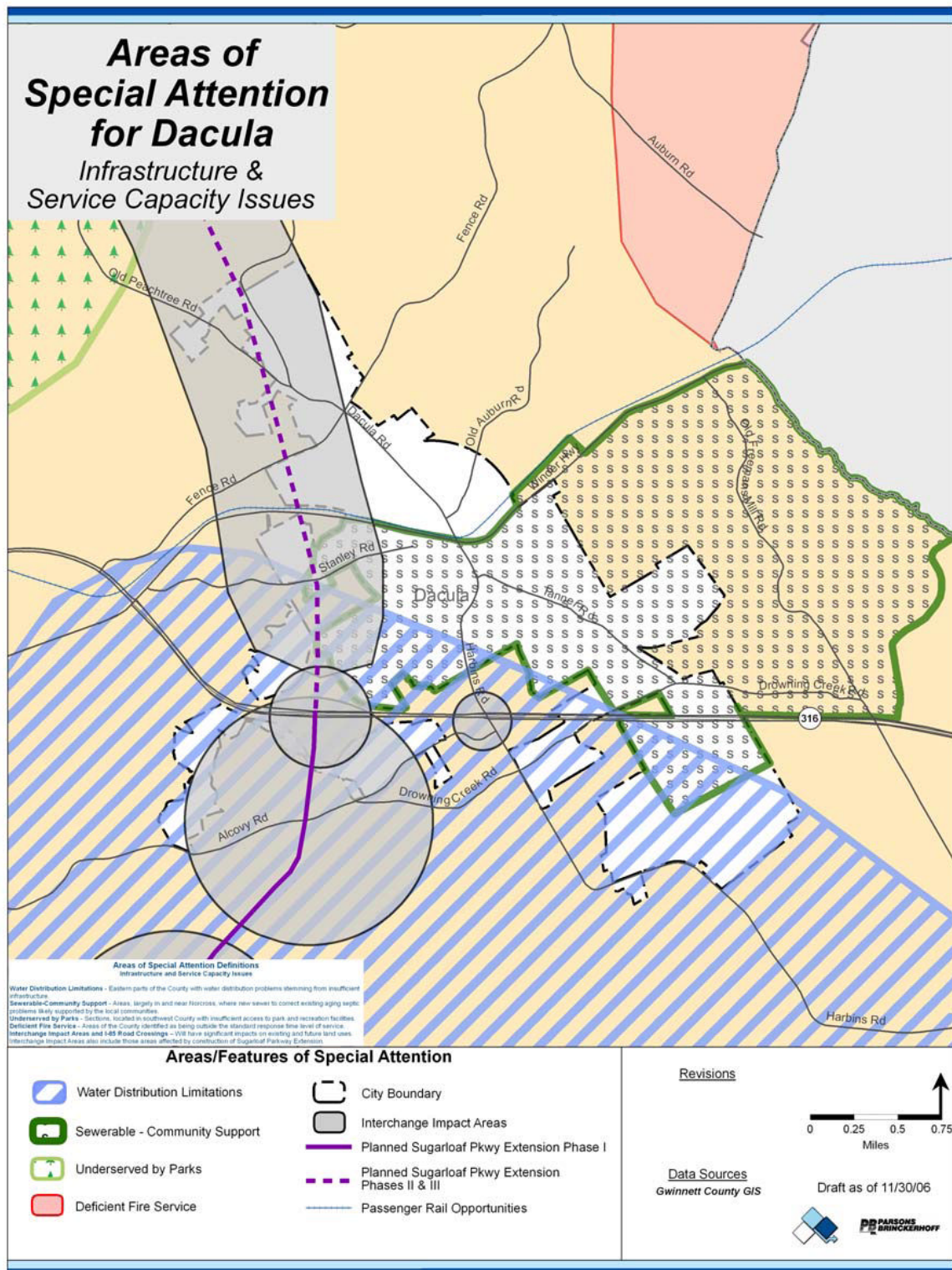
City of Dacula 2030 Comprehensive Plan

Community Agenda Appendix 4: Community Assessment Review



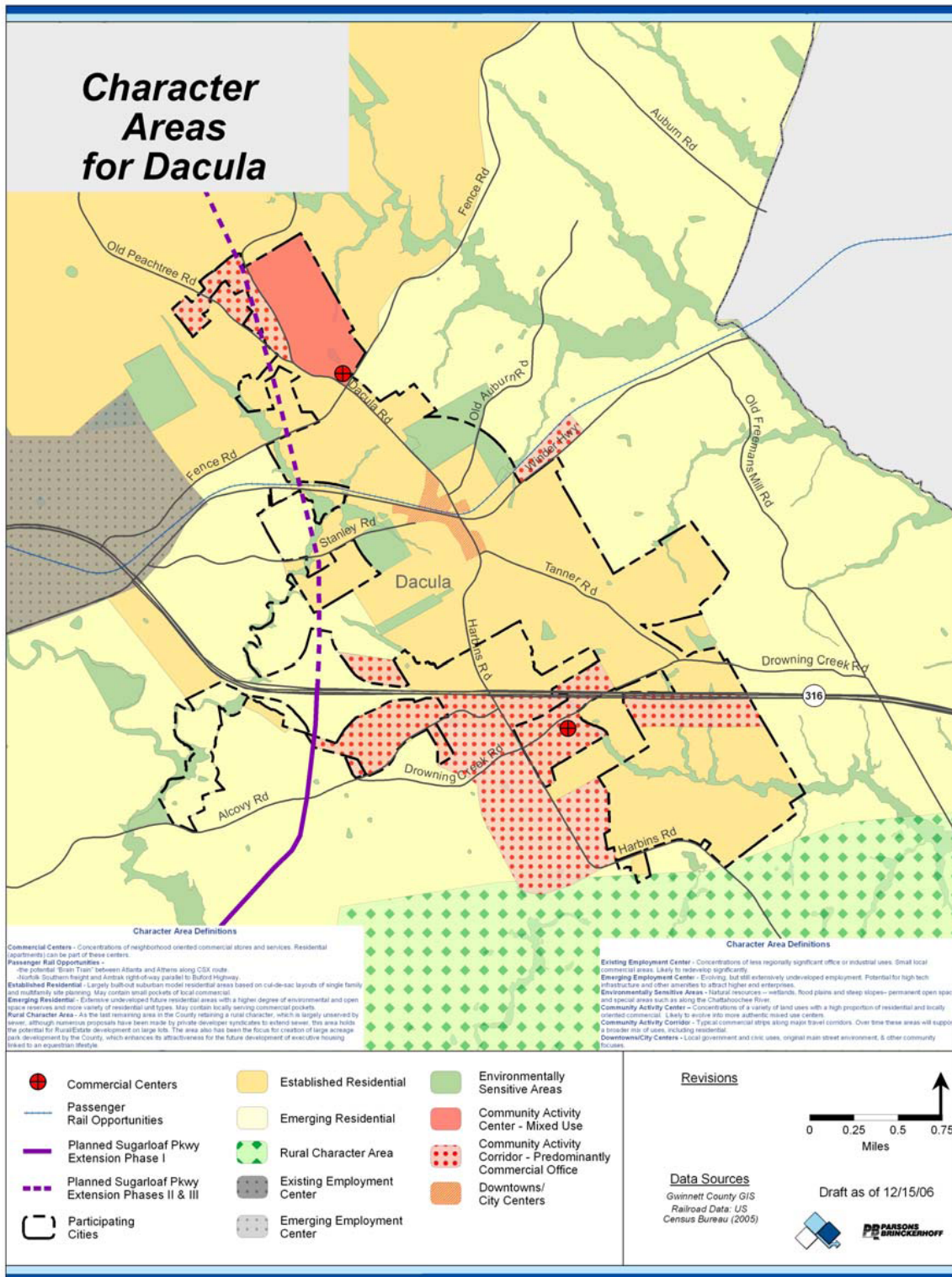
City of Dacula 2030 Comprehensive Plan

Community Agenda Appendix 4: Community Assessment Review



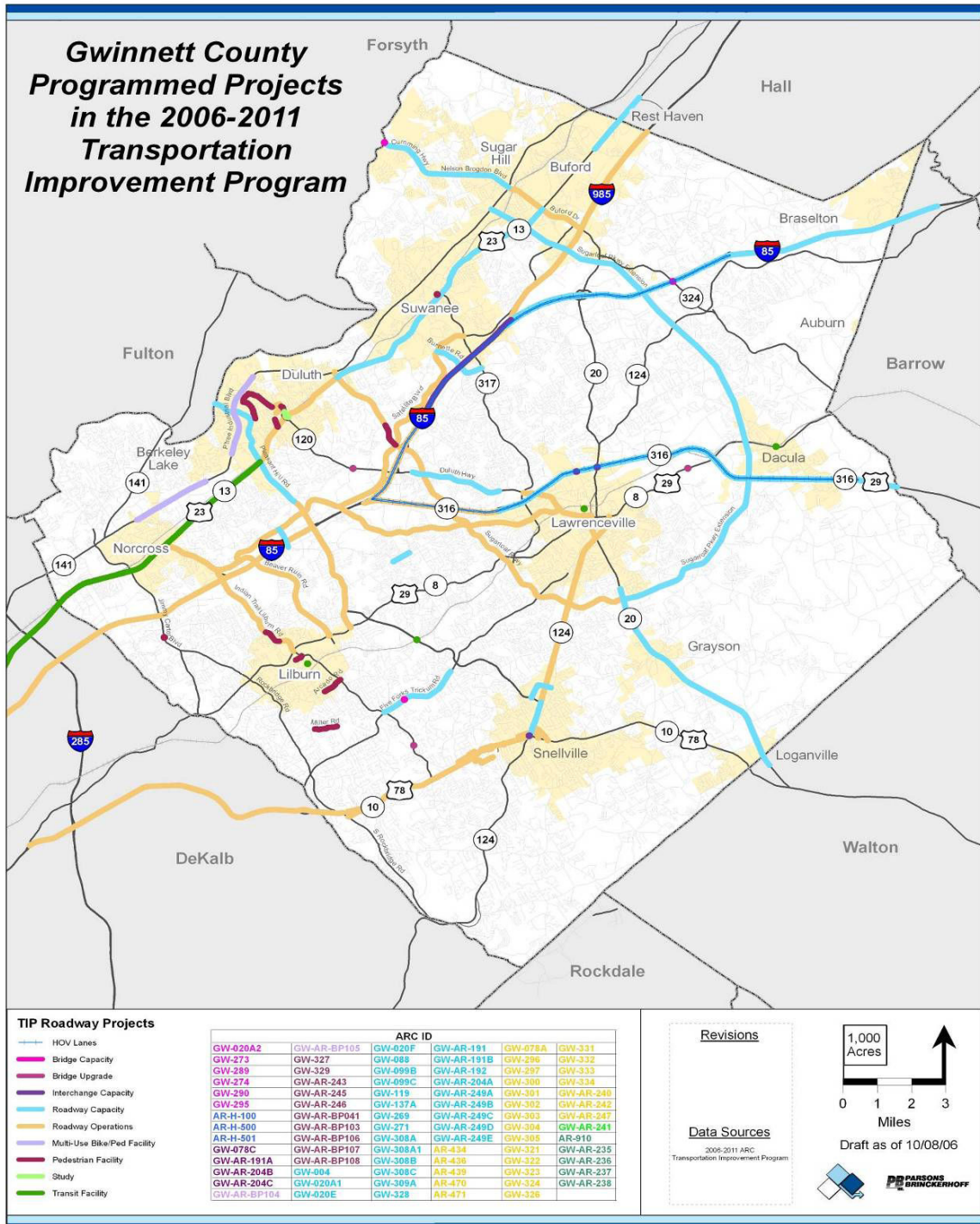
City of Dacula 2030 Comprehensive Plan

Community Agenda Appendix 4: Community Assessment Review



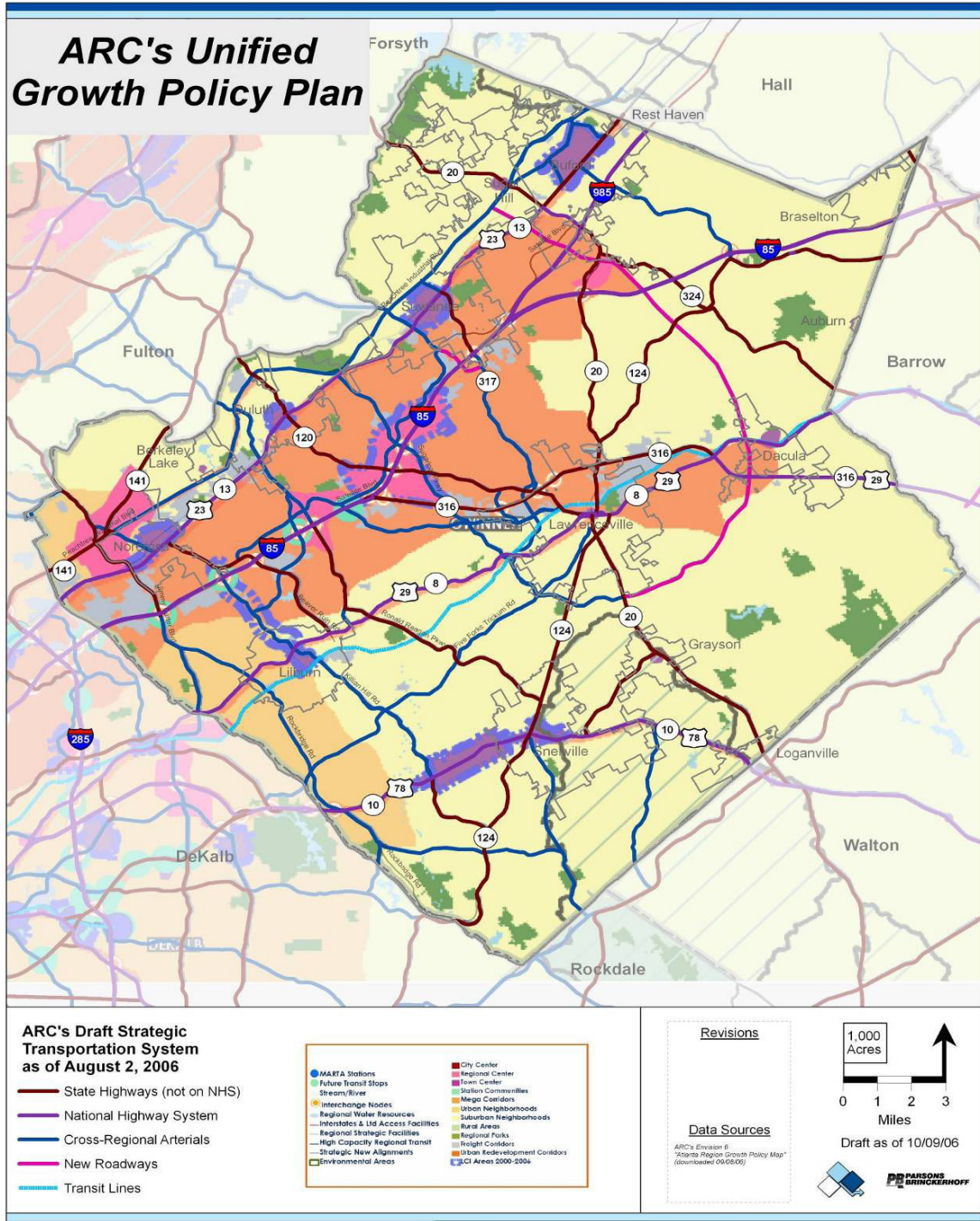
City of Dacula 2030 Comprehensive Plan

Community Agenda Appendix 4: Community Assessment Review



City of Dacula 2030 Comprehensive Plan


Community Agenda Appendix 4: Community Assessment Review





Appendix 5 Community Agenda Transmittal and Review Comments

The attached transmittal was transmitted by the City of Dacula and the following comments were received and integrated into the Comprehensive Plan.

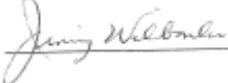
	FAX: (770) 513-2187	City of Dacula 442 Harbins Rd. P.O. Box 400 Dacula, GA 30019	Phone: (770) 963-7451
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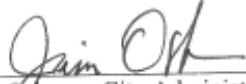
CITY OF DACULA
RESOLUTION TO TRANSMIT

WHEREAS, the City Council of the City of Dacula has completed the Community Agenda document as part of the 20-year Comprehensive Plan Update.

WHEREAS, this document was prepared according to the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989, and the required public hearing was held on July 22, 2008 at 6:30 p.m. at Dacula City Hall.

BE IT THEREFORE RESOLVED, that the City Council of the City of Dacula does hereby transmit the Community Agenda portion of the 20-year Comprehensive Plan Update to the Atlanta Regional Commission and the Georgia Department of Community Affairs for official review.

By: 
Jimmy Wilbanks - Mayor

ATTEST: 
Jim Osborn - City Administrator

Adopted this 7th day of AUGUST, 2008



ATLANTA REGIONAL COMMISSION

40 COURTLAND STREET, NE, ATLANTA, GEORGIA 30303 404 463.3100 FAX 404 463.3105 WWW.ATLANTAREGIONAL.COM

October 21, 2008

Honorable Jimmy Wilbanks, Mayor
PO Box 400
442 Harbins Road
Dacula, GA 30019

RE: City of Dacula Community Agenda

Dear Mayor Wilbanks:

We are pleased to inform you that the Georgia Department of Community Affairs has determined that the Community Agenda for the City of Dacula meets the Local Planning Requirements. Please note that ARC has provided comments regarding the Community Agenda. You do not need to re-submit your Community Agenda for review, but we recommend that you consider these comments as you move forward with plan adoption.

In order to meet the Local Planning Requirements, the City must adopt the plan and forward the adoption resolution to ARC. Furthermore, please provide ARC with a final copy of the adopted plan, in hard copy and digital copy (MS Word document), and digital copies of both the existing land use and future development maps (ESRI shapefile).

Once the City has adopted the Community Agenda, you must publicize the availability of this plan for public information. This requirement may be met by providing notice in a local newspaper of general circulation identifying where a complete copy of the Community Agenda may be reviewed.

I commend you and the City of Dacula for your commitment to the comprehensive planning process. Please contact Jon Tuley at 404-463-5581 if you have any questions or if we can provide further assistance.

Sincerely,

Charles Krautler
Director

CK:jt

Enclosures: 2

c. Joey Murphy, City of Dacula



PLANNING • LEADERSHIP • RESULTS

City of Dacula – Community Agenda Review

Conflicts with neighboring jurisdictions:

There are no apparent conflicts with neighboring jurisdictions.

Potential interjurisdictional/regional solutions:

- The city of Dacula plans to annex large tracts of land parcels in the coming years. The city should establish an annexation process that is coordinated with Gwinnett County.
- With transit gaining more attention in the Atlanta area, the city needs to maintain constant communication with Gwinnett County, GRTA and GDOT regarding improving transit access to, from and within the city in addition to other transit planning efforts, such as the "Brain Train" concept.
- A city-wide bicycle/pedestrian plan is needed. Work with organizations such as PEDS to coordinate safe routes to school programs and PATH for bike/ped connections.
- The city should maintain coordination with Gwinnett County, MNGWPD and affiliated RDC's in regards to water and environmental issues.
- Service Delivery Agreements with Gwinnett County should be reviewed to ensure that they continue to meet the needs of current and future residents.

Internal consistency of planning elements:

The Community Agenda in general appears to be internally consistent.

Consistency with the Regional Development Plan:

The Community Agenda is generally supportive of the Regional Development Plan policies & Unified Growth Policy Map.

Other Comments:

- Given the anticipated increase in the active adult population the city of Dacula should consider adopting a senior housing ordinance or other similar measures to ensure that the needs of the elderly population are properly planned for.
- City of Dacula may want to consider aggressively applying for LCI funding to develop a comprehensive redevelopment plan for the downtown core and to formulate appropriate design and signage standards, etc. An LCI study for the City of Dacula may also help to identify best possible locations for a commuter rail station in preparation of the 'Brain Train' concept that's planned to come through Dacula.
- The city may want to consider developing a comprehensive transportation plan that addresses multiple modes of transportation and access for its residents.
- A detailed, comprehensive housing assessment is needed to identify current and future housing needs.
- The city lacks a traditional downtown square- implementation of an LCI study could help to create a downtown identity.
- The city should explore the feasibility of creating a community/cultural arts center for its residents.
- New funding source(s) for infrastructure needs and improvements should be identified.

**Dacula Community Agenda comments - Talya Trudell, TPD, Atlanta Regional Commission
October 21, 2008**

Page B-4 under "Transportation" second bullet: (the following red text suggested being included)

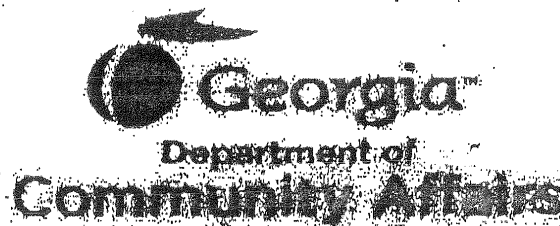
Transportation safety, circulation, and congestion can be improved by selective lane widening, turn lanes, additional traffic signals, improved timing of signals, signage, context sensitive solutions and access management. Better coordination of transportation and road investments with land use decisions will also improve transportation efficiency.

General comment throughout report:

There isn't any text that addresses accommodating the physically challenged through transportation projects. There isn't any text about paratransit or coordinating with the county to provide such transportation within their city boundaries. There is no mention of designing their pedestrian infrastructure by ADA standards (or better) and there is no mention of designing future roadways to standards for the physically challenged. In general, I am more thinking about the older populations. Roadways US 29 and SR 316 are major thoroughfares and many older citizens will be driving these, therefore the report should state that they will at least bring up these issues with the DOT in the design processes of such roadway projects and local projects. This would include signage as well. In the "Village Residential" section, A-6, since senior housing is a referenced as a land use to be allowed, it is suggested to add some text stating that specific attention will be made in designing the transportation roadways, signage and pedestrian infrastructure (i.e. countdown signals, etc.) to meet the needs of older adults within the area. The following report can be used for referencing design standards Highway Design Handbook for Older Drivers and Pedestrians.

10/21/2008

Sonny Perdue
Governor



Mike Bostick
Commissioner

August 11, 2008

Mr. Charles Krautler
Executive Director
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

Dear Mr. Krautler:

Our staff has reviewed the Community Agenda for the City of Dacula and finds that it adequately addresses the Local Planning Requirements. The next step is for the local government to adopt the Community Agenda. As soon as your office confirms that the Community Agenda has been adopted and provides DCA with a digital copy of the final adopted version of this document, we will notify the City that its Qualified Local Government status has been extended.

Our records indicate that the Service Delivery Strategy for Gwinnett County and counties has not yet been submitted for verification. We recommend that you remind these jurisdictions that, due to this plan update, it is now necessary to renew or renegotiate their Service Delivery Strategy immediately in order to remain in compliance with the Service Delivery Strategy Law.

Sincerely,

A handwritten signature in black ink, appearing to read "James R. Frederick".

James R. Frederick, Director
Office of Planning and Quality Growth

IF/jwh

cc: Jared Lombard, Atlanta Regional Commission Planner
Dan Reuter, Atlanta Regional Commission Land Use Division Director
Jon West, DCA Area Planner



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CITY OF DACULA

2030 COMPREHENSIVE PLAN

Final Draft
December 4, 2008

Welcome



Community Participation Program

Prepared by



**CITY OF DACULA
RESOLUTION**

RESOLUTION TO TRANSMIT

WHEREAS, the City of Dacula participated with Gwinnett County and eight other independent cities in Gwinnett County to prepare a Joint County-Cities Community Assessment as part of the Gwinnett Unified Plan;

WHEREAS, the Gwinnett Unified Plan was submitted to the Atlanta Regional Commission and the Georgia Department of Community Affairs to meet the requirements of the Gwinnett County Comprehensive Plan 20-Year Update;

WHEREAS, the Community Assessment documents as submitted in the Gwinnett Unified Plan were determined to be in compliance with the Local Planning Requirements as established by the Georgia Planning Act of 1989 and provided by the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005;

WHEREAS, the City Council of the City of Dacula has completed the Community Participation Program documents for the City of Dacula as part of the 20 Year Comprehensive Plan Update; and

WHEREAS, the Community Participation Program documents were prepared according to the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989, and the required public hearing was held on February 7, 2008.

NOW THEREFORE BE IT RESOLVED, that the City Council of the City of Dacula does hereby transmit the Community Participation Program portion of the 20-Year Comprehensive Plan Update to the Atlanta Regional Commission and the Georgia Department of Community Affairs for official review.

Adopted this 7th day of Feb., 2008

BY: Jimmy Wilbanks
Jimmy Wilbanks, Mayor

ATTEST: Jim Osborn
Jim Osborn, City Administrator

APPROVED AS TO FORM: Dennis Still
Dennis Still, City Attorney

City Of Dacula 2030 Comprehensive Plan



Draft Community Participation Program

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City Of Dacula 2030 Comprehensive Plan



The Community Participation Program

1.0. Introduction

Dacula, Georgia straddles the Winder Highway and the CSX railroad line between Atlanta and Athens, Georgia. The City sits squarely in the middle of one of the fastest growing areas in the state. Dacula is located between Interstate 85 and Georgia 316, half-way between cosmopolitan Atlanta and academic Athens, home of the University of Georgia.

The Gwinnett County Unified Plan for 2030 will provide a template for the separate municipalities of the County. Dacula will incorporate several aspects of the Unified Plan into its comprehensive plan. The Community Participation Program will be a key part of the comprehensive plan. The Community Participation Program is one of three required elements for a comprehensive plan as required by the Georgia Department of Community Affairs (DCA) under the Minimum Standards and Procedures for Local Comprehensive Planning, Chapter 110-12-1, Rules of the Georgia Department of Community Affairs (effective May 1, 2005).

The other two elements of a comprehensive plan are the Community Assessment providing the baseline of information regarding existing and projected conditions in the City and the Community Agenda providing the action plan, Short Term Work Program, future development map and implementation programs for the City.

1.1. Purpose

The purpose of the Community Participation Program (CPP) element for the City's Comprehensive Plan is to ensure that the local plan reflects the full range of community values and desires through the involvement of a diverse spectrum of stakeholders in the development of the Community Agenda. Meaningful participation in developing the Community Agenda will also help guarantee its implementation because more members of the community are involved in its development and thereby become committed to seeing it through. The Community Participation Program is a required component of the planning process for communities of all planning levels in Georgia.

1.2. Scope

Dacula has a population of approximately 4,425 persons and covers 2.9 square miles according to information from Georgia.gov. Dacula is located in the east-central portion of Gwinnett County, Georgia. The rural character of Dacula has changed like most of Gwinnett during the past thirty years. The city limits of Lawrenceville

City Of Dacula 2030 Comprehensive Plan



approach the western fringe, while new suburban developments surround the City. The potential for annexation exists for Dacula's contiguous, developing areas. The whole county will be built out by 2030 according to some of the projections included in the Gwinnett 2030 Unified Plan.

1.3. Public Participation Requirements

The City of Dacula *Community Participation Program (CPP)* is based on input from City leadership, staff recommendations, regional and State agencies (ARC and DCA), and the public. The proposed program identifies a specific series of processes to achieve the City's objectives and satisfy Georgia DCA requirements for public participation and "visioning" in the comprehensive plan update process. More than one process is provided in the CPP to maximize input opportunities for a diverse population of stakeholders including daytime employees, visitors, businesses, and infrastructure facility stakeholders in addition to residents and property owners.

A questionnaire may be prepared at the beginning of the Community Agenda phase of the Comprehensive Planning process to help identify major issues that local property owners and other stakeholders want to see addressed as part of the planning process. Information from this survey would help identify priorities and opinions regarding future development issues and opportunities.

The DCA Minimum Local Standards for comprehensive plans includes a requirement for a "Community Vision" to be developed as part of the plan. The Community Vision or "Vision for the Future of the Community" must:

- be based on public input, assessment of current and future needs, and other elements of the plan;
- address community, regional and State planning goals;
- include pictures, illustrations, and/or descriptions of development patterns to be encouraged within the jurisdiction, including clear identification of areas to be developed, areas to remain as open space or rural land, and areas where mixed use development and similar development may be encouraged; and
- include a generalized overall Vision for the community and more specific detailed visions for specific sub-areas of the community.

The Community Vision for Dacula also should address development and redevelopment opportunities, community character and the regional/multi-jurisdictional vision for the northern reaches of the Atlanta Metropolitan Region. Water and transportation issues are paramount regional issues, and Dacula must work closely with Gwinnett County, other local governments, ARC, GRTA, Georgia DOT, and the Metropolitan North

City Of Dacula 2030 Comprehensive Plan



Georgia Regional Water Planning District to develop plans for use, protection, allocation, conservation, and programmatic viability.

The Atlanta Regional Commission (ARC), the Georgia Regional Transportation Authority (GRTA), Metropolitan Atlanta Rapid Transit Authority (MARTA), and the Georgia Department of Transportation (GDOT) are the regional and State agencies that Dacula must work with on transportation issues. However, the City must assume responsibility for the context of transportation facility design and encourage regional agencies to acknowledge that the land use context through which a transportation corridor travels may have significant impacts on the design (and cost) of that corridor.

1.4. Public Participation Goals

The leadership for the City of Dacula emphasized the importance of public input and participation in the comprehensive planning process to assist in the development of usable guidelines for future decision-making by the City. The public participation efforts undertaken as part of the comprehensive planning update should acknowledge past efforts and seek to build improved implementation methodologies to specify and accomplish desired results.

The City of Dacula will build upon its commitments to local decision making and public participation by creating expanded opportunities to engage citizens in the planning process, in the preparation of the Community Agenda component of the Comprehensive Plan, and in educating the public regarding planning methods, the financial implications of planning decisions, and the development of programs and implementation tools to guide development. To achieve this, the following goals are established for the Community Participation Program process in the *City of Dacula 2030 Comprehensive Plan Update*.

- **Goal:** Raise the level of awareness and understanding of the planning, development, and decision-making processes and provide the necessary tools to implement desired plans in the City.
- **Goal:** Provide Dacula citizens with meaningful opportunities for involvement in the planning process.
- **Goal:** Involve and maintain close contact with identified key stakeholders throughout the planning process.
- **Goal:** Identify and involve traditionally underserved communities (minority, low-income, elderly, etc.) in the planning process.

City Of Dacula 2030 Comprehensive Plan



- **Goal:** Identify specific issues and opportunities that need to be addressed by the Comprehensive Plan and educate city decision-makers regarding methods that can be applied to meet the goals and objectives of the City.

2. Stakeholders

2.1. Identification of Stakeholders

A “Stakeholder” is generally considered to be someone who has an interest in an organization, a process or in the outcome of a process. Stakeholders are an important part of the community planning process, and the Community Participation Program (CPP) should include tools to identify and engage representatives who have a present or future stake in the City. Key stakeholders include the general public, residents, business and industry leaders, civic leaders, the development community, media representatives, professionals, city staff, and elected officials.

Stakeholders both create and are affected by change. Therefore, participation by key stakeholders can help foster community understanding and support for the Comprehensive Plan document and provide a vested interest in the implementation of the plan. The identification of a varied group that includes potential plan supporters and opponents and inviting them to participate in the planning process from the outset is a key component to creating a successful planning process. People who are invited to participate in the planning process and given the opportunity to actively collaborate in the process are likely to ask questions, interact as part of the decision making team, and promote the agenda of the community. Their involvement in decisions from the beginning develops a basis for trust and reassures them that the plan is inclusive. This generates pride and ownership in the recommendations and the planning process.

A list of stakeholders has been identified by the City of Dacula. Some of these stakeholders will be interviewed to provide a representative understanding of issues and opportunities facing the City.

A Steering Committee will include some of these stakeholders. An initial Steering Committee was formed to help the City prepare the questionnaire and advise the consultant regarding community issues and concerns, problems and opportunities. The Steering Committee will meet on a regular basis during the development of the Community Agenda and will be charged with providing guidance regarding the opportunities and issues addressed by the City during the 2008 - 2030 planning period. Input also will be sought from the SC regarding the implementation measures best suited to successfully address the identified issues.

City Of Dacula 2030 Comprehensive Plan



The Steering Committee consists of citizens from a variety of backgrounds created specifically to assist in the development of the Comprehensive Plan update. Included on the committee are the members of the Dacula City Council and Gwinnett County commissioners and other interested citizens, stakeholders and business leaders appointed by the City Council.

This Committee will be supported by staff from the City's Public Works and Planning staff to ensure that local representatives from development, business, government, education, environmental, recreation, and other interests consider diverse planning issues with varied perspectives regarding local opportunities and concerns, and to support the City's public outreach efforts.

2.2. List of Stakeholders

City of Dacula Mayor & Council

Mayor Jimmy Wilbanks
Wendell Holcombe
Tim Montgomery
Greg Reeves
Susan Robinson

Steering Committee

Mayor and Council (as Above)
Jim Osborn, City Administrator
Joey Murphy, City Planner
Brian Allen, Gwinnett County
Steve Cline, Police Commander, Eastside Precinct
Lewis Cooksey
Harry Eslami
Betty Hale
Dr. Lonnie Harvel, PhD, VP, Educational Technology, Georgia Gwinnett College
King Howington
Reed Miller
Joyce Norman
Ron Peters, Gwinnett County Dept. of Water Resources
Jerry Pilet
Bruce Ray
Harry Robertson
Susan Robinson
Billy Stone
Marilyn Wall

City Of Dacula 2030 Comprehensive Plan



Other City of Dacula Staff

City Attorney: Dennis Still
City Auditor: Bob McAllister
Financial Resources: Kay Partain
City Accountant: Rex Millsaps
Building Inspector: Wayne Holcombe
Director of Public Works: Mike Moon

Other Gwinnett County Organizations

Gwinnett County Board of Commissioners: Charles Bannister, Chairman
Gwinnett County District 3 Commissioner: Mike Beaudreau
Gwinnett County Director of Community Services: Phil Hoskins
Gwinnett County Board of Education District 1 Representative: Carole Boyce
Gwinnett County Water and Sewer Authority Chairman: Garland Smith
Gwinnett County Planning Director: Glenn Stephens
Gwinnett County: Health and Human Services Director: Cathy Kimbrel

Regional Organizations

Metropolitan North Georgia Water Planning District
Atlanta Regional Commission
Georgia Regional Transportation Authority

Adjacent/Nearby Jurisdictions

City of Lawrenceville Director of Planning and Zoning: Brad Leonard
City of Lawrenceville Director of Planning Chairperson: Richard Johnson
Barrow County Planning Department, Guy Herring, Director
Barrow County Water & Sewerage Authority, Myron Garrett, Director
City of Auburn Planning Department

State of Georgia

Dept. of Community Affairs (DCA)
Dept. of Natural Resources (DNR)
Environmental Protection Division (EPD)
Dept. of Transportation (DOT)

Public Utilities

City of Buford Natural Gas
AT&T (BellSouth)
Comcast
Georgia Power
Jackson EMC
Charter Communication
Gwinnett County Public Utilities

City Of Dacula 2030 Comprehensive Plan



Neighborhood Associations

Dacula Athletic Association

Business Associations

Dacula Business Association

Local Schools

Dacula High School

Dacula Middle School

Dacula Elementary School

Mulberry Elementary School

Harbins Elementary School

Alcova Elementary School (effective Fall 2009)

Parent Teacher Student Associations at each school

Local Churches

Harvest International Church

Appalachee Baptist Church

Christ the King Baptist Church

Church of Jesus Christ of Latter-Day Saints

Ebenezer Baptist Church

First Baptist Church of Dacula

Harbins Community Baptist Church

Hebron Baptist Church, Rev. Larry Wynn

Hog Mountain Baptist Church

New Covenant Baptist Church

Northside Baptist Church

West Walton Baptist Church

Church of God Evanelism

Dacula Church of God

Dacula United Church of God in Christ

Hamilton Mill Community Church

Legacy Community Church

First United Methodist Church

Hamilton Mill United Methodist Church

Mount Zion United Methodist Church

Saint Vladimir Russian Orthodox Chapel

Lifeway Church

Traditionally Under-Served Populations

Elderly citizens (especially widows and widowers)

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Single heads of households
Young persons
Working farms and other agricultural interests
Historical Society
Disability Awareness Group

3. Identification of Planning Techniques

The Dacula City Council conducts a regular schedule of meetings on the first Thursday of each month. In general, issues may be discussed with the elected officials and City staff at the Council meetings or at any time via mail, telephone or email. However, the City Council has entrusted the Steering Committee to conduct the initial meetings on the Comprehensive Plan with the consultant and City staff. All Steering Committee meetings are open to the public and an opportunity to speak to the Steering Committee and the comprehensive planning staff may be provided at the beginning and/or the end of each meeting.

As the Plan is drafted and passed from the Steering Committee to the City Council, citizens will be afforded the opportunity to discuss the Community Participation Program with the City Council at a public hearing prior to transmittal of the CPP to ARC and Georgia DCA.

Throughout the Comprehensive Plan process, information regarding the Plan will be available on the website (or through a link to the website) and in hard copy form at City Hall. Local residents and other interested parties will be able to stay attuned to Plan activities through a link from the City's website at <http://www.daculaga.gov>. Meeting schedules and planning materials and documents will be posted and linked to the City's website to encourage interested parties to become involved and to allow interested citizens and others to keep up with the plan as the process moves forward.

Upon completion of the Community Agenda phase of the planning process, the transmittal of the recommended Community Agenda will require another public hearing before the City Council.

In addition to the regular meetings of the Steering Committee and the City Council public hearings, special meetings, workshops and open houses will be held during the planning process. The following types of public involvement opportunities are available to be offered as part of the Community Participation Program:

Citizen Mailing Lists - The City may compile a citizen mailing list and/or an e-mail list that can be used to notify the public of proposed meetings and keep the public

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informed of changes that may take place throughout the Comprehensive Plan update. Such changes may include: changes to the dates or locations of public meetings, changes to schedules created by public review periods for draft documents related to the Plan or as required by State and regional agencies.

Steering Committee - The make-up and description of the Steering Committee is described in the *Stakeholders* section. A variety of techniques may be used to engage this group as they guide the development of the Plan. Public presentations will be made to this group first to identify unique circumstances, special issues, background histories and other items. Brainstorming sessions will be used to help finalize the list of issues and opportunities the City will address during the planning process. A mini-workshop will help the group understand and be able to define future character areas in the City and facilitate discussions outlining the goals and objectives of the Comprehensive Plan.

Opinion Polls/ Surveys - Surveys are a viable planning option for the future. On-line resources are available to provide computer-based surveys that could be supplemented with paper surveys for persons without computers or persons that do not wish to respond on line.

Kick-off Public Information Meeting - A well-publicized event to announce the initiation of the Community Agenda planning process to citizens and property owners is proposed to be held in an "Open House" format to help stakeholders see what the Comprehensive Plan is required to consider and to provide added depth to the issues and opportunities that should be considered in the planning process. The meeting will include a presentation covering the purpose and requirements of comprehensive planning in Georgia, an overview of the process to complete the Plan Update, and review of the City's existing character areas. A summary of the findings from the Community Assessment and the proposed program to achieve a strong Community Participation Program will be presented as well.

Stakeholder Interviews - Representative stakeholders will be interviewed to identify issues, opportunities and perceptions regarding the City's needs for planning and program decisions to meet the requirements of the community. These will include business and civic leaders, local officials, property owners, service providers and others that represent key institutions and organizations doing business every day in Dacula. These leaders are expected to be drawn from the list of stakeholders shown above.

Public Workshops - At least two town hall meetings / mini-workshops will be conducted during the Community Agenda planning process to address the City's Community Agenda for the future. The first will be a "Visioning" workshop, where attendees will be divided into small work groups and led through facilitated

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discussions regarding their vision for the future of the community including appropriate patterns for future development.

The second city-wide workshop will be held to discuss strategic alternatives and choices regarding priorities, financial resources, leveraged investments, and “best practice” scenarios for achieving desired outcomes in the planning process. The Steering Committee will follow up this workshop by a combined meeting of the Committee with the City Council to ensure that desired policies are effectively communicated.

Additional workshops may be added to address specific issues or to consider sub-area plans.

Open House Review Meeting - Upon completion of a draft Community Agenda document and a Short-Term Work Program for the Comprehensive Plan, Open House Review Meeting will take place. The meeting will have three components:

- 1) Open House - The Plan will be presented in a series of presentation panels that will be on display for the public to review at their leisure. Members of the consultant team will be on hand to answer questions and discuss the plan with residents on an individual basis.
- 2) Following the open house, the consultant will give a formal presentation of the Community Agenda.
- 3) Q&A - after the formal presentation the floor will be opened to the public so they may ask specific questions about the Community Agenda.

Public Hearings - As required by the Georgia Planning Act, two public hearings will be held during the planning process. The first hearing will be conducted after the Kick-off Meeting but prior to the transmittal of the Community Participation Program to the ARC and the Georgia DCA for review. The purpose of this hearing will be to brief the community on the potential issues and opportunities identified through the Community Assessment and to obtain input on the proposed participation program.

The second public hearing will be held after the Open House Review meeting for the Community Agenda. This hearing will serve as a formal briefing on the contents of the Community Agenda and provide the opportunity for residents to make final suggestions for additions or revisions to the document.

Public meetings, including workshops and review meetings, will be held in locations in Dacula that are conducive to encourage meaningful community input. In addition to use of City facilities, local cultural facilities and public schools may be used for public meetings.

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In addition to the website link and the e-mail blasts of the City Community Development Department, the public meetings for the Community Agenda will be advertised by signs at strategic locations along appropriate road corridors including Dacula Road, Winder Highway, Tanner Road and Harbins Road. Additionally, meetings will be advertised in the "legal organ" and signs may be posted along other city roadways.

Public Information Resources - The City of Dacula will maintain information dedicated to the *Dacula Community Participation Program* and the Comprehensive Plan Update linked directly to the City of Dacula homepage. The web page will include schedule information, public meeting notices, and means for reviewing draft plan components. The web site will also offer an easy way for the public to communicate with City staff and consultants.

The Gwinnett Daily Post is the legal organ for dissemination of City information. This "source" also provides editorial and feature coverage of government activities. The Atlanta Journal/Constitution will also be solicited for articles especially within the Gwinnett section and the Horizon feature. Additionally, meetings will be advertised in the Gwinnett Daily Post and signs may be posted along other city roadways.

School Newsletters may provide another potential source of communication.

3.1 Comprehensive Steering Committee Meetings

A committee of interested citizens has been appointed by the City Council to assume responsibility for oversight of the comprehensive planning process. This Steering Committee is comprised of the Mayor and City Council, the City Administrator, The City Planner, representatives from Gwinnett County infrastructure providers, and citizens and business persons appointed by the Mayor and Council. The Steering Committee will convene approximately six to ten times throughout the life of the project. The Committee will participate in the development of the Plan and will serve as a key player in the public participation effort.

The Steering Committee will meet during the preparation of the Community Participation Program to provide input and guidance to the planning process prior to submittal to the Mayor and Council. The Committee also will review project goals and objectives, the project schedule, and participant expectations about the project. This will provide an opportunity for the panel to meet the consultant team and express their individual interests in the project and for the community. Additional meetings may be scheduled to review feedback received from public outreach efforts and will focus on creating a City-wide vision for the community based on the interests of each planning area.

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Special city-wide public meetings and workshops have been programmed as a part of the comprehensive planning process and are specifically included in the schedule. An "Open House" public meeting will be hosted by the Steering Committee in February or March to introduce the public to the planning process and to provide a presentation of the preliminary Land Use and Character Area maps and recommendations prepared as part of the County-wide Community Assessment. This meeting will provide an opportunity for the City to receive comments and questions from the public regarding community concerns.

3.2. Surveys and Questionnaire

Surveys are an option in the planning process that may be used to help evaluate alternatives and test potential scenarios. On-line surveys may be effective although the primary concerns would be whether the returns are consistent with the target population or represent only a segment of the community.

3.3 Community Assessment & the Community Participation Program Public Hearings

The Draft Community Assessment for the City of Dacula was part of The Gwinnett Unified Plan Joint County-Cities Community Assessment prepared for Gwinnett County by a Team including Parsons Brinckerhoff, HNTB, and Bay Area Economics and submitted on behalf of the County and nine cities (including the City of Dacula) in January 2007. The County received a letter from the Atlanta Regional Commission dated July 7, 2007 that stated that the Community Assessment appeared to be in compliance with the State of Georgia's Local Planning Requirements. The City decided not to participate in the remaining phases of the Gwinnett Unified Plan and selected a separate consultant to prepare the City of Dacula Comprehensive Plan. The Dacula 2030 Comprehensive Plan includes this Community Participation Program to encourage appropriate and involved local citizen participation and a unique Community Agenda that meets the specific needs of the City.

On November 6, 2007, the City of Dacula held elections that included seats on the City Council. The new City Council was seated in January 2008. This new City Council will consider additions or changes to the Community Assessment and Community Participation Program at a public hearing scheduled for February 7, 2008.

The majority of the Steering Committee has been appointed, and the first meeting was scheduled for January 29, 2008 to review a draft Community Participation Plan prepared by the consultant. The Mayor and Council has scheduled the discussion of the Draft Community Participation Program at a work session set for January 31, 2008.

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As required under the Georgia Standards and Procedures for Local Comprehensive Planning, a public hearing to discuss the Community Participation Program will be held by the Dacula City Council on February 7, 2008. After the Public Hearing, the Council will address a resolution to transmit the Draft Community Participation Program to the Atlanta Regional Commission (ARC) for regional and State review. The public hearing provides an opportunity to educate the Council, the public, and other stakeholders about the scope, goals, and schedule of the Comprehensive Plan project so that they can see how they can get involved in the “visioning” process, in helping to develop the City’s land use and development recommendations, in coordinating the update of the City’s short term work program, and in determining the appropriate process and schedule for comment, participation, and input to the planning team and local decision-makers.

The Draft Community Participation Program document is expected to be completed and submitted to the Atlanta Regional Commission shortly thereafter for review.

3.4. Visioning Workshop

The “Visioning” Workshop is proposed to be held in the City in late April 2008. The primary “visioning” meeting will be city-wide in scope to facilitate a more meaningful visioning process and will be organized around the theme of “Preserve, Change, Create, or Connect.” The planning process will follow three steps:

1. Identify what the community wants to preserve, change, create, or connect.
2. Establish a collaborative vision.
3. Outline two or three alternative scenarios for future development.

The Visioning Workshop will provide a narrative description for each plan area expressed in the following terms:

- Strengths and weaknesses regarding the issues and opportunities affecting economic development and the quality of life in the City as a whole and in each character area.
- The role of each character area in the City as a whole.
- The opportunities and threats that confront the quality of life in the planning area over the next 20 years.
- The quality of life that the stakeholders and participants in the workshop envision for the planning area 20 years from now.
- The changes and big decisions that will need to be addressed in order to guide the City and each character area from what they are today to what participants want them to be in 20 years.

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- Visioning workshops should help identify several sub-areas of strategic planning. We propose separate additional workshops to concentrate on specific sub-areas to address alternatives and “best management practices.”
- Benchmarks and measurable indicators of quality of life that should be used to indicate future success.

The meetings are expected to be held within the City limits. Specific locations and dates will give residents several opportunities to give their input on the future of Dacula. The tentative date for the Visioning Workshop is April 24, 2008. The Visioning Workshop will provide an opportunity for the community to consider issues and opportunities, proposed character areas, and the creation and analysis of potential planning scenarios.

3.5 Strategic Planning Workshop

The Strategic Planning Workshop is tentatively scheduled for May 14, 2008, approximately three weeks after the Visioning Workshop. The Strategic Planning Workshop is intended to identify objectives, policies, and strategies in keeping with the City’s vision statement. This will establish the framework to address specific issues and opportunities within each character area, and for developing the recommendations and implementation strategies, work programs, and action plans.

At the Strategic Planning Workshop, participants will assist in the creation of a Strategic Plan that:

- Reviews the implications of possible future scenarios in terms of quality of life defined in the City’s vision statement.
- Refines the timing and accommodation of forecasted population, households, employment, and land use changes
- Identifies the preferred options for each issue area that were discussed in the workshop into a desired future scenario.
- Creates and prioritizes a set of goals, objectives, and policies to achieve the desired vision and scenario.

The end product of this meeting will be a desired future strategic plan consisting of a first draft of goals, objectives, and policies for the update of the Comprehensive Plan and an agenda for guiding planning, zoning and development decisions. The Strategic Framework

Plan is structured to address each issue raised in the visioning process and set forth an appropriate set of strategic options that can be developed with the statements of needs, goals, objectives, and policies for the City’s Comprehensive Plan.

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The Short Term Work Plan (STWP) includes the City's Capital Improvements Program (CIP) and the City's collected strategic development decisions and programs for managing costs for operations and maintenance choices for the next five years. An extended long range work program will be identified for items that need to be addressed in the plan but do not fit into the budgeting process over the short term five year time frame.

3.6. Public Hearing for Plan Transmittal

The consultant will present the 2030 Comprehensive Plan at a public hearing before the City Council. The public will have an opportunity to comment on the plan before the plan is transmitted to the Atlanta Regional Commission for review. The tentative date for the Community Agenda transmittal public hearing is by mid-July 2008.

3.7. Project Webpage

The comprehensive planning team will produce materials in a format suitable for posting a link or directly on the City's website and work with the City's information technology resources to maintain a webpage that addresses the City's needs and furthers public education regarding the project. The planning consultant will send documents, approved by the City, in Adobe PDF format, to be uploaded periodically throughout the project.

The webpage address and contact information for the consultant team will be accessible through a link to the City's website at: <http://www.Daculaga.gov>. The interactive web site also is expected to incorporate an e-mail address link to allow Dacula citizens continuing opportunities to provide public input to the Comprehensive Plan.

3.8. Outreach

A variety of techniques will be used to get information out to participants. Space on the City website will link to or display press releases, posters, and other information pertaining to the project. The Comprehensive Plan will develop a network of outlets for distribution of meeting notices and posters. During the Community Agenda Visioning and Strategic Planning phases, articles will be prepared and released to the local media on a bi-weekly basis to encourage and assist in outreach efforts for public participation.

Special Interest Groups - There are several special interest groups within the City. A major part of the Comprehensive Plan comes from public input, and the consultants understand that the special interest groups are an important part of the City's future.

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However, the Comprehensive Plan is a “work in progress.” Citizen input must come from the public at large and preliminary recommendations may be superseded by new information. Therefore, the policy of the consultant team is to refer inquiries that ask about the findings or recommendations prepared as part of the Plan outside scheduled public forums to the Dacula City Planner. Information regarding the analysis or recommendations will not be volunteered without the expressed written consent of the City’s project manager.

3.9. Media Relations

If the media approaches a member of the consultant team regarding the update of the Comprehensive Plan, the consultant team member will follow a specific protocol to ensure that the City has control over the release of information to the media. The consultant team member will notify the City and identify the name of the media representative, the publication they represent, and the nature and timing of the article or electronic media spot. This information will then be passed along to the City Administrator or the City Planner for disposition. The consultant will support the City in working with the media upon request.

4. Schedule and Milestones

The following text and graphics provide an overview of the schedule to complete the City of Dacula Comprehensive Plan.

4.1. Milestones and Approximate Schedule

Key milestones and meeting discussion topics are noted. The schedule on the following page illustrates the flow of the Comprehensive Plan process. All dates are tentative and may be subject to changes caused by elements outside the control of the planning team. Major milestones in this schedule include the following:

Preparation of the Community Participation Program (CPP)

Steering Committee Review of the Draft CPP	January 29, 2008
Mayor/City Council Public Hearing on CPP	February 7, 2008
Resolution to Transmit CPP to ARC	February 2008

Review of the Community Participation Program by ARC and DCA

State and Regional Planning Review	March 2008
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Preparation of the Community Agenda

Visioning Workshop (Tentative Date)	April 24, 2008
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Strategic Framework Workshop	May 2008
Community Agenda Open House	June 2008
Mayor/City Council Public Hearing on Transmittal	July 2008
Resolution to Transmit the Community Agenda to ARC	July 2008
<u>Review of the Community Agenda by ARC and Georgia DCA</u>	
State and Regional Planning Review	July-Oct. 2008
<u>Formal Adoption of the Comprehensive Plan by City Council</u>	
Adoption of the Comprehensive Plan	Oct.-Nov. 2008

4.2. Flow Chart Schedule

The schedule illustrates the flow of the project from initial data collection through adoption of the Plan by the City Council:

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City of Dacula, GA Comprehensive Plan Proposed Schedule											
TASK	Time in Months after Notice to Proceed										
	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.
Confirm Schedule & Scope Set up Steering Committee & Establish Schedule	Confirm Schedule	Launch Website with Planning Education Materials			Add Issues, Opportunities & Vision Statements to Website	Add Vision Statements, Policies & STWP to Website	Add Draft Plan to Website				
Draft Community Participation Plan	Draft CPP	Refine CPP									
Steering Committee Meetings	* Discuss Schedule & Draft CPP	* Discuss CPP Revisions	Discuss Issues & Opportunities from Gwinnett Community Assessment	* Discuss Issues & Opportunities & Discuss Visioning Meeting	* Discuss Vision Meeting & STWP, Long Range Plans & Policies	* Discuss Refined Vision, STWP, Long Range Plans & Policies	* Discuss Draft Plan & Recommend Final Refinements				
Review Draft CPP with Community, Steering Committee & City Officials		Public Hearing Forward CPP to ARC & DCA									
DCA Review of Community Participation Plan			Review								
Refine Issues & Opportunities				Draft Issues & Opportunities							
Public Visioning Workshop				Advertise Public Meeting	Public Workshop Visioning the Future Dacula						
Update Short Term Work Program					Draft STWP & Advertise Public Meeting	Public Meeting Refine the STWP					
Identify Long Term Activities					Identify Long Term Plans	Identify Long Term Plans					
Identify Updated Policy Statements					Update Policies from Community Assessment	Update Policies from Community Assessment					
Update Report of Accomplishments					Update Report	Update Report					
Public Hearing - Final Draft Plan						Advertise Public Hearing	Document Draft Plan & Present to City Council at Public				
Document Revisions & Prepare Transmittal to ARC & DCA							Transmit Plan to ARC & DCA				
Review by RDC & DCA								Review			
Final Edits, Public Hearing & Updated Plan Adoption Plan complete by October 2008											Public Hearing Adopt Final Plan