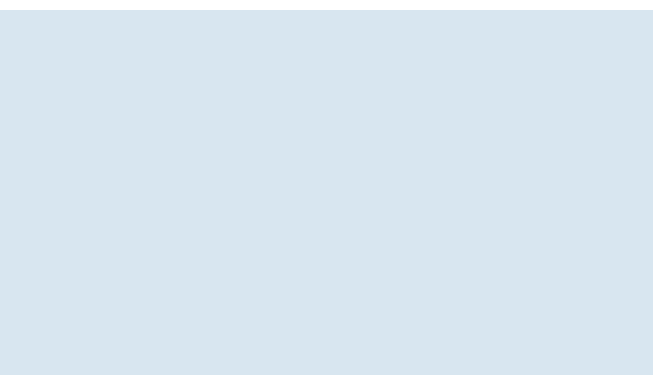




City of Dacula

2014 Comprehensive Plan

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Robert and Company
229 Peachtree Street NE
International Tower, Suite 2000
Atlanta, GA 30303
www.robertandcompany.com

ACKNOWLEDGEMENTS

MAYOR AND CITY COUNCIL

Jimmy Wilbanks..... Mayor

Wendell Holcombe..... City Council

Hubert Wells..... City Council

Greg Reeves City Council

Sue Robinson City Council

DACULA CITY STAFF

Jim Osborn..... City Administrator

Joey Murphy..... Assistant City Administrator for Development

CONSULTING TEAM - ROBERT AND COMPANY

John Ford, AICP Principal-in-Charge

Osman Ercin, AICP Project Manager

STEERING COMMITTEE

Betty Hale

Leslie Montgomery

Ralph Hughes

Paul Sims

Marvin Atherton

Hubert Wells

Donna Barber Peairs

Mike Moon

Mark Chandler

Tim Montgomery

Reid Miller

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INTRODUCTION

PURPOSE

The purpose of a comprehensive plan is to provide a guide for local government officials and other community leaders for making everyday decisions that are supportive of the community's stated vision for its future. The plan should serve as the local governments' guide for assessing development proposals, including rezoning applications and redevelopment plans. For residents, business owners and members of the development community, the plan provides insight into what types of land uses and development are appropriate at various locations throughout the City. In addition to specific information on land use planning, the comprehensive plan also includes general goals and policies that are developed through examination of community needs and opportunities. The plan also includes a community work program of implementation items and actions that are to be carried out to achieve the vision for the future.

PLANNING STANDARDS

The Georgia Department of Community Affairs (DCA) oversees and provides guidance for local comprehensive planning in Georgia. The City of Dacula 2014 Comprehensive Plan update is a five year partial update written under the recently-adopted 2012 DCA standards for comprehensive planning. Under these revised planning standards, the core elements of the Comprehensive Plan are now required to be updated every five years, including the Needs and Opportunities (formerly Issues and Opportunities), Land Use Element, and Community Work Program (formerly Short Term Work Program). These revised elements serve as an update for the Community Agenda portion of the previous planning standards.

PUBLIC AND STAKEHOLDER INPUT

In order to guide the planning process and update the City's future development policies, a steering committee was convened consisting of City residents, elected officials, and planning staff. This group held three meetings to discuss community issues, future land use, and plan implementation. An online web-based group was created to keep steering committee members up to date on meetings, surveys, and draft documents. In addition, two public hearings were held at the beginning and end of the planning process. The first public hearing was held on July 23, 2013 in order to review the planning process and community needs and opportunities. A second public hearing was held on October 29, 2013 in order to present the draft Future Land Use Map and general plan recommendations. Following the second public hearing, a copy of the draft plan was made available for public comment through the City's office of planning.

In addition to input from the public and local stakeholders, the planning team interviewed County officials in charge of water/wastewater and transportation infrastructure. Growth in the City of Dacula depends on cooperation and coordination between City and County officials. For example, major transportation projects such as the Sugarloaf Extension are likely to have a significant impact on growth in and around the City of Dacula.

CHAPTER 1 - NEEDS AND OPPORTUNITIES

1.1 POPULATION AND DEMOGRAPHICS

- 1.1.1 The City of Dacula has the potential for rapid population growth due to its location in eastern Gwinnett County along the GA-316, Winder Hwy (GA-8), and Sugarloaf Parkway corridors.
- 1.1.2 Future population growth in Dacula will vary depending on decisions regarding annexation and future residential density. The City should prioritize areas with high development potential for annexation in order to maintain a balanced tax base and manage growth.
- 1.1.3 The population will become more diverse in Dacula as it will throughout the County and the Atlanta Region.
- 1.1.4 The increasing elderly population will create new planning priorities regarding housing options, recreation opportunities, and social services needs.

1.2 LAND USE AND DEVELOPMENT PATTERNS

- 1.2.1 Aesthetics, signage, and streetscapes should be improved at key gateways into the City and downtown.
- 1.2.2 The City should seek to redevelop and revitalize vacant or underutilized commercial at Winder Hwy near historic downtown Dacula.
- 1.2.3 The City should consider “placemaking” strategies in order to develop a vibrant town center that serves as a community focal point.
- 1.2.4 The City should conduct a corridor study focused on Winder Hwy (GA-8) in order to manage land use change caused by traffic diversion onto GA-316.
- 1.2.5 The extension of Sugarloaf Parkway to GA-316 will provide development opportunities and growth pressure.
- 1.2.6 The City should encourage the development of major employment centers and mixed use activity centers at major highway intersections.

- 1.2.7 High quality mixed use development should be encouraged in order to create live-work-play community activity centers.
- 1.2.8 Higher density housing options should be located in and near mixed use activity centers in order to support pedestrian-oriented retail and services.
- 1.2.9 Traditional Neighborhood Development (TND) principles should be encouraged in order to make neighborhoods more pedestrian-friendly and encourage community interaction.
- 1.2.10 The City should avoid excessive segregation of land uses and “Euclidean” zoning approaches in order to minimize traffic and the need to drive between activities.
- 1.2.11 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.
- 1.2.12 The City’s zoning and development regulations should provide incentives to encourage redevelopment of depressed areas.
- 1.2.13 Redevelopment of Downtown Dacula requires a plan to address narrow streets and traffic demands into and around the schools and across the CSX Railroad.
- 1.2.14 Appropriate design and signage standards can support the City’s efforts to rehabilitate areas which are unattractive.

1.3 TRANSPORTATION

- 1.3.1 The bridge over the railroad at Harbins Road and Winder Highway is a narrow bottleneck that constrains north/south connectivity.
- 1.3.2 The CSX Railroad serves as a barrier dividing the northern and southern portions of the City. Access across the railroad should be improved with new grade separated crossings and additional connecting corridors between northern Gwinnett and GA-316.

NEEDS AND OPPORTUNITIES

- 1.3.3 The City should support investments in transportation infrastructure as part of economic development initiatives.
- 1.3.4 The Comprehensive Plan should identify the preferred character of roadways in Dacula to ensure that transportation design is consistent with surrounding land uses and neighborhood character. Context sensitive design approaches should be applied in order to identify preferred roadway design within walkable districts.
- 1.3.5 The City should conduct traffic studies of local intersections with significant level of service issues and plan roadway and signal improvements to address congestion.
- 1.3.6 The City should adopt a “Complete Streets” approach to roadway design in order to accommodate multiple modes of transportation, including pedestrians, bicycles, automobiles, and transit.
- 1.3.7 The City should conduct a bicycle pedestrian and trail plan in order to provide mobility and accessibility for alternative modes of transportation and support mixed use development.
- 1.3.8 The City should encourage connectivity in the road layout of new residential subdivisions.
- 1.3.9 The City should encourage access management techniques on major roads in order to limit the number of curb cuts and driveways.
- 1.3.10 Transportation projects and streetscapes should accommodate disabled and elderly persons and meet ADA design standards.
- 1.3.11 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.
- 1.3.12 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).
- 1.3.13 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.
- 1.3.14 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.
- 1.3.15 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.
- 1.3.16 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.
- 1.3.17 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

NEEDS AND OPPORTUNITIES

development occurs.

- 1.3.18 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.
- 1.3.19 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.
- 1.3.20 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.
- 1.3.21 The City should develop dedicated bicycle and pedestrian infrastructure to promote alternate travel modes.

1.4 ECONOMIC DEVELOPMENT

- 1.4.1 The City has few employment opportunities relative to its residential population. The City should recruit businesses in order to provide a balance of housing, employment opportunities, retail, and services.
- 1.4.2 The City should revise and update its official symbols and marketing materials to create a positive, compelling image for the community.
- 1.4.3 The City should work with Gwinnett County and neighboring jurisdictions to recruit research, technology, and professional employment as part of the University Parkway/Brain Train corridor concepts.
- 1.4.4 The City should work with local merchants, citizens, and

stakeholders on plans for the redevelopment and revitalization of downtown Dacula.

- 1.4.5 Major transportation improvements, such as the Sugarloaf Parkway extension, will provide new opportunities for the development of employment centers.
- 1.4.6 The City should establish a development authority in order to recruit businesses and issue bonds to fund infrastructure supportive of economic development.
- 1.4.7 Dacula should recruit businesses based on its ability to establish relatively compact urban services close to highway, rail and airport facilities.
- 1.4.8 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.
- 1.4.9 Dacula should try to maintain a balance between auto-oriented commercial centers and walkable neighborhood and community level centers to promote a variety of commercial development.
- 1.4.10 The City should improve the aesthetic appearance of older strip shopping centers by encouraging redevelopment or revitalization. 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.
- 1.4.11 Dacula should establish and maintain key entry points into the City as “Gateways” to enhance community identity and provide way finding for visitors.
- 1.4.12 New funding sources are anticipated to be needed to help implement appropriate improvements identified by the Comprehensive Plan. Potential methods may include Tax Allocation Districts (TAD), impact fees, economic development grant programs, Community Improvements Districts, ARC grant programs (LCI), and Infrastructure Development Districts.

NEEDS AND OPPORTUNITIES

1.5 HOUSING AND SOCIAL SERVICES

- 1.5.1 The City should encourage the completion of subdivisions that have been unfinished as a result of the housing market recession.
- 1.5.2 The City should encourage the redevelopment of substandard housing and older manufactured housing in declining neighborhoods.
- 1.5.3 The City currently has few options for attached housing, such as townhomes, condominiums, mixed use, and apartments.
- 1.5.4 The City should coordinate housing development with town center planning in order to provide medium density and traditional neighborhood development near mixed use amenities.
- 1.5.5 The City should work with Gwinnett County programs to provide special needs housing and social services, such as the Gwinnett Consolidated Plan and Community Development Block Grant (CDBG) program.
- 1.5.6 The City needs to coordinate with non-profit organizations to provide affordable housing and social services.
- 1.5.7 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.
- 1.5.8 The City would like to create mixed use districts that include mixed types of housing that promote revitalization in designated areas.
- 1.5.9 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.
- 1.5.10 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.

1.6 NATURAL AND CULTURAL RESOURCES

- 1.6.1 The City should encourage the use of its Conservation Subdivision Overlay ordinance as a means of protecting sensitive natural resources and preserving greenspace.
- 1.6.2 The City should discourage development within environmentally sensitive areas, such as floodplains, wetlands, steep slopes, and wildlife habitat areas.
- 1.6.3 The City should protect water resources and water quality through enforcement of stormwater, erosion, stream bank, and septic tank ordinances.
- 1.6.4 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.
- 1.6.5 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.
- 1.6.6 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.
- 1.6.7 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.
- 1.6.8 The terrain in the vicinity of the Alcovy and Apalachee River basins provides dramatic ridge line views of the surrounding countryside. Preservation of the existing scenic pastures, wooded areas, and other resources requires a balance between preservation and development.
- 1.6.9 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.

NEEDS AND OPPORTUNITIES

- 1.6.10 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.

1.7 COMMUNITY FACILITIES AND SERVICES

- 1.7.1 The City should consider the relocation of government facilities, such as City Hall, as part of downtown development and town center planning. While the existing City Hall meets current needs, new community facilities could serve as a focal point or anchor for future town center plans.
- 1.7.2 The City's zoning and development regulations should require new development to contribute to local infrastructure needs related to growth.
- 1.7.3 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.
- 1.7.4 New sources for funding new infrastructure facilities and expanding existing ones should be explored.
- 1.7.5 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.
- 1.7.6 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.
- 1.7.7 Fire and police services will require additional personnel and facilities as the population and development grow in and adjacent to the City.

1.8 INTERGOVERNMENTAL COORDINATION

- 1.8.1 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.
- 1.8.2 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.
- 1.8.3 The City is interested in working with Gwinnett County, Barrow County, the City of Auburn, and regional planning entities to address issues regarding water and sewer infrastructure, land use, transportation, and protection of the environment resources.
- 1.8.4 The City should maintain service delivery agreements with the County as long as the value provided by the County meets with the desires of the City's residents.
- 1.8.5 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.
- 1.8.6 Intergovernmental relationships such as those between fire, police, EMS, and other services provide redundancies in order to ensure residents' health and well-being.
- 1.8.7 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.

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- 1.8.8 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, the Atlanta Regional Commission, Gwinnett County Transit, and other elements of State and federal agencies that coordinate transportation improvements.

CHAPTER 2 - COMMUNITY GOALS AND POLICIES

The following goals and policies represent the preferred strategies for guiding growth and community development in the City of Dacula. The statements below identify general goals for the rational growth of the City as well as related specific strategies to define how the City will accomplish these goals. The goals and policies were developed through the community needs and opportunities identified in the public outreach and technical analysis portions of the planning process. Additional area-specific development policies are included within the Future Development Narrative element of the comprehensive plan.

2.1 ECONOMIC DEVELOPMENT

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 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.

COMMUNITY GOALS AND POLICIES

- 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 RESOURCES

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. Encourage development of compact infill development in the downtown activity center and new mixed-use compact development in the North Town Center and Harbins Road activity centers.
- c.

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 GA-316, GA-8 (Winder Highway), and other transportation resources.
- c. 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.

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.

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- 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.
- 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 COMMUNITY FACILITIES AND SERVICES

2.3.1 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 major activity centers along SR 316 and Winder Highway as an alternative to large lot development south of Drowning Creek.

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- 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.

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

- a. Identify and acquire small urban properties for urban neighborhood parks in the mixed use activity centers.
- 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.

2.3.3 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.

2.3.4 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

2.3.5 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 mixed use activity centers and industrial employment centers as a means of maintaining sustainability.

2.4 HOUSING

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.

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.

COMMUNITY GOALS AND POLICIES

- 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.
- 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 close to transportation resources and activity centers.
 - b. Support transit options in mixed use activity centers.
- 2.5. LAND USE**
- 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.

COMMUNITY GOALS AND POLICIES

- 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.
- 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. Identify mixed use activity centers to serve as commercial focal points serving several surrounding neighborhoods.
- 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. Identify regional activity centers along major highways to provide large-scale shopping opportunities.
- d. Encourage developers to establish a grid system of streets and/or internal inter-connected 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.
- 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 mixed use 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.

COMMUNITY GOALS AND POLICIES

- b. Coordinate with Gwinnett County Parks and Recreation to provide community level and regional park facilities and public natural areas.
- c. 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.
- d. 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 a mixed use activity center to provide an anchor for other development.

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 aesthetics.
- 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.

COMMUNITY GOALS AND POLICIES

- 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.

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 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.

2.6 TRANSPORTATION

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

COMMUNITY GOALS AND POLICIES

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. Utilize alternative roadway design standards, such as the ITE Manual for Walkable Urban Thoroughfares, where pedestrian-oriented development is desired.

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.
- 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 mixed use 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.

COMMUNITY GOALS AND POLICIES

- 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

- 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 Gwinnett County Water Resources and neighboring jurisdictions to provide water and sewer service supportive of community growth and development.**
 - a. Encourage the consolidation of sewer systems and pump stations in the Apalachee River basin north of Winder Highway.
 - b. Encourage the expansion of sewer service in Mixed Use Activity Centers identified for growth.
 - c. Consider cooperative agreements with Barrow County to provide water and sewer service to support Industrial / Employment centers.
- 2.7.3 **We will work with neighboring jurisdictions and Gwinnett County for collaborative planning and decision-making on regional issues (such as growth management, watershed protection, and annexation).**
- 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.**

CHAPTER 3 - LAND USE

The Land Use Chapter includes a review of existing land uses in the City of Dacula, a discussion of future development policies, and a Future Land Use Map. The revised Georgia DCA planning standards now provide for flexibility in land use planning methods. Previously, a “character area” methodology was required for land use planning that included generalized land use categories with implementation policies associated with each category. Character area-based land use planning has provided for more mixed use district categories as well as a simplified method of engaging with the public on land use decisions. However, the inclusion of mixed use within all business districts or “activity centers” may potentially diminish local governments’ ability to regulate specific land uses. For the Dacula 2014 Comprehensive Plan, a Long Range Development Concept has been created in order to provide a general vision of future growth policies, mixed use opportunities, and preferred roadway design. In addition, a traditional Future Land Use Map has been included to serve as the guiding legal document for regulation of land use change in the City.

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

The City of Dacula is located in Eastern Gwinnett County along Winder Highway (US-29 Business), GA-316, and the CSX railway. The City was originally established in 1905 as an agricultural community along the Georgia, Carolina, and Northern Railway. Over time, the City has evolved into a suburban residential community associated with the Atlanta metropolitan region. While the importance of the railway has diminished, the major highways traversing the City provide new transportation linkages and development opportunities. The GA-316 corridor has been recognized in County and regional planning as a major development corridor between Atlanta and Athens.

Since the adoption of the City’s previous comprehensive plan in 2008, there have been significant changes in growth patterns in the Atlanta metro region. While Gwinnett County has experienced explosive growth over the past several decades, the national recession beginning in late 2008 has sharply curtailed growth in the region. Communities at the edge of the Atlanta metropolitan region, such as Dacula, have been particularly hurt by

the housing recession, with several housing subdivisions sitting unfinished for years.

The CSX railway and GA-316 effectively create three distinct portions of the City of Dacula, with the planned Sugarloaf Parkway Extension as another potential future barrier. For the purposes of this land use narrative, the existing and future land use areas of the City will be discussed as North Dacula (North of the CSX Railway), Central Dacula (Between CSX and GA-316), and Southern Dacula (south of GA-316).

NORTH DACULA

The area of Dacula north of the CSX railway contains most of the City’s major existing commercial, civic, and institutional resources. The City’s small historic downtown strip is located along 2nd Avenue north of the railway. The historic town center is surrounded by several large public educational institutions, including Dacula High School and Middle School. Dacula Park and library are located adjacent to the historic downtown along Dacula Road. The intersection of Dacula Road and Fence Road just north of the historic downtown constitutes a community-scale activity center that includes retail shopping and major institutions such as the Hebron Baptist Church and Dacula Elementary School. Additional neighborhood and community-scale commercial is emerging north of this activity center along Dacula Road, Old Peachtree Road, and Hurricane Shoals Road. In addition to new commercial development, some residential to commercial conversion appears to be occurring along Dacula Road south of Fence Road.

CENTRAL DACULA

Winder Highway (US Highway 29 Business, GA-8) was historically the main thoroughfare linking the City of Dacula with Lawrenceville and Atlanta to the West and Winder and Athens to the East. Since Winder Highway runs parallel to the CSX railway, the corridor has historically developed with a commercial and industrial character. Due to the narrow right-of-way beside the railroad corridor, the majority of businesses are found on the

EXISTING LAND USE

south side of Winder Highway. Some vacant commercial is located along Winder Highway across from the historic town center. Likewise, some older neighborhoods south of Winder Highway appear to be declining, with residential to commercial conversion occurring on Harbins Road and McMillan Road. Aside from the Winder Hwy corridor and adjacent neighborhoods, Central Dacula is predominantly residential in character. Community facilities serving Central Dacula include Maple Creek Park, Dacula City Hall, Public Works, and several churches.

The most important emerging trend in Central Dacula is the approval of a 157-acre planned mixed use development (PMUD) along Stanley Road near the intersection of Winder Hwy and GA-316. The proposed mixed use development has 613 units of residential and 2,500,000 square feet of non-residential space, including retail, office, and hospitality uses. The proposed site plan for the PMUD also has 39 acres of park and open space, including a central greenspace that serves as a focal point for the commercial / office core of the development.

SOUTH DACULA

The portion of Dacula south of GA-316 includes several areas that are currently developing or in transition from a rural to suburban character. Prior to the national recession beginning in 2008, large tracts of land in South Dacula were cleared for new commercial and residential development. There are two swim/tennis housing subdivisions off Harbins Road at the southern end of the City that are currently unfinished. After partial infrastructure was installed, such as roads and utilities, completion of both subdivisions was delayed by the national recession. While only a fraction of the platted units in these subdivisions have been finished, new construction activity has been observed at both work sites. Another large tract of land along the Alcovy River has been recently annexed and approved as a conservation subdivision.

There are also some cleared but undeveloped tracts of land along the GA-316 corridor that are zoned for commercial use. In 2006 the City approved a commercial development anchored by a Walmart Supercenter at Harbins Road and West Drowning Creek Road near GA-316. However, this proposed project was indefinitely cancelled following the national recession. Another potential commercial site has been cleared off Alcovy Road near the GA-316 / Sugarloaf Parkway interchange.

EXISTING LAND USE CATEGORIES

ESTATE RESIDENTIAL

Single Family Residential 1 Unit / 5 Acres

RESIDENTIAL

Single Family Residential 1-6 Units / Acre

RESIDENTIAL (PLATTED, UNFINISHED)

Residential Transitional

COMMERCIAL

Retail and Service Businesses

COMMERCIAL (UNDEVELOPED)

Commercial Transitional

MIXED USE (PLANNED, APPROVED)

Retail, Office, Residential, Hospitality

PUBLIC / INSTITUTIONAL

Schools, Churches, Government

INDUSTRIAL

Manufacturing, Warehousing, Distribution

TRANSPORTATION / COMMUNICATION /

UTILITIES

Roads, Railroads, Utilities

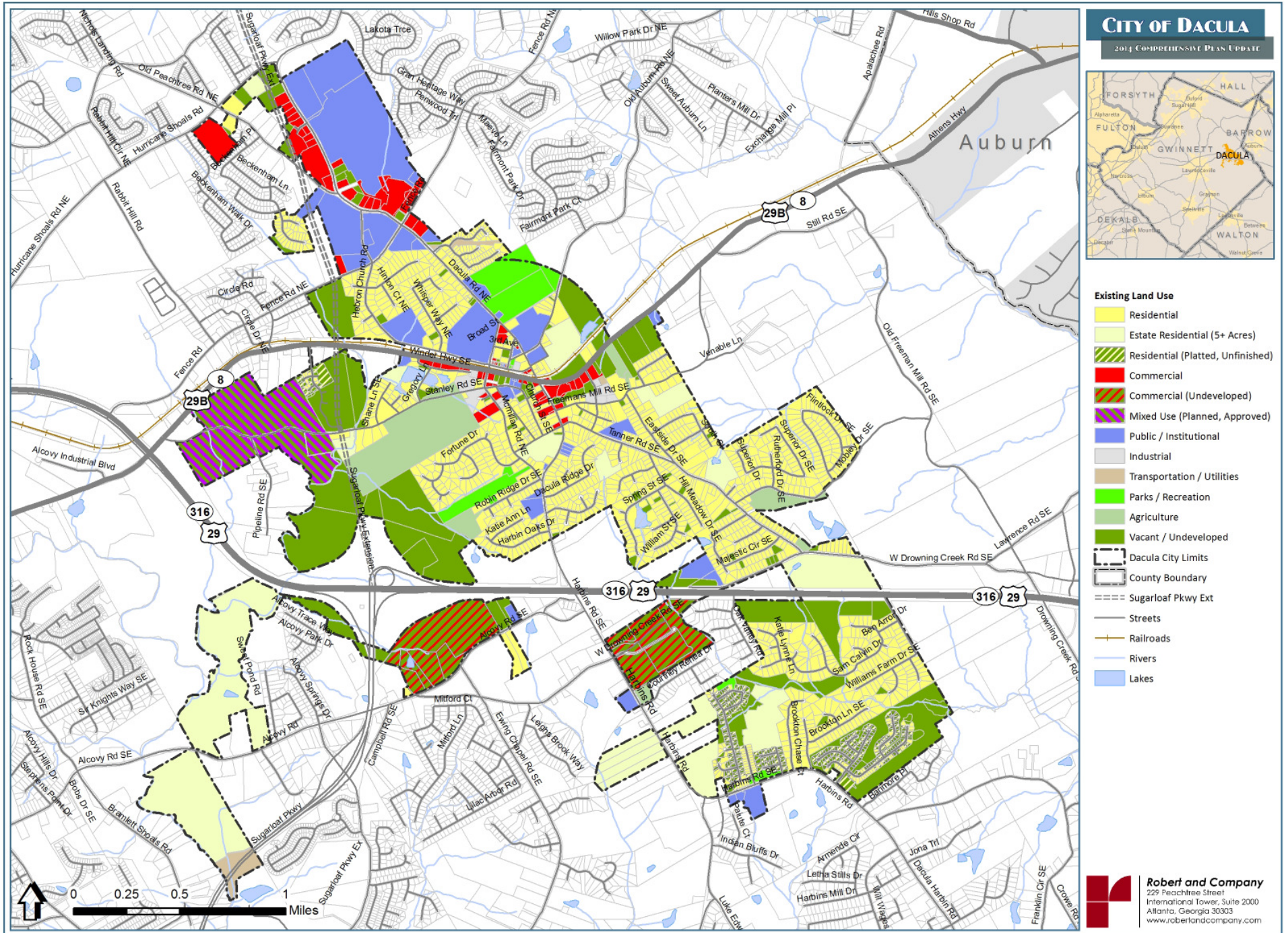
PARKS / RECREATION / CONSERVATION

Parks, Recreation Centers, Wildlife Refuges

AGRICULTURAL

Farming, Pasture

FIGURE 1 - EXISTING LAND USE, CITY OF DACULA



EXISTING LAND USE

Figure 1 is a map of existing land use in the City of Dacula. An existing land use survey was conducted in mid 2013 as part of this planning study. The existing land use survey was based on Gwinnett County land use and zoning data from 2009, aerial photos, and field surveys. While the intent of this survey is to reflect current conditions, land that has been permitted, cleared, or platted for development has been identified with a hatched pattern. Parcels within the City of Dacula were coded into one of the following land use categories:

Estate Residential

Estate Residential land includes single family detached residential located on parcels of at least five acres per one unit of housing. Estate Residential may also include some low-intensity agricultural activities, such as pasture land. Several existing estate residential parcels have been rezoned for more intensive residential development. For example, a large parcel along the Alcovy River south of GA-316 has been zoned for a conservation subdivision.

Residential

Residential land includes housing and related activities. The existing housing stock in Dacula is predominantly single-family detached residential. There is a small amount of manufactured housing in Central Dacula on Stanley Road and Lakeside Drive. There is currently very little attached housing in the City. However, new multi-family housing is included within the Planned Mixed Use Development on Stanley Road.

Residential (Platted, Unfinished)

Residential (Platted, Unfinished) land includes housing subdivisions that have been approved and platted with some preliminary site work and incomplete construction of units or utilities. There are two unfinished subdivisions located in South Dacula off Harbins Road. While work on these subdivisions was halted during the national recession, construction was observed during the existing land use survey.

Commercial

Commercial land includes retail sales, restaurants, office, services, and entertainment facilities. Commercial uses may be located as a single use in one building or grouped together in a shopping center or office building. Several individual commercial properties and small shopping centers are located along Winder Highway (US-29 Business). Larger community shopping centers, including conventional grocery stores, are located in North Dacula along Dacula Road.

Commercial (Undeveloped)

Commercial (Undeveloped) land includes properties that have been zoned and approved for commercial development with some preliminary site work. Two large sites south of GA-316 at Harbins Road and Alcovy Road have been cleared and zoned commercial.

Mixed Use (Planned, Approved)

Mixed Use (Planned, Approved) land includes properties that have been zoned and approved for planned mixed use development (PMUD). Mixed use development can include a combination of retail, office, and residential land uses within a master-planned development. A large PMUD has been approved on Stanley Road near Winder Highway.

Public / Institutional

Public / Institutional land includes community facilities, certain state, federal, or local government uses and institutional land uses. Examples of institutional land uses include colleges, churches, cemeteries, and hospitals. Government uses in this category include City halls or government building complexes, police and fire stations, libraries, prisons, post offices, schools, and military installations. Several large schools, churches and public institutions are located on Dacula Road.

Industrial

Industrial land includes land dedicated to warehousing and wholesale trade facilities, manufacturing facilities, processing plants, factories, mining

EXISTING LAND USE

or mineral extraction facilities or other similar uses. In Dacula, small commercial / industrial businesses are located along Winder Highway. Larger concentrations of industrial are located west of the City off Fence Road and Alcovy Industrial Blvd.

Transportation / Communication / Utilities

Transportation / Communications / Utilities (TCU) land encompasses various land use types associated with transportation, communication, and utilities. This category includes major transportation routes, power generation plants, railroad facilities, cell phone towers, airports, water/wastewater facilities and similar uses. However, it should be noted that much of the TCU acreage is accounted for in other categories, particularly roads and their right-of-ways, which are absorbed into the context of the more dominant land use (e.g. residential or commercial). TCU includes lands acquired as right-of-way for the future Sugarloaf Parkway Extension.

Parks / Recreation/Conservation

Parks / Recreation / Conservation land is dedicated to active or passive recreational uses and natural resource conservation. These areas may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers, and similar uses. Conservation subdivisions may also include some land preserved as greenspace or recreational land through easements.

County parks in and around Dacula, such as Dacula Park and Rabbit Hills Park, provide sports facilities for active recreation. Dacula's municipal parks, including Maple Creek Park and Olde Mill Park, provide passive amenities such as trails and community greenspace.

Agricultural

Agricultural land is comprised of land dedicated to farming (fields, lots, pastures, farmsteads, specialty farms, livestock production, etc.) or other similar rural uses such as pasture; land is not used for commercial purposes. Agricultural land may also include low density estate residential of one unit per five acres.

In Dacula, agricultural uses include pasture land and small agricultural operations. A large parcel of agricultural land is located on Stanley Road in Central Dacula. Several large parcels of agricultural land and estate residential are located east of the City.

Vacant / Undeveloped

Vacant / Undeveloped land includes areas with no visible active uses and no structures. Large tracts of undeveloped land are located adjacent to the GA-316 / Sugarloaf Parkway interchange.

FUTURE DEVELOPMENT NARRATIVE

The Future Development Narrative is intended as an update to the “Defining Narrative” character area-based land use discussion included in the 2008 City of Dacula Comprehensive Plan. While the Future Land Use Map is intended to replace the “Future Development Map” as the official guiding land use document, the Future Development Narrative retains the character area based discussion of long-range development policies. This approach allows the City to identify general activity centers and major corridors for policy statements on preferred future development patterns. The Long Range Development Concept Map (See Figure 2.) shows the City’s general long range vision for growth.

FUTURE DEVELOPMENT CHARACTER AREAS

MIXED USE ACTIVITY CENTER

Planned Mixed Use Development, Commercial, Office, Institutional, High Density Residential (>6 Units/Acre), and Parks

REGIONAL ACTIVITY CENTER

Regional Commercial (>100,000 Sq. Ft.), Office, Institutional, and Warehousing

COMMUNITY ACTIVITY CENTER

Community Commercial (40,000 - 100,000 Sq. Ft.), Office, Institutional, and Parks

NEIGHBORHOOD ACTIVITY CENTER

Neighborhood Commercial (<40,000 Sq. Ft.), Medium Density Residential (4-6 Units/Acre), Office, Institutional, and Parks

INDUSTRIAL / EMPLOYMENT CENTER

Light Industrial, Office, Warehousing, Manufacturing

PARKS AND RECREATION

Parks, Sports Complexes, Plazas, Passive Greenspace, and Conservation Land

SUBURBAN RESIDENTIAL

Low Density Residential (1-3 Units/Acre), Institutional, and Parks

VILLAGE RESIDENTIAL

Medium Density Residential (4-6 Units/Acres), Traditional Neighborhood Development, Duplexes, Institutional, and Park

EXPRESSWAY CORRIDOR

Limited Access Highways Serving High Intensity Nodes of Development Including Mixed Use, Regional Commercial, and Employment Centers

COMMERCIAL CORRIDOR

Major Roads Serving Auto-Oriented Commercial, Office, and Institutional

MAIN STREET CORRIDOR

Major Roads Serving Pedestrian-Oriented Commercial and Mixed Use Activity Centers

NEIGHBORHOOD CONNECTION

Local Collector Streets Connecting Residential Areas with Activity Centers

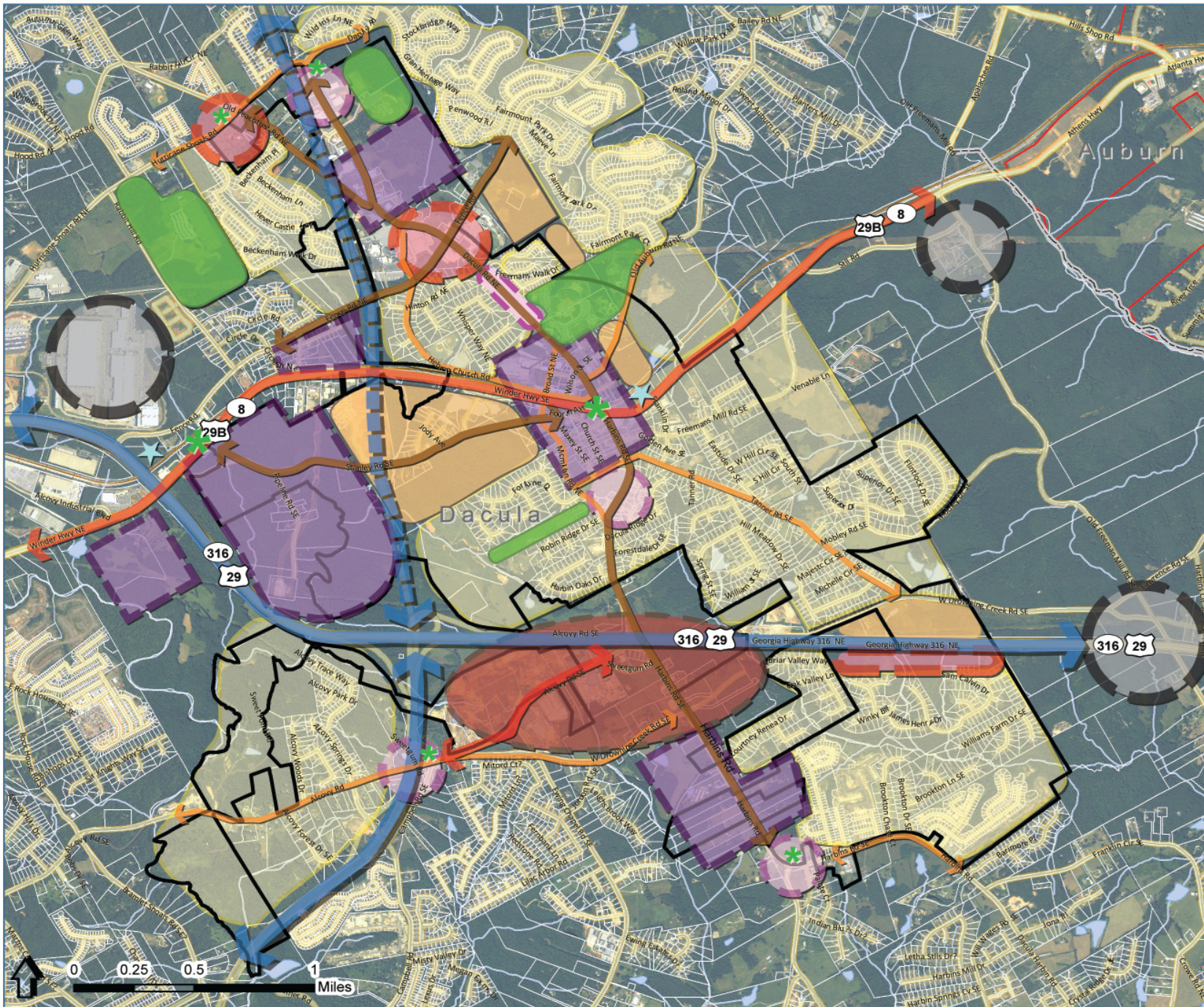
GATEWAY

Key Entry Point Into the City

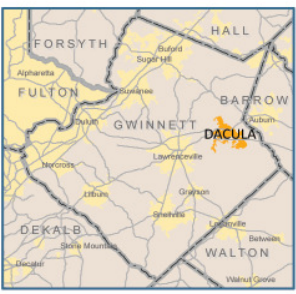
COMMUTER RAIL OPPORTUNITY

Potential Transit Station Area

FIGURE 2 - LONG RANGE DEVELOPMENT CONCEPT



CITY OF DACULA
2014 COMPREHENSIVE PLAN UPDATE



- Mixed Use Activity Center**
- Regional Activity Center**
- Community Activity Center**
- Neighborhood Activity Center**
- Industrial / Employment Center**
- Parks and Recreation**
- Suburban Residential**
- Village Residential**
- Expressway Corridor**
- Commercial Corridor**
- Main Street Corridor**
- Neighborhood Connection**
- Gateways**
- Commuter Rail Opportunity**
- City Limits**

Robert and Company
229 Peachtree Street
International Tower, Suite 2000
Atlanta, Georgia 30303
www.roberlandcompany.com

FUTURE DEVELOPMENT NARRATIVE

MIXED USE ACTIVITY CENTERS

Mixed Use Activity Centers 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.

Mixed use development opportunities have been identified in several locations throughout the City of Dacula. The proposed planned mixed use development (PMUD) located at Stanley Road and Winder Highway provides a major opportunity to establish a high quality town center in the City of Dacula. The viability of subsequent mixed use proposals in Dacula will depend on the success of this development.

Downtown Dacula and the adjacent neighborhoods south of Winder Highway have been identified as a mixed use redevelopment area. The proposed transformation of Stanley Road into a new Main Street for the City provides new opportunities for redevelopment in the neighborhoods adjacent to the historic downtown. Another potential mixed use redevelopment area has been identified between Fence Road and Winder Highway. While there is already residential to commercial conversion occurring in this area, the proposed interchange of the Sugarloaf Parkway Extension at Fence Road is anticipated to accelerate redevelopment needs.

MIXED USE ACTIVITY CENTERS



SITE PLAN FOR STANLEY ROAD PLANNED MIXED USE DEVELOPMENT



DOWNTOWN DACULA

FUTURE DEVELOPMENT NARRATIVE

In North Dacula, a mixed use development opportunity has been identified along Dacula Road north of Fence Road. Currently there is a large tract of undeveloped land adjacent to the Fence Road / Dacula Road Community Activity Center. Mixed use development in this area could take advantage of the concentration of existing amenities including retail, recreation, schools, and churches.

In South Dacula, another mixed use development opportunity has been identified off Harbins Road south of West Drowning Creek Road. While the South Dacula area has few existing public amenities, the site includes several deep parcels of developable land in close proximity to GA-316. The previous comprehensive plan identified potential new roads that could form a grid connecting this area with Alcovy Road and West Drowning Creek Road.

LAND USES ALLOWED

- Commercial
- Office
- Institutional
- Townhomes
- Lofts/Condos
- Parks / Recreation / Community Gathering Spaces

IMPLEMENTATION POLICIES

- Encourage master planned mixed use development that integrates commercial services with residential and recreational amenities to create a “live/work/play” district.
- Identify opportunities for town center mixed use development in each of the major areas of North Dacula, Central Dacula, and South Dacula.
- Encourage mixed use development to locate in suitable locations close to transportation and infrastructure resources.
- Encourage development of housing opportunities that enable residents to live close to their places of employment.
- Encourage mixed-use developments that are human-scale and pedestrian oriented.
- Encourage the development of downtown Dacula as a vibrant center of the community in order to improve overall attractiveness and local quality of life.

QUALITY COMMUNITY OBJECTIVES

- Economic Prosperity
- Efficient Land Use
- Sense of Place
- Housing Options
- Transportation Options
- Community Health

FUTURE DEVELOPMENT NARRATIVE

REGIONAL ACTIVITY CENTER

Regional Activity Centers provide large-scale (Over 100,000 square feet) commercial retail centers, office and employment areas, higher education facilities, sports and recreational complexes. Regional Activity Centers are designed for automobile accessibility and should be able to accommodate large volumes of traffic and parking. In order to serve a large market area, Regional Activity Centers should be located near the intersection of major thoroughfares. While national “Big Box” retailers are appropriate within these districts, architectural designs should be distinct, and encouraged to fit within master planned development.

In Dacula, the activity center near GA-316, Harbins Road and Sugarloaf Parkway provides opportunities for large scale retail and employment uses. Large sites should be preserved from piecemeal development in order to provide the infrastructure improvements necessary to support large-scale development.

LAND USES ALLOWED

- Regional Commercial
- Office / Professional
- Institutional
- Warehousing / Distribution

REGIONAL ACTIVITY CENTERS



WALMART AND TARGET “SUPERCENTERS” WITH UNIQUE ARCHITECTURE THAT AVOIDS GENERIC “BIG BOX” APPEARANCE. PHOTOS BY NNEAPA, RYAN CONSTRUCTION

FUTURE DEVELOPMENT NARRATIVE

IMPLEMENTATION POLICIES

- Encourage developers to provide infrastructure improvements to mitigate major traffic impacts.
- Use planned infrastructure expansion to support development in areas identified as suitable for such development in the Comprehensive Plan.
- Encourage development that provides appropriate employment opportunities to serve our current and future population.
- 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.
- Encourage new development to locate in suitable locations close to transportation and infrastructure resources
- Encourage development whose design, landscaping, lighting, signage, and scale add value to the community.
- Encourage unique architectural design with articulated facades in order to avoid generic “Big Box” appearance.
- Encourage shared parking and master planned development in order to minimize parking needs.

QUALITY COMMUNITY OBJECTIVES

- Economic Prosperity
- Sense of Place

FUTURE DEVELOPMENT NARRATIVE

COMMUNITY ACTIVITY CENTER

Community Activity Centers are relatively large nodes (40,000-100,000 square feet) of commercial, office, and institutional facilities which serve several surrounding neighborhoods. While they may include some mixing of uses, Community Activity Centers are primarily commercial areas which cater to the community as a whole. 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 intensive uses within Community Activity Centers from adjacent areas, the highest-density development should be in heart of the Community Activity Center and the least dense uses should be located along the edges of the center.

LAND USES ALLOWED

- General Commercial
- Office / Professional
- Institutional
- Parks / Recreation

COMMUNITY ACTIVITY CENTER



EXISTING COMMUNITY ACTIVITY CENTERS IN DACULA INCLUDE THE PUBLIX AND KROGER SHOPPING CENTERS. PHOTOS BY RETAIL PLANNING CORP, DACULA PATCH

FUTURE DEVELOPMENT NARRATIVE

IMPLEMENTATION POLICIES

- Use planned infrastructure expansion to support development in areas identified as suitable for such development in the Comprehensive Plan.
- Encourage the development of “lifestyle” commercial centers that provide internal pedestrian circulation, streetscape amenities, and landscaping.
- Encourage development that provides appropriate employment opportunities to serve our current and future population.
- 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.
- Encourage new development to locate in suitable locations close to transportation and infrastructure resources
- Encourage development whose design, landscaping, lighting, signage, and scale add value to our community.
- Promote low impact site development that encourages maintaining the natural topography and existing vegetation on a site when feasible.

QUALITY COMMUNITY OBJECTIVES

- Economic Prosperity
- Sense of Place

COMMUNITY ACTIVITY CENTER



PEDESTRIAN AMENITIES SUCH AS PLAZAS, LIGHTING, BENCHES, AND PAVER WALKWAYS ENHANCE COMMUNITY RETAIL (SHOPPES AT WEBB GIN)

FUTURE DEVELOPMENT NARRATIVE

NEIGHBORHOOD ACTIVITY CENTER

Neighborhood Activity Center areas are small nodes of commercial activity with service areas generally limited to the immediate surrounding neighborhood. They might include uses such as local cafés, small shops, or small offices. These centers are small in size (less than 40,000 square feet) 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. Neighborhood Activity Centers can also serve as key gateways, such as those identified on Harbins and Dacula Road at key access points into the City.

LAND USES ALLOWED

- Medium-density residential
- Small Retail
- Small Office
- Small Institutional
- Parks / Recreation

NEIGHBORHOOD ACTIVITY CENTER



ADAPTIVE REUSE OF RESIDENTIAL INTO A RESTAURANT



SMALL-SCALE MEDICAL OFFICE

FUTURE DEVELOPMENT NARRATIVE

IMPLEMENTATION POLICIES

- Provide opportunities for small-scale retail, services, and office that are compatible with neighborhoods that do not generate excessive traffic.
- Provide a transition or buffer between higher-intensity mixed use development and surrounding neighborhoods.
- Provide for adaptive reuse of older residential located on busy thoroughfares.
- 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.
- Encourage bicycle and pedestrian-oriented design in order to allow neighborhood residents to easily access small retail and restaurants without excessive automobile travel.

QUALITY COMMUNITY OBJECTIVES

- Economic Prosperity
- Efficient Land Use
- Sense of Place
- Transportation Options
- Community Health

NEIGHBORHOOD ACTIVITY CENTER



NEIGHBORHOOD RETAIL WITH BICYCLE AND PEDESTRIAN ACCESSIBILITY SERVES AS AN AMENITY FOR RESIDENTS. PHOTOS BY WILDERUTOPIA AND UNVEGAN.COM

FUTURE DEVELOPMENT NARRATIVE

INDUSTRIAL / EMPLOYMENT CENTER

Industrial Activity Centers in the City of Dacula may include light industrial, industrial office, distribution/warehousing, and manufacturing. 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 ALLOWED

- Light industrial
- Industrial office
- Distribution/warehouse
- Manufacturing

|

INDUSTRIAL / EMPLOYMENT CENTER



LIGHT INDUSTRIAL USES INCLUDE WAREHOUSING, DISTRIBUTION, AND OFFICE PARKS

FUTURE DEVELOPMENT NARRATIVE

IMPLEMENTATION POLICIES

- Provide incentives for industrial employers to locate in Dacula.
- Reserve areas for industrial development and discourage residential development in close proximity to industrial reserve areas.
- Balance the supply of housing and employment in our community and consider their location in relation to each other.
- Support programs that recruit, 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.
- Use planned infrastructure expansion to support development in areas identified as suitable for such development in the Comprehensive Plan.
- Encourage development that provides appropriate employment opportunities to serve our current and future population.
- Consider cooperative agreements with neighboring jurisdictions to provide infrastructure necessary to support industrial development.

QUALITY COMMUNITY OBJECTIVES

- Economic Prosperity
- Local Preparedness
- Regional Cooperation

INDUSTRIAL / EMPLOYMENT CENTER



HEAVY INDUSTRIAL USES, SUCH AS MANUFACTURING SHOULD BE SEPARATED FROM RESIDENTIAL AREAS. PHOTO BY CEC

FUTURE DEVELOPMENT 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. While the County park system meets the City's needs for active recreation, the City should consider the development of passive recreational space such as public plazas and greenspace within planned mixed use districts.

LAND USES ALLOWED

- Active Recreation
- Passive Recreation
- Conservation

PARKS, RECREATION, AND GREENSPACE



DACULA CITY PARKS WITH PASSIVE RECREATIONAL AMENITIES

FUTURE DEVELOPMENT NARRATIVE

IMPLEMENTATION POLICIES

- Provide passive greenspace and plazas to serve as community civic space within Mixed Use Activity Centers.
- Coordinate recreational planning with development initiatives.
- Encourage park and recreational design that is accessible to pedestrians, bicyclists, and disabled persons.
- Encourage conservation subdivisions that cluster development on one portion of a site in order to preserve sensitive natural features.
- Encourage more compact development of land in order to preserve natural resource areas and preserve green open spaces.
- 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.
- Promote the protection and maintenance of trees and green open space in new development.
- Protect ground and surface water sources to promote the maintenance of safe and adequate supplies of water.
- Minimize inefficient land consumption and encourage more compact urban development in order to preserve green open space and natural resource areas.

QUALITY COMMUNITY OBJECTIVES

- Resource Management
- Efficient Land Use
- Sense of Place
- Regional Cooperation
- Community Health

PARKS, RECREATION, AND GREENSPACE



GWINNETT PARKS PROVIDE ACTIVE RECREATION, SUCH AS SPORTS FACILITIES

FUTURE DEVELOPMENT NARRATIVE

SUBURBAN RESIDENTIAL

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 ALLOWED

- Low-density single family detached residential (1-3 units per acre)
- Small Institutional
- Parks / Recreation / Greenspace

SUBURBAN RESIDENTIAL



SUBURBAN SUBDIVISION WITH CURVILINEAR ROADS AND CUL-DE-SACS

FUTURE DEVELOPMENT NARRATIVE

IMPLEMENTATION POLICIES

- Encourage the completion of unfinished subdivisions.
- Support appropriate residential and non-residential infill development and redevelopment in ways that complement existing neighborhoods.
- Coordinate housing development with infrastructure capacity, such as water, sewer, and roads.
- Encourage connectivity in housing developments with multiple ingress/egress points.
- Eliminate substandard or dilapidated housing.
- Provide opportunities for a mixture of housing types, densities and costs in the City.

QUALITY COMMUNITY OBJECTIVES

- Efficient Land Use
- Local Preparedness
- Housing Options

SUBURBAN RESIDENTIAL



DETACHED SINGLE FAMILY RESIDENTIAL

FUTURE DEVELOPMENT NARRATIVE

VILLAGE RESIDENTIAL

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 ALLOWED

- Medium density residential (4-6 units/acre)
- Traditional Neighborhood Development
- Duplexes
- Senior Housing
- Parks / Recreation / Greenspace
- Small Institutional

VILLAGE RESIDENTIAL



TRADITIONAL NEIGHBORHOOD DEVELOPMENT

FUTURE DEVELOPMENT NARRATIVE

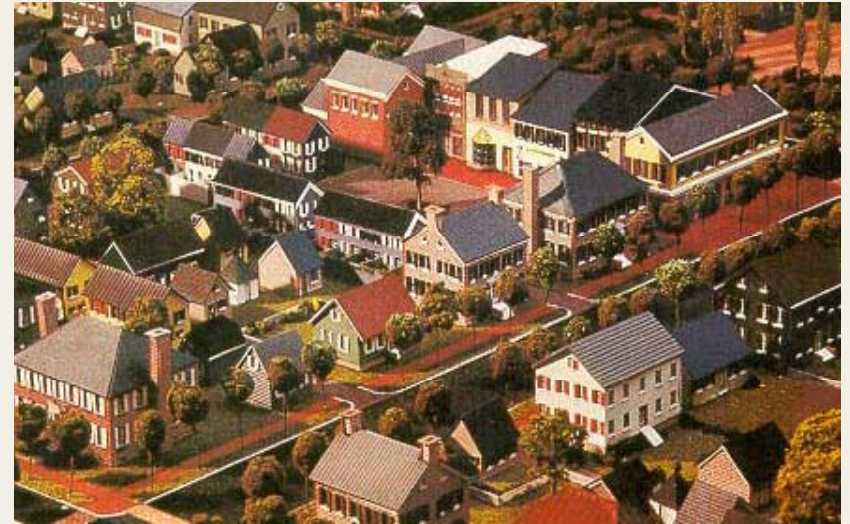
IMPLEMENTATION POLICIES

- Encourage Traditional Neighborhood Development (TND) design principles for compact walkable development.
- Create walkable, safe, and attractive neighborhood throughout the community, where people have attractive, low-energy access options to schools, parks, and necessary services (grocery store, drug store).
- 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.
- Encourage Village Residential near mixed use and community activity centers.
- Encourage the development of housing opportunities that enable residents to live close to their places of employment.
- Support the development of residential density in areas where community design standards, environmental constraints and available infrastructure capacities can accommodate the density.
- Support appropriate residential and non-residential in-fill development and redevelopment in ways that complement existing neighborhoods.

QUALITY COMMUNITY OBJECTIVES

- Efficient Land Use
- Housing Options
- Sense of Place
- Transportation Options

VILLAGE RESIDENTIAL



FUTURE DEVELOPMENT NARRATIVE

EXPRESSWAY CORRIDOR

Expressway Corridors include high speed, high volume limited access roadways and their surrounding land. Due to the high capacity limited access design of Expressway Corridors, development should be concentrated at nodes near expressway interchanges. Major employment centers, including regional commercial, office, industrial, and mixed use may be located near expressway interchanges. While Expressway Corridors provide for regional mobility, they can also serve as a barrier for local neighborhood connectivity.

In Dacula, both GA-316 and Sugarloaf Parkway are planned as Expressway Corridors. Sugarloaf Parkway should be extended north from GA-316 to Interstate 85 as a limited access expressway. The City should work with Gwinnett County and GDOT officials to ensure that connectivity is maintained for major roads crossing the future path of the Sugarloaf Parkway Extension, including Fence Road, Old Peachtree Road, Hurricane Shoals Road, and Stanley Road. In order to convert GA-316 into a limited access facility, major interchanges such as Harbins Road must be redesigned. While both the Sugarloaf Extension and conversion of Ga-316 to limited access are long term transportation improvements, the City should identify major development opportunities near future interchanges.

LAND USES ALLOWED

- Regional Commercial
- Community Commercial
- Mixed Use
- Industrial
- Institutional

EXPRESSWAY CORRIDOR



SUGARLOAF PARKWAY EXTENSION. PHOTOS BY AERIAL INNOVATIONS OF GA, LAWRENCEVILLE PATCH

FUTURE DEVELOPMENT NARRATIVE

IMPLEMENTATION POLICIES

- Plan for limited access design along Expressway Corridors.
- Encourage dense nodes of development at expressway interchanges.
- Use planned infrastructure expansion to support development in areas identified as suitable for such development in the Comprehensive Plan.
- Encourage development that provides appropriate employment opportunities to serve our current and future population.
- Consider access roads and infrastructure improvements necessary to develop land at Expressway interchanges.

QUALITY COMMUNITY OBJECTIVES

- Economic Prosperity
- Efficient Land Use
- Housing Options
- Transportation Options

FUTURE DEVELOPMENT NARRATIVE

MAIN STREET CORRIDOR

Main Street Corridors include walkable urban thoroughfares that connect Mixed Use Activity Centers, community facilities, and recreational amenities. Main Street Corridors should accommodate multiple modes of transportation, including automobiles, bicycles, and pedestrians. Development along Main Street Corridors should be human-scale and pedestrian-oriented. Main Street style commercial, mixed use, and neighborhood commercial may be appropriate along these corridors. Adaptive reuse of residential buildings into small office and neighborhood commercial is expected as these roads are widened and improved.

In Dacula, the City's Main Street Corridors include Harbins/Dacula Road, Stanley Road, and Fence Road. Currently Harbins/Dacula Road serves as the main north/south route through the community connecting the activity center at Fence and Dacula Road with downtown. The City should prioritize streetscapes along this corridor in order to improve connectivity between community facilities and recreational amenities, such as Dacula High School, Middle School, Dacula Park, and Dacula Library. With the planned widening of Dacula Road, some commercial transition is expected along this corridor.

Stanley Road has been designated as a future Main Street Corridor to connect the planned mixed use development approved at Winder Highway with the downtown mixed use redevelopment area. The City should work with County and state transportation officials to maintain connectivity along this roadway as the Sugarloaf Extension is constructed.

Fence Road is designated as a future Main Street Corridor due to the future planned interchange with the Sugarloaf Parkway Extension. As this new expressway interchange is constructed, there will be additional pressure for commercial conversion and redevelopment along this corridor.

LAND USES ALLOWED

- Mixed Use
- Neighborhood Commercial

MAIN STREET CORRIDOR



STREETSCAPE WITH SIDEWALKS, STREET TREES, AND LIGHTING



STREETSCAPE WITH ADA RAMPS AND CROSSWALK

FUTURE DEVELOPMENT NARRATIVE

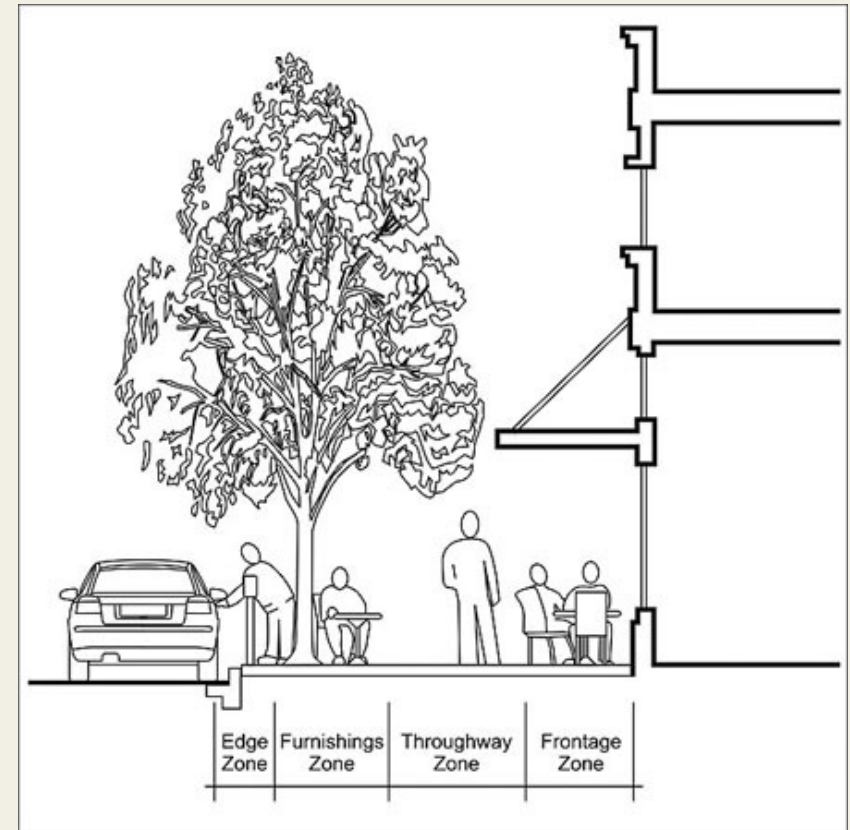
IMPLEMENTATION POLICIES

- Apply complete streets principles of roadway design to accommodate cars, bikes, pedestrians, and transit.
- Plan for streetscape improvements along Main Street Corridors to support desired mixed use development.
- Apply alternative roadway design standards from ITE Walkable Urban Thoroughfares guidebook.
- Promote connections and accessibility between Mixed Use Activity Centers, community facilities, and recreational amenities.
- Design and construct streetscape improvements in accordance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG).
- Design sidewalks and streetside elements to include functional zones for elements such as utilities, street trees, street furnishings, pedestrians, and sidewalk dining.
- Promote pedestrian, bicycle, and motorist safety in roadway and streetscape design.
- Provide traffic calming measures where appropriate in order to ensure that traffic speed does not negatively impact safety and pedestrians.
- Consider on-street parking and street trees as a buffer to promote pedestrian safety where feasible.

QUALITY COMMUNITY OBJECTIVES

- Economic Prosperity
- Efficient Land Use
- Sense of Place
- Transportation Options

MAIN STREET CORRIDOR



EXAMPLE OF STREETSIDE ZONES TO ALLOW FOR PEDESTRIAN MOVEMENT, UTILITIES, LANDSCAPING, AND RETAIL ACTIVITY. IMAGE: ITE, DIGITAL MEDIA PRODUCTIONS

FUTURE DEVELOPMENT NARRATIVE

COMMERCIAL CORRIDOR

Commercial Corridors include major roads and surrounding land that has been developed with auto-oriented strip commercial. The primary commercial corridor in the City of Dacula is Winder Highway (US-29 Business). Because this roadway has historically developed along the CSX railway, the corridor has a semi-industrial character. While strip commercial development is anticipated to occur along this corridor, the aesthetics of the corridor should be improved at key gateways into the City, particularly at Harbins/Dacula Road. Some commercial redevelopment should be encouraged near the City's historic downtown.

LAND USES ALLOWED

- General Commercial
- Office
- Institutional

IMPLEMENTATION POLICIES

- Improve aesthetics of development along Winder Highway, particularly near historic Downtown Dacula.
- Work with the railroad to improve the aesthetics of the CSX railway corridor.
- Work with County and State transportation officials to enhance connectivity across the CSX railway.
- Promote access management and interparcel connectivity in order to limit the number of curb cuts along Winder Highway.

QUALITY COMMUNITY OBJECTIVES

- Economic Prosperity
- Efficient Land Use
- Sense of Place
- Transportation Options

COMMERCIAL CORRIDOR



WINDER HIGHWAY. PHOTO BY GOOGLE MAPS



AT-GRADE RAILROAD CROSSING, DOWNTOWN DACULA

FUTURE DEVELOPMENT NARRATIVE

NEIGHBORHOOD CONNECTION

Neighborhood Connections are local roads and collectors that serve a relatively low volume of traffic but provide key access from neighborhoods to activity centers, community facilities, and recreational amenities. While streetscapes along Neighborhood Connections are of secondary importance to Main Street Corridors, safety improvements should be made to accommodate cars, bikes, pedestrians, and the disabled. Commercial development along Neighborhood Connections should be limited to Neighborhood Activity Centers.

LAND USES ALLOWED

- Neighborhood Commercial
- Residential
- Institutional
- Parks / Recreation / Greenspace

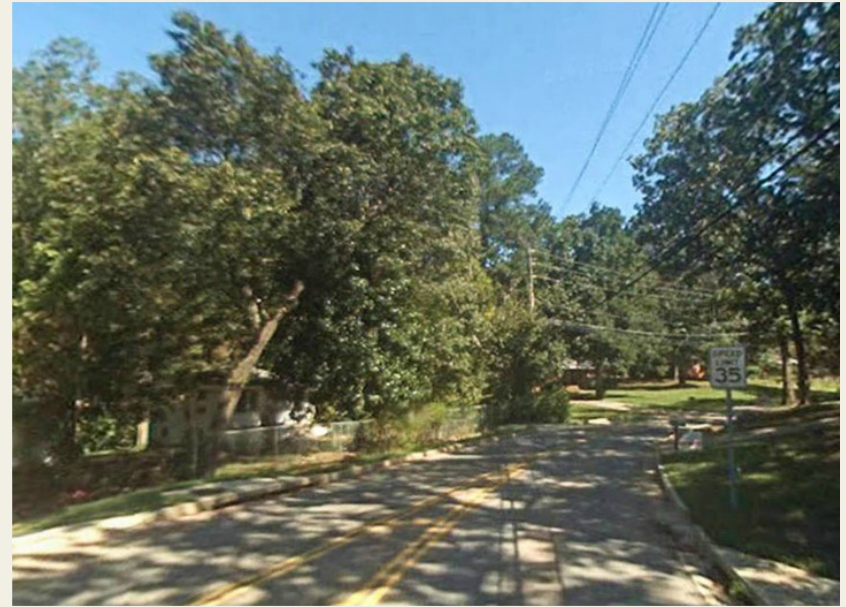
IMPLEMENTATION POLICIES

- Encourage traffic calming and improvements to ensure safety for all roadway users.
- Promote connections and accessibility between Mixed Use Activity Centers, community facilities, and recreational amenities.
- Apply complete streets principles of roadway design to accommodate cars, bikes, and pedestrians.

QUALITY COMMUNITY OBJECTIVES

- Transportation Options
- Sense of Place

NEIGHBORHOOD CONNECTION



TANNERS ROAD. PHOTO BY GOOGLE MAPS

FUTURE DEVELOPMENT NARRATIVE

GATEWAYS

Gateways serve as key entry points into the City that provide a crucial first impression of the community. Gateways provide a symbolic transition between the City and surrounding rural areas. The City should seek to improve the aesthetics of these key entry points into the community. Monument signage and landscaping may be used at Gateways to reinforce the City's identity, image, and sense of place. Because several regional transportation facilities traverse the City, key entry points to the City may be located at expressway interchanges in addition to the outer City limits.

IMPLEMENTATION POLICIES

- Prioritize development of gateways on western side of City.
- Coordinate gateway signage with mixed use and redevelopment planning.
- Identify future annexation areas in order to plan for future gateways.
- Identify future expressway interchanges in order to plan for future gateways.
- Create design guidelines for development at key gateways.

QUALITY COMMUNITY OBJECTIVES

- Sense of Place

GATEWAYS



GATEWAY SIGNAGE, CITY OF SAVANNAH. PHOTO BY SAVANNAH MORNING NEWS

FUTURE DEVELOPMENT NARRATIVE

COMMUTER RAIL OPPORTUNITY

Commuter Rail Opportunities are sites with the potential to support commuter rail stations and station-area development. Because of the railroad infrastructure along the CSX railway, two sites have been identified as potential Commuter Rail Opportunities. Commuter Rail Opportunities should be located near Mixed Use Activity Centers, such as downtown and the Stanley Road planned mixed use development. The commuter rail corridor should connect Atlanta with Athens and support the County's research and development corridor plans. In addition to commuter rail, the City should consider several potential transit modes, such as Bus Rapid Transit (BRT).

LAND USES ALLOWED

- Transportation / Communication / Utilities
- Mixed Use

IMPLEMENTATION POLICIES

- Pursue a grant to plan for transit opportunities and town center development in Dacula.
- Select a preferred site for commuter rail near a major Mixed Use Activity Center.
- Coordinate planning of transit opportunities with redevelopment planning and economic development initiatives.

QUALITY COMMUNITY OBJECTIVES

- Economic Prosperity
- Transportation Options
- Sense of Place

COMMUTER RAIL OPPORTUNITY



AUSTIN COMMUTER RAIL, PHOTO BY CAPITAL METRO

FUTURE LAND USE

Figure 3 shows the Draft Future Land Use Map for the City of Dacula 2014 Comprehensive Plan Update. The Future Land Use Map is intended to serve as the guiding legal document for managing land use change in the City of Dacula. In addition to the current limits of the City of Dacula, the Future Land Use Map provides recommended land uses for areas adjacent to the City boundaries. The extent of the Future Land Use Map represents the future urban service area where expansion of community facilities and services is deemed feasible.

The land use categories provided in the map are similar to those included on the Existing Land Use Map, with some additional detail on future density of residential and commercial. Future land use categories included within the map are as follows:

FUTURE LAND USE CATEGORIES

ESTATE RESIDENTIAL

Estate Residential land includes single family detached residential located on parcels of at least five acres per one unit of housing. Estate Residential may also include some agricultural activities, such as pasture land.

LOW DENSITY RESIDENTIAL

Low Density Residential land includes single family detached residential at a density of 1-3 units per acre.

MEDIUM DENSITY RESIDENTIAL

Medium Density Residential land includes single family detached residential and duplex residential at a density of 4-6 units per acre.

NEIGHBORHOOD COMMERCIAL

Neighborhood Commercial land includes small-scale retail commercial and office uses serving immediate surrounding neighborhoods. Neighborhood commercial may be developed as individual buildings or attached shopping centers with square footage not to exceed 40,000 square feet.

GENERAL COMMERCIAL

General Commercial land includes medium and large-scale retail commercial and office uses serving several neighborhoods. General Commercial may be developed as individual buildings or attached shopping centers with square footage greater than 40,000 square feet.

MIXED USE

Mixed Use land includes land developed to include a mixture of commercial, office, public, and institutional uses within a master planned development.

INDUSTRIAL / EMPLOYMENT

Industrial land includes land dedicated to warehousing and wholesale trade facilities, manufacturing facilities, processing plants, factories, mining or mineral extraction facilities or other similar uses.

TRANSPORTATION / COMMUNICATION / UTILITIES

Transportation / Communications / Utilities (TCU) land encompasses various land use types associated with transportation, communication, and utilities. This category includes major transportation routes, power generation plants, railroad facilities, cell phone towers, airports, water/wastewater facilities and similar uses.

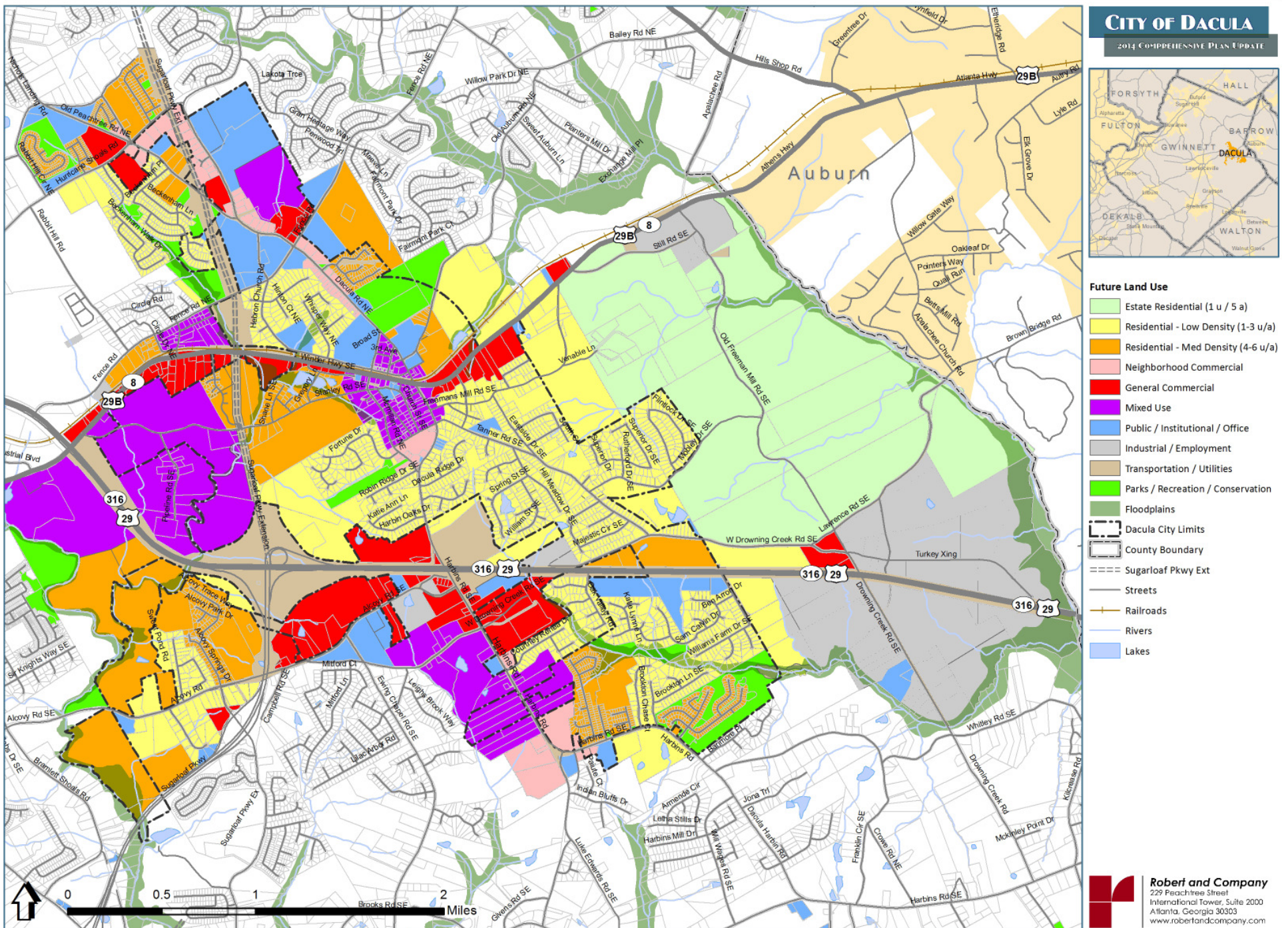
PUBLIC / INSTITUTIONAL

Public / Institutional land includes community facilities, certain state, federal, or local government uses and institutional land uses. Examples of institutional land uses include colleges, churches, cemeteries, and hospitals. Government uses in this category include City halls or government building complexes, police and fire stations, libraries, prisons, post offices, schools, and military installations.

PARK / RECREATION / CONSERVATION

Parks / Recreation / Conservation land is dedicated to active or passive recreational uses and natural resource conservation. These areas may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers, and similar uses. Conservation subdivisions may also include some land preserved as greenspace or recreational land through easements.

FIGURE 3 - FUTURE LAND USE, CITY OF DACULA



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CHAPTER 4 - COMMUNITY WORK PROGRAM

The City of Dacula 2014 Comprehensive Plan Update provides revisions to the core elements of the Comprehensive Plan, including community needs and opportunities, land use, and future development policies. The Community Work Program includes a listing of specific actions that the City plans to take in order to achieve the vision developed in the plan. The Community Work Program includes a Report of Accomplishments on previous planning projects and a Short Term Work Program (STWP) with a list of projects that can be accomplished over the next five years.

The revised Short Term Work Program is focused on major planning initiatives and city-sponsored work items. The STWP has been edited substantially to exclude ongoing policies. General city policies are instead located within the Community Goals and Policies chapter of this plan. In addition, area-specific development policies are included within the Future Land Use Narrative portion of this document. Due to the national recession, several projects previously identified as short term work items have been relegated to long term status.

REPORT OF ACCOMPLISHMENTS

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Economic Development						
Propose & Carry Out an LCI (Livable Centers Initiative) Planning Study for the designated Dacula/ Sugarloaf LCI Study Area	Dacula Planning & Development			X		Project deferred due to recession, lack of development, and lack of matching funds.
Plan & Construct an Enhanced Downtown Streetscape with Park or Plaza Gathering Space, Parking & Ped. Improvements	Dacula Public Works			X		Downtown pocket park with gazebo completed in 2012. Downtown streetscape deferred until following LCI study..
Plan & Construct a small Park in the North Town Center Mixed Use Community Character Area	Dacula Planning & Development			X		Project deferred until after LCI study determines town center strategies.
Plan & Construct a small Park in the Alcovy Center Mixed Use Community Character Area	Dacula Planning & Development			X		Project deferred until after LCI study determines town center strategies.
Plan & Construct Dacula Gateway Improvements along Hurricane Shoals Rd. between Old Peachtree & Dacula Rds (& including the Sugarloaf Extension Phase 2 interchange).	Dacula Public Works			X		Project deferred due to lack of funds.
Plan & Construct Gateway Improvements at Fence Rd near the Apalachee River Bridge	Dacula Public Works				X	Fence road gateway location revised to Sugarloaf interchange. Project deferred until interchange is complete. [
Plan & Construct Gateway Improvements at Winder Hwy near Old Freemans Mill Rd and New Apalachee Rd	Dacula Public Works			X		Eastern gateways deferred to long term projects. Annexation of areas east of City must occur before new gateways are established.

REPORT OF ACCOMPLISHMENTS

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Plan & Construct Gateway Improvements at SR 316 near Winder Hwy	Dacula Public Works				X	Western gateways relocated and consolidated to Stanley Rd and Winder Hwy to support new mixed use development.
Plan & Construct Gateway Improvements at SR 316 near the Apalachee River	Dacula Public Works			X		Eastern gateways deferred to long term projects. Annexation of areas east of City must occur before new gateways are established.
Plan & Construct Gateway Improvements at Alcovy Road near the Sugarloaf Parkway and Campbell Road interchange	Dacula Public Works			X		Project deferred to long term to account for potential realignment of Alcovy Rd.
Plan & Construct Gateway Improvements at Harbins Road & Luke Edwards Rd	Dacula Public Works			X		Project deferred due to lack of funds.
Plan & Construct Gateway Improvements at Drowning Creek Road south of Drowning Creek	Dacula Public Works			X		Eastern gateways deferred to long term projects. Annexation of areas east of City must occur before new gateways are established.
Create Dacula Infrastructure Development District (IDD) to create revenues for development of infrastructure which will promote industrial development in targeted areas	Dacula Planning & Development			X		IDD deferred until after recommended economic development strategic plan. The City currently lacks existing industrial tenants to support and IDD strategy.
Create industrial development incentives along SR 316 East Corridor @ Drowning Creek Rd.	Dacula Planning & Development			X		Project deferred until after recommended economic development strategic plan.
Create industrial development incentives along SR 316 Corridor between Winder Hwy (SR 8)/ CSX RR and Harbins Road	Dacula Planning & Development			X		Project deferred until after recommended economic development strategic plan.

REPORT OF ACCOMPLISHMENTS

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Create Industrial development incentives along CSX/Winder Highway Corridor between Apalachee River & Franklin Drive	Dacula Planning & Development			X		Project deferred until after recommended economic development strategic plan.
Natural and Historic Resources						
Construct Phase 2 Recreation Improvements at Maple Creek Park	Dacula	2010				
Freeman's Mill Park restoration of the mill, site, and interpretative areas	Gwinnett Parks and Recreation	2008				
Freeman's Mill Park orientation plaza, interpretative building and restoration of mill pond, dam and river including overlook decks.	Gwinnett Parks and Recreation	2008				
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)	Gwinnett Parks and Recreation				X	Apalachee Reservoir project cancelled by County. Greenspace acquisition along Apalachee cancelled for lack of funds. Currently the Dacula City limits do not extend to the Apalachee River.
Acquire and protect linear Alcovy River Greenway Section 2 from Freeman's Mill to Rock House Road 2.54 miles))	Gwinnett Parks and Recreation	2010				
Stream Corridor Improvements to Protect Water Quality	Gwinnett Stormwater Utility		X			Ongoing. See Community Goals and Policies (p. 9, Goal 2.2.6)

REPORT OF ACCOMPLISHMENTS

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Survey of Historic Churches, Cemeteries, and Houses	Dacula / Gwinnett				X	Project cancelled due to insufficient funds
Redevelopment of Old Downtown Buildings	Dacula / Private	2008				
Construct New Gymnasium at Dacula Park	Gwinnett Parks	2010				
Construct playground and shelter at western edge of Dacula Park	Gwinnett Parks	2011				
Remove outdoor lane pool at Dacula Park in conjunction with development of an outdoor family aquatics complex at Mountain View Park.	Gwinnett Parks	2012				
Acquire and protect Rabbit Hill Greenway from Rabbit Hill Park to Dacula Park (1.80 miles)	Gwinnett Parks	2009				
Construct 4 tennis courts and covered roller sports rink at Rabbit Hill Park	Gwinnett Parks	2010				
Construct soccer complex expansion at Rabbit Hill Park in conjunction with development of the new Mountain View Community Park	Gwinnett Parks	2012				
Construct seniors court area with sheltered bocce courts and horseshoe pits at Rabbit Hill Park	Gwinnett Parks	2013				

REPORT OF ACCOMPLISHMENTS

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Elisha Winn House architectural evaluation, site master plan, repairs/capital maintenance and building/site improvements	Gwinnett Parks	2011				
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).	Gwinnett Parks	2013				
Community facilities						
Design & Construct a New City Equipment Maintenance Facility	Dacula Public Works	2013				
Needs Assessment to Expand or Build a New City Hall	Dacula			X		Project deferred due to lack of funds.
New Community Center/Cultural Facility	Dacula			X		Project deferred due to lack of funds.
Expansion of Gwinnett County East Facility and Improvements to East Precinct and adjunct Facilities on Alcovy Road	Gwinnett	2008				
Fire Station (Maintenance Building Relocation)	Gwinnett Fire	2012				
Archer HS (153.57 ac site)	Gwinnett BOE	2012				
Alcova Relief ES	Gwinnett BOE		X			

REPORT OF ACCOMPLISHMENTS

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Dyer ES Replacement (66.84 ac site)	Gwinnett BOE	2012				
Dacula Area Water Line Expansions		2011	X			Major projects completed in 2011, additional projects ongoing.
Coordinate Planning for Apalachee Lake (Reservoir) & Linear Green-space community amenity	Barrow / Gwinnett Water				X	Appalachee Reservoir project cancelled.
Toler Development Sewer Improvements	Private	2009				
Consolidate sewer systems and pump stations in the Apalachee River basin north of Winder Highway	Gwinnett Water Resources		X			Ongoing. See Community Goals and Policies (p. 16, Goal 2.7.3)
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.	Gwinnett Water Resources			X		Apalachee River basin is not a priority for Gwinnett Water Resources.
Extend new Sewers along Drowning Creek from the Apalachee River to Williams Farm Rd to encourage Industrial Development (Phase 1)	Private, Dacula, Gwinnett Water			X		Apalachee River basin is not a priority for Gwinnett Water Resources.
Extend Sewer on the west side of Harbins Rd - south of 316 to serve commercial development	Private, Dacula, Gwinnett Water			X		Gwinnett Water anticipates project within five years.

REPORT OF ACCOMPLISHMENTS

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Extend Sewer development on the east side of Harbins Rd - south of 316 to serve commercial development	Private, Gwinnett Water			X		Apalachee River basin is not a priority for Gwinnett Water Resources.
Consolidate Pump Alcovy River Gravity Main and Pump Stations	Gwinnett Water		X			Ongoing. See Community Goals and Policies (p. 16, Goal 2.7.3)
Provide sewer and pump station on Stanley Road / Pipeline Creek Phase 1	Gwinnett Water		2007			
Pipeline Creek Phase 2	Gwinnett Water			X		Project deferred due to lack of funds.
Gas Line Extensions	Private		X			Ongoing
Electric Power	GA Power		X			Ongoing
Stormwater Management Improvements	Gwinnett		X			Ongoing. See Community Goals and Policies. (p. 9, Goal 2.2.6)
Transportation						
Portion of Countywide Intersection Improvements	Dacula/ Gwinnett		X			Ongoing. See Appendix B.
Portion of Countywide Safety & Alignment Improvements	Dacula/ Gwinnett		X			Ongoing. See Appendix B.
Portion of Countywide Bridge improvements	Dacula/ Gwinnett		X			Ongoing. See Appendix B.
Sugarloaf Parkway Extension: Phase 1-A Construction	Gwinnett DOT	2012				

REPORT OF ACCOMPLISHMENTS

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
ROW Acquisition Sugarloaf Extension Phase 2 from SR 316 to SR20/ Mall of Georgia (ROW in FY 2008 budget)	Gwinnett DOT		X			
Widen SR 316 from SR 20/124 to Barrow County Line (Advance ROW Purchase)	FHWA/GDOT			X		Project deferred due to lack of funds
Winder Highway Bridge Upgrade at Apalachee River (Gwinnett/Barrow Co. line)	GDOT			X		Project deferred for lack of funds.
2nd Ave Widening to 2 lanes & Streetscape between Dacula Rd. & Wilson Rd.	Dacula	2008				
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).	Dacula	2008				
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).	Dacula	2010				
Winder Hwy @ Harbins Road Turn Lanes - intersection improvement	GDOT			X		Project deferred for lack of funds.

REPORT OF ACCOMPLISHMENTS

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
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).	Private or GDOT			X		Project deferred due to lack of demand by private developers and long term priorities of GDOT. Access roads will be beneficial after GA-316 is converted to a limited access facility.
Construct pedestrian friendly grid system of local streets in the North Town Center Mixed Use area north of Fence Road	Private			X		The City maintains connectivity and pedestrian friendly street design as an ongoing policy.
Widen Drowning Creek Rd from Lawrence Rd to new Frontage Road extending across SR 316	Gwinnett			X		Project deferred as a long term need. Access roads will be beneficial after GA-316 is converted to a limited access facility.
Create a one-way pair Hebron Church Rd. and Dacula Rd.	Dacula				X	Planned widening of Dacula Rd will reduce need for one-way pairs.
New N/S Connector Rd. Parallel to Harbins Rd between Alcovy Rd and West Drowning Creek Rd (relieves Alcovy intersection with Harbins Road close to SR316/Harbins Road interchange).	Private			X		Project deferred due to lack of demand.
Construction of Centennial Parkway West Extension to Winder Hwy from Stanley Rd west of Pipeline Rd.	Dacula				X	Project revised to support PMUD plans for Stanley Road underpass of Sugarloaf Pkwy.
Construction of Centennial Parkway from Harbins Road to Pipeline Rd	Dacula				X	Project revised to support PMUD plans for Stanley Road underpass of Sugarloaf Pkwy.

REPORT OF ACCOMPLISHMENTS

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
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.	Dacula				X	Project revised to support PMUD plans for Stanley Road underpass of Sugarloaf Pkwy.
Harbins Road Widening (CST in RTP)	Private, GDOT				X	Project deferred for lack of funds.
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).	Dacula	2012				Projects on Franklin and Freeman completed, residents of remaining streets rejected widening.
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).	Dacula			X		Project deferred for lack of funds.
Widen & make Safety Improvements on Stanley Rd. from Harbins Road to Bridge over "Pipeline" Creek	Dacula	2006				

REPORT OF ACCOMPLISHMENTS

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
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)	Private			X		Planned mixed use development (PMUD) approved by City with conditions for road improvements on Stanley Rd.
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).	Private			X		Project deferred due to lack of demand for development. The City maintains connectivity and pedestrian friendly street design as an ongoing policy.
Design and Pave Sidewalks in urban areas of the City (Assumes 1.8 miles paved over 5 years)	Dacula	X				Ongoing. See Appendix B
Commuter Rail Station Site Selection (Three sites)	USDOT/GDOT			X		Commuter rail between Atlanta/Athens not state priority.
Commuter Rail Station (Design)	USDOT/GDOT			X		Commuter rail between Atlanta/Athens not state priority.
Housing						
CDBG Improvements		2012				
Substandard Housing Improvements			X			Ongoing. See Community Goals and Policies (p. 10, Goal 2.4.1)

REPORT OF ACCOMPLISHMENTS

Project or Activity	Department	Status of Project or Activity				Explanation for Postponed or Not Accomplished Project or Activity
		Date Complete	Currently Underway	Postponed	Not Accomplished	
Land Use						
Create and coordinate Annexation Plan with Gwinnett County and Property owners	Dacula / Gwinnett		X			Ongoing policy. See Community Goals and Policies (p. 16, Goal 2.7.3)
Update Comprehensive Plan 2013-2018 (Partial Update)	Dacula	2014	X			Draft plan approved by ARC/DCA.

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SHORT TERM WORK PROGRAM

Project or Activity	2014	2015	2016	2017	2018	Responsible Party	Cost Estimate	Funding Source
Community Vision and Identity								
Hire graphic designer to create revised city seal and logo.	X					City of Dacula	\$3,500	City
Design gateway and neighborhood signage to include revised city logo.	X					City of Dacula	\$4,000	City
Plan and construct gateway improvements at Stanley Road and Winder Highway		X				City of Dacula	\$5,000	City
Plan and construct gateway improvements at Hurricane Shoals and Dacula road			X			City of Dacula	\$5,000	City
Plan and construct gateway improvements at Alcovy Road near the Sugarloaf Parkway and Campbell Road interchange.				X		City of Dacula	\$5,000	City
Plan and construct gateway improvements at Harbins Road and Luke Edwards Road.					X	City of Dacula	\$5,000	City
Economic Development								
Apply for a Livable Centers Initiative (LCI) planning grant from the Atlanta Regional Commission (ARC) to study potential town center and transit oriented development in Dacula.	X					Dacula Planning and Development	Staff time for application; \$20,000 Local; \$100,000 Grant	City, Grant
Conduct industrial recruitment study including market demand analysis, staff capacity needs, potential incentives, and financing options.				X		Dacula Planning and Development	\$30,000	City
Natural and Cultural Resources								
Adopt regulations required in Georgia Part V Environmental Planning Criteria, including ordinances to protect water supply watersheds, groundwater recharge areas, and wetlands.		X				Dacula Planning and Development	\$10,000,	City

SHORT TERM WORK PROGRAM

Project or Activity	2014	2015	2016	2017	2018	Responsible Party	Cost Estimate	Funding Source
Identify and map sensitive natural resources as part of full Comprehensive Plan Update, including floodplains, wetlands, steep slopes, and groundwater recharge areas.					X	Dacula Planning and Development	Included in plan update (see land use section)	City
Community Facilities								
Needs Assessment to Expand or Build a New City Hall		X				Dacula	\$35,000	City
Plan New Community Center/Cultural Facility					X	Dacula	\$40,000	City
Feasibility assessment for sewer service expansion to support industrial development East of City.					X	Dacula	\$25,000	City
Transportation								
Complete Streets Master Plan including streetscape standards and priority improvements.		X				Dacula	\$40,000	City
Widen and make safety improvements on Third Avenue, Wilson Street & Auburn Avenue			X			Dacula	\$645,400	City / SPLOST
Land Use and Comprehensive Planning								
Create and coordinate annexation plan with Gwinnett County and property owners based on service expansion plans			X			Dacula Planning and Development	\$	
Update Short Term Work Program	X	X	X	X	X	Dacula Planning and Development	\$5,000	City
Update Comprehensive Plan (Full Update)					X	Dacula Planning and Development	\$60,000	City

APPENDIX A - HOUSING

Appendix A consists of the housing element developed as part of the Gwinnett County Comprehensive Plan. The Community Assessment element of the *Gwinnett County Unified Plan* included county wide information as well as local data for the cities of Berkeley Lake, Buford, Dacula, Duluth, Grayson, Lawrenceville, Lilburn, Norcross, and Suwanee.

Under the 2013 Georgia DCA standards for comprehensive planning, local governments designated as HUD CDBG Entitlement Communities are required to have a housing element in their comprehensive plan. However, updates to the housing element are done at the discretion of the local government. Required five year updates to the comprehensive plan may carry forward previous versions of the housing element.

While most of the information included in the *Gwinnett County Unified Plan* remains valid, it is important to include some updated information that has become available since the previous plan. The following tables provide supplemental information on housing in the City of Dacula and its surrounding region from the US Census Bureau's American Communities Survey (ACS) as well as local housing sales reports.

Table A.1 - Tenure of Housing, Dacula, Gwinnett and Atlanta Metro

Tenure	City of Dacula		Gwinnett County		Atlanta Metro	
	Units	%	Units	%	Units	%
Occupied Units	1,409	100.0%	264,592	100.00%	1,901,344	100.0%
Owner-occupied	1,238	87.9%	183,930	69.5%	1,262,980	66.4%
Renter-occupied	171	12.2%	80,662	30.5%	638,364	33.6%

Source: American Community Survey 2008-2012 Average

Table A.2 - Vacancy Rates of Housing, Dacula, Gwinnett and Atlanta Metro

Occupancy	City of Dacula		Gwinnett County		Atlanta Metro	
	Units	%	Units	%	Units	%
Occupied Units	1,409	97.2%	264,592	90.8%	1,901,344	87.8%
Vacant Units	41	2.8%	26,955	9.2%	263,965	12.2%
TOTAL Units	1,450	100.0%	291,547	100.0%	2,165,309	100.0%

Source: American Community Survey 2008-2012 Average

APPENDIX A - HOUSING

Table A.3 - Home Sales 2005-2011, Dacula Zip Code (30019)

	2005	2006	2007	2008	2009	2010	2011	% Change 2005-2011
New Units Sold	582	575	337	188	124	76	65	-88.83%
Resale Units Sold	838	867	568	461	548	500	617	-26.37%
Total Units Sold	1,420	1,442	905	649	672	576	682	-51.97%
Median New Price	\$284,642	\$281,526	\$277,120	\$296,700	\$230,000	\$245,271	\$228,000	-19.90%
Median Resale Price	\$191,000	\$202,900	\$199,200	\$195,900	\$169,000	\$157,500	\$132,000	-30.89%
Median Total Price	\$235,982	\$235,000	\$234,900	\$221,000	\$185,000	\$175,000	\$140,000	-40.67%

Source: Atlanta Journal-Constitution Home Sales Report 2012

Table A.4 - Home Sales 2005-2011, Gwinnett County, GA

	2005	2006	2007	2008	2009	2010	2011	% Change 2005-2011
New Units Sold	9,373	8,285	5,046	2,866	1,836	1,316	966	-89.69%
Resale Units Sold	13,021	13,377	10,189	7,777	8,730	9,195	11,591	-10.98%
Total Units Sold	22,394	21,662	15,235	10,643	10,566	10,511	12,557	-43.93%
Median New Price	\$215,755	\$235,000	\$245,000	\$234,900	\$205,113	\$205,995	\$202,312	-6.23%
Median Resale Price	\$169,000	\$174,900	\$175,000	\$160,000	\$134,000	\$123,000	\$98,000	-42.01%
Median Total Price	\$187,900	\$199,000	\$196,011	\$178,000	\$147,000	\$132,100	\$105,000	-44.12%

Source: Atlanta Journal-Constitution Home Sales Report 2012

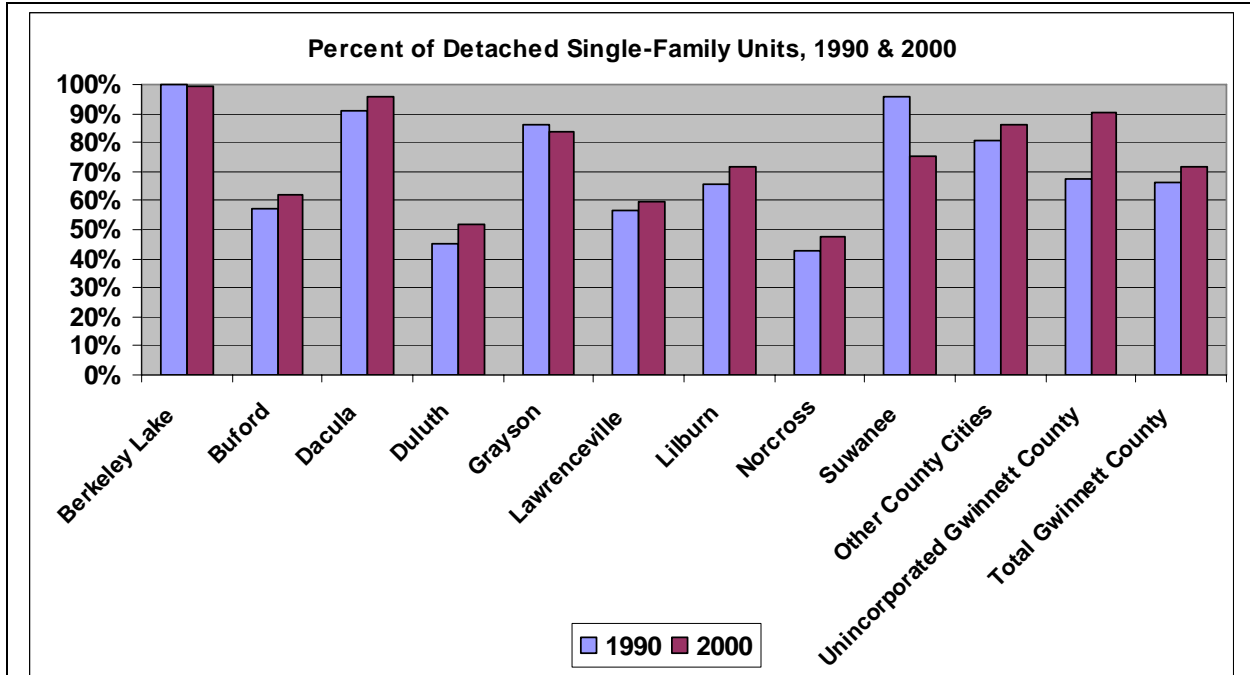
Table A.5 - Cost Burdened Households, Dacula, Gwinnett, and Atlanta Metro

Cost Burdened Households	Dacula		Gwinnett		Atlanta Metro	
	HH	%	HH	%	HH	%
TOTAL Owners with Mortgage	1,082	100%	156,523	100%	1,008,857	100%
Costs < 30% of Income	570	53%	96,425	62%	634,247	63%
Costs > 30% of Income (Burdened)	512	47%	60,098	38%	374,610	37%
TOTAL Renters	217	100%	73,012	100%	581,672	100%
Costs < 30% of Income	79	36%	33,932	46%	274,779	47%
Costs > 30% of Income (Burdened)	138	64%	39,080	54%	306,893	53%

Source: American Community Survey 2008-2012 Average

3. Housing

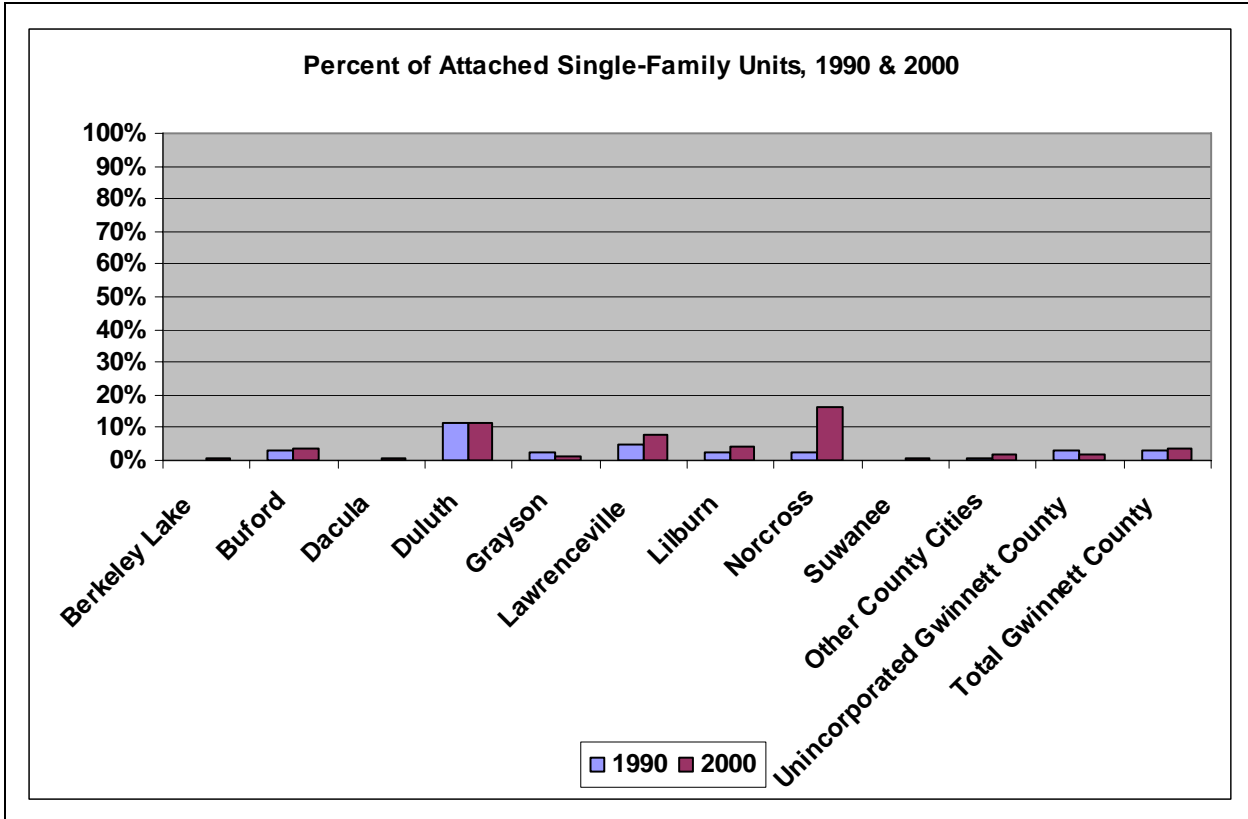
3.1: Housing Types & Mix



*Other County Cities includes an aggregate of Snellville, Rest Haven and Sugar Hill. Unincorporated Gwinnett County contains portions of Auburn, Loganville and Braselton.

Source: 1990 & 2000 U.S. Census Bureau; Bay Area Economics, 2006

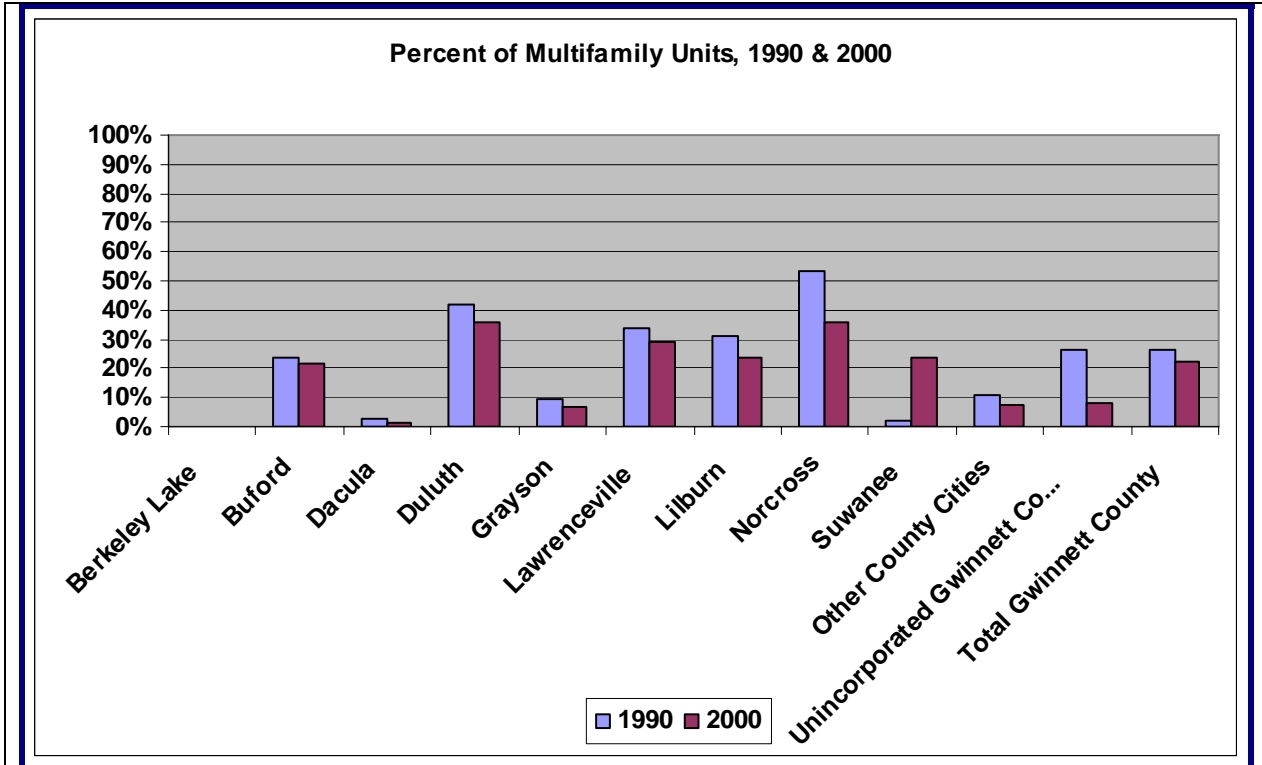
Figure 3.1a Percent of Detached Single-Family Units, 1990 & 2000



*Other County Cities includes an aggregate of Snellville, Rest Haven and Sugar Hill. Unincorporated Gwinnett County contains portions of Auburn, Loganville and Braselton.

Source: 1990 & 2000 U.S. Census Bureau; Bay Area Economics, 2006

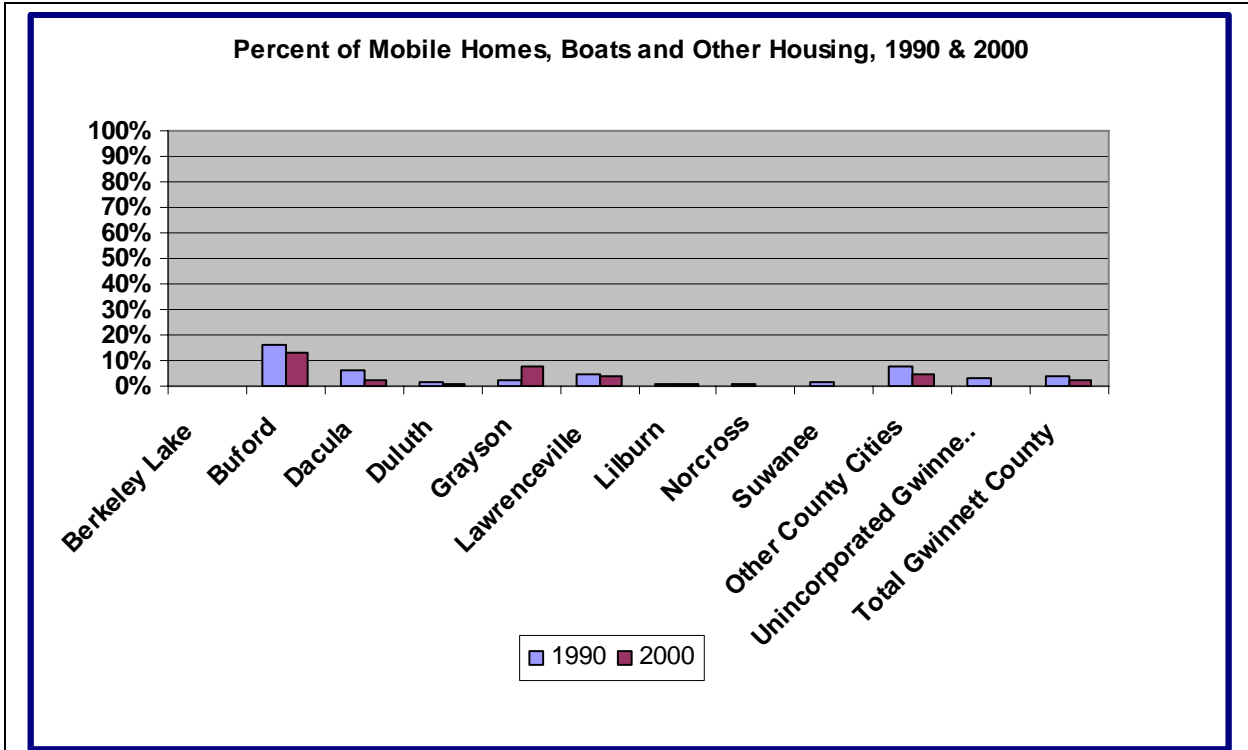
Figure 3.1b Percent of Attached Single-Family Units, 1990 & 2000



*Other County Cities includes an aggregate of Snellville, Rest Haven and Sugar Hill. Unincorporated Gwinnett County contains portions of Auburn, Loganville and Braselton.

Source: 1990 & 2000 U.S. Census Bureau; Bay Area Economics, 2006

Figure 3.1c Percent of Multifamily Units, 1990 & 2000



*Other County Cities includes an aggregate of Snellville, Rest Haven and Sugar Hill. Unincorporated Gwinnett County contains portions of Auburn, Loganville and Braselton.

Source: 1990 & 2000 U.S. Census Bureau; Bay Area Economics, 2006

Figure 3.1d Percent of Mobile Home, Boats and Other Housing, 1990 & 2000

1990 Dwelling Units	Berkeley Lake	Buford	Dacula	Duluth	Grayson	Lawrenceville
Detached Single-Family	317	2,092	699	1,741	196	3,763
Attached Single-Family	0	106	1	444	5	323
Multifamily	0	876	19	1,624	22	2,270
Mobile Homes, Boat, etc.	0	592	50	60	5	318
Total Units	317	3,666	769	3,869	228	6,674

1990 Dwelling Units	Lilburn	Norcross	Suwanee	Other Gwinnett Cities	Unincorporated Gwinnett	Total Gwinnett County
Detached Single-Family	2,384	1,184	851	4,834	73,536	91,597
Attached Single-Family	89	72	0	43	3,240	4,323
Multifamily	1,130	1,470	20	641	28,595	36,667
Mobile Homes, Boat, etc.	30	31	15	480	3,440	5,021
Total Units	3,633	2,757	886	5,998	108,811	137,608



2000 Dwelling Units	Berkeley Lake	Buford	Dacula	Duluth	Grayson	Lawrenceville
Detached Single-Family	614	2,480	1,300	4,721	252	4,561
Attached Single-Family	4	149	7	1,065	4	582
Multifamily	0	864	19	3,284	21	2,215
Mobile Homes, Boat, etc.	0	516	28	81	24	317
Total Units	618	4,009	1,354	9,151	301	7,675

2000 Dwelling Units	Lilburn	Norcross	Suwanee	Other Gwinnett Cities	Un-incorporated Gwinnett	Total Gwinnett County
Detached Single-Family	2,873	1,319	2,439	8,039	4738	150,017
Attached Single-Family	165	459	20	143	90	7,716
Multifamily	946	996	774	717	415	46,929
Mobile Homes, Boat, etc.	27	10	0	464	8	5020
Total Units	4,011	2,784	3,233	9,363	5251	209,682

Figures 3.1a-d above display 1990 and 2000 U.S. Census housing stock data by jurisdiction for all areas within Gwinnett County. Single-family detached housing units constituted the highest percentage of the housing stock for all areas in both years, though the amount of its dominance varies by location. Specifically, more than 90.0 percent of housing units in Berkeley Lake, Dacula and Suwanee were single-family detached units in 1990. For 2000, the percentage of single-family detached units in Berkeley Lake and Dacula remained above 90 percent; however, Suwanee experienced a significant increase in multifamily units (23.9 percent compared to 2 percent in 1990). Contrarily, unincorporated Gwinnett County experienced a significant increase in single-family detached units, rising from 67.6 percent in 1990 to 90.2 percent in 2000. In both years, more than seven out of every 10 dwelling units in Gwinnett County were single-family units with only a small fraction consisting of attached units (e.g., townhouses or rowhomes). In Gwinnett County, townhomes are counted as single family residences. Duluth, Lawrenceville and Norcross contained the largest number of multi-family housing units (properties with two or more rental or owner-occupied units) in 2000 at 35.9, 28.9, and 35.8 percent, respectively. Multi-family units in the County as a whole topped at 22.4 percent (compared to 26.6 percent in 1990). Thirteen percent of Buford’s housing units were mobile homes, boats, RV, vans and trailers—the highest of all Cities. All other areas peaked at five percent for such units, which tend to locate in unincorporated areas that are not regulated by strict zoning codes.

Building permit data pulled from the 2000 Census and the State of Cities Data System (SOCDS) Building Permit Database provided the latest additions to the current housing stock from 2000 to 2006. While the data are reliable, they do not take into account any buildings permitted, but never built or lost through demolition, condemnation, or natural disaster.



Table 3.1 Number and Percent of Units Permitted from 2000 to 2006					
Jurisdiction	Single Family	Percent of Total	Multifamily	Percent of Total	Total Housing Units
<i>Berkeley Lake</i>	n/a	n/a	n/a	n/a	n/a
<i>Buford</i>	268	100%	0	0.0%	268
<i>Dacula</i>	209	100%	0	0.0%	209
<i>Duluth</i>	1,355	89.1%	165	10.9%	1,520
<i>Grayson</i>	n/a	n/a	n/a	n/a	n/a
<i>Lawrenceville</i>	1,161	46.4%	1,341	53.6%	2,502
<i>Lilburn</i>	183	100%	0	0.0%	183
<i>Norcross</i>	520	71.9%	203	28.1%	723
<i>Suwanee</i>	1,534	69.1%	687	30.9%	2,221
<i>Other Gwinnett Cities</i>	3,025	100%	8	0.0%	3,033
<i>Unincorporated County</i>	52,627	89.6%	6,098	10.4%	58,725
<i>Gwinnett County</i>	60,882	87.7%	8,502	12.3%	69,384
<i>Atlanta MSA</i>	313,711	77.7%	89,816	22.3%	403,527
<i>Note that those jurisdictions with no permits indicated likely means that the jurisdiction's permitting process is controlled by Gwinnett County. The County total, however, accounts for any such units.</i>					
<i>Source: 2000 U.S. Census; Bay Area Economics, 2006</i>					

Table 3.1 above shows the percentage of housing units permitted from 2000 to 2006 for all jurisdictions. For Gwinnett County, 69,384 total units were authorized by permits with the majority (87.7 percent) being single-family units. Added to the 209,682 units in 2000, this would put the current total number of units at approximately 279,006—an increase averaging 11,564 units per year. Both the county and Atlanta MSA experienced a rise in the number of units permitted in 2004 followed by a slower pace in 2005. Duluth was the only exception to this trend, permitting 517 single-family units in 2005—its highest number of annual permits in at least 10 years. This post-2004 decline is not peculiar to Gwinnett County. It represents the deceleration of the national housing market as mortgage interest rates began to climb from historically low levels.

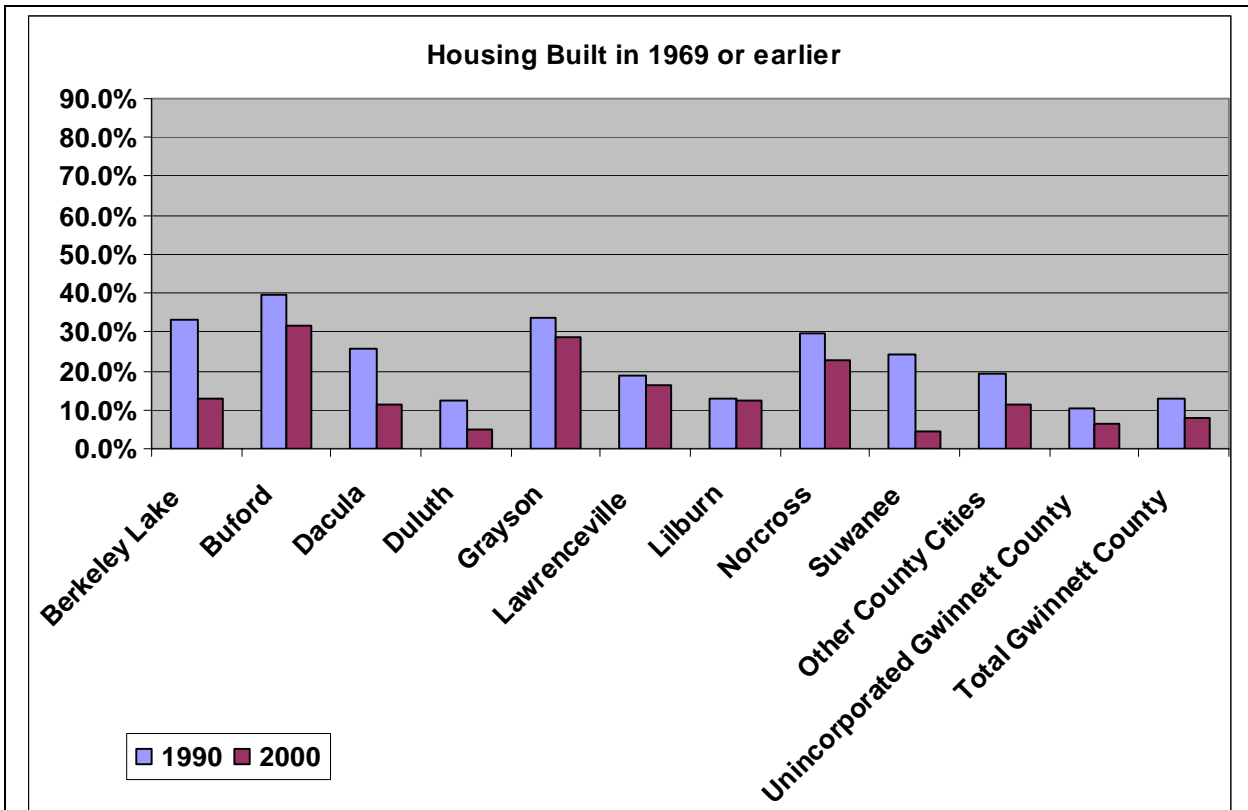
Like many areas in the Atlanta Metropolitan area, the number of single-family units permitted in the past five years in Gwinnett County and its Cities in the past five years significantly outpaced that of multi-family units permitted by a ratio of 7 to 1. More specifically, for every seven single-family units permitted, one multi-family unit is permitted. This large differential indicates infrastructure constraints and limited zoning for multi-family residential development as well as the demand for large lot single-family development.

3.2: Condition and Occupancy

Based on the 2000 U.S. Census data, many of the Cities within the County began to experience a significant rise in the number of housing units after 1980. Areas like Grayson, Lawrenceville, Lilburn, and Norcross experienced the largest increase in housing units during this decade. The following decade (1990 to 2000) represented the largest gain in new housing units for the County (42.2 percent of all units in 2000) and several Cities including Berkeley



Lake (51.3 percent), Dacula (47.9 percent), Duluth (56.3 percent), Suwanee (78.7 percent), Other County Cities (37.2 percent) and the unincorporated areas of the County (43.1 percent). The Atlanta MSA is similar to Gwinnett County, with 30.8 percent of its 2000 housing stock built between 1990 and 2000. Figures 3.2a-d show the growth in housing in each decade between 1970 and 2000, as well as housing built before 1970. Extraordinary growth in the number of single-family units throughout the County have accounted for most of the housing units recently built. The large influx of immigrants during the last decade also increased the need for housing units throughout the metropolitan region.

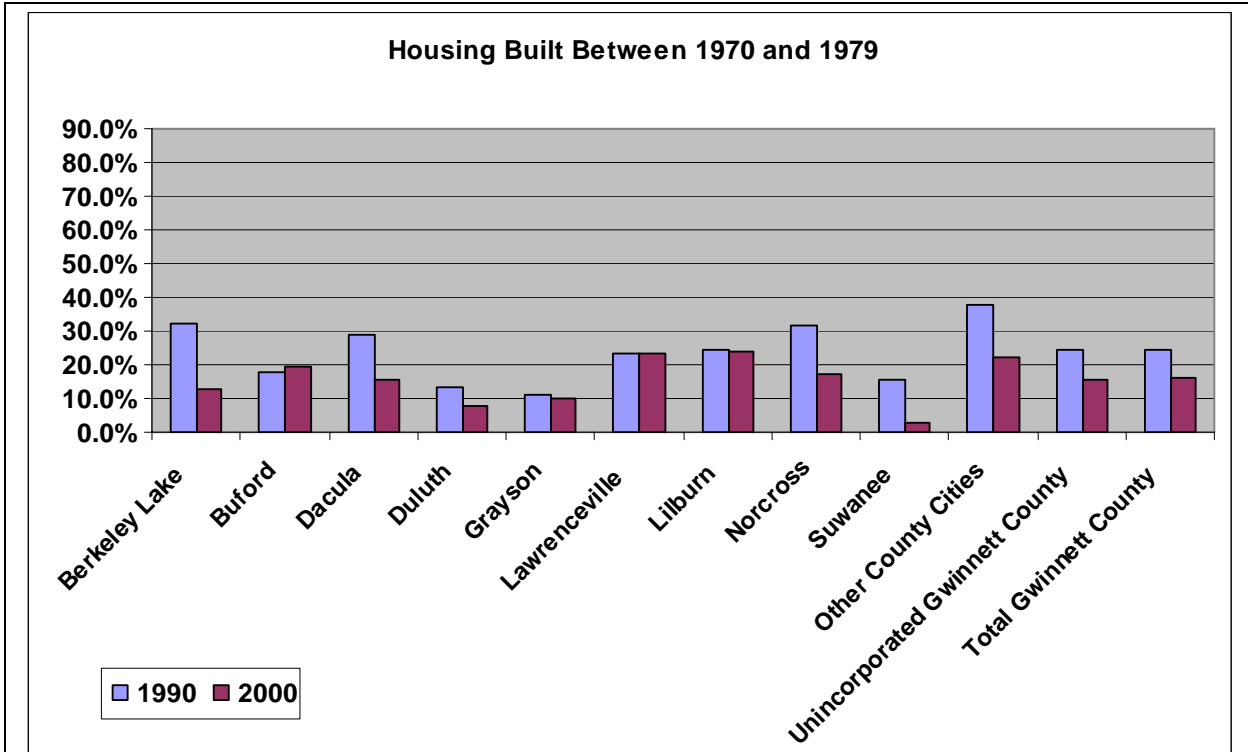


*Other County Cities includes an aggregate of Snellville, Rest Haven and Sugar Hill. Unincorporated Gwinnett County contains portions of Auburn, Loganville and Braselton.

Source: 1990 U.S. Census Bureau; Bay Area Economics, 2006

Figure 3.2a Housing Built in 1969 or earlier, 1990 & 2000



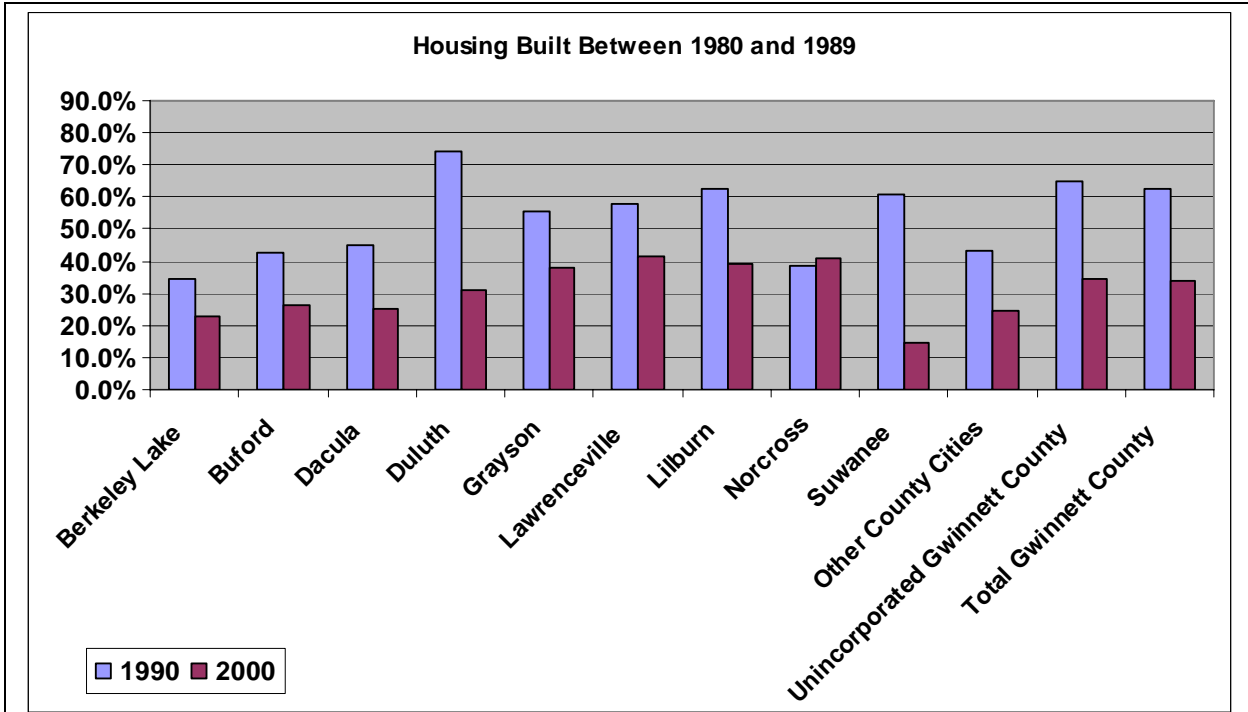


**Other County Cities includes an aggregate of Snellville, Rest Haven and Sugar Hill. Unincorporated Gwinnett County contains portions of Auburn, Loganville and Braselton.*

Source: 2000 U.S. Census Bureau; Bay Area Economics, 2006

Figure 3.2b Housing Built Between 1970 and 1979, 1990 & 2000



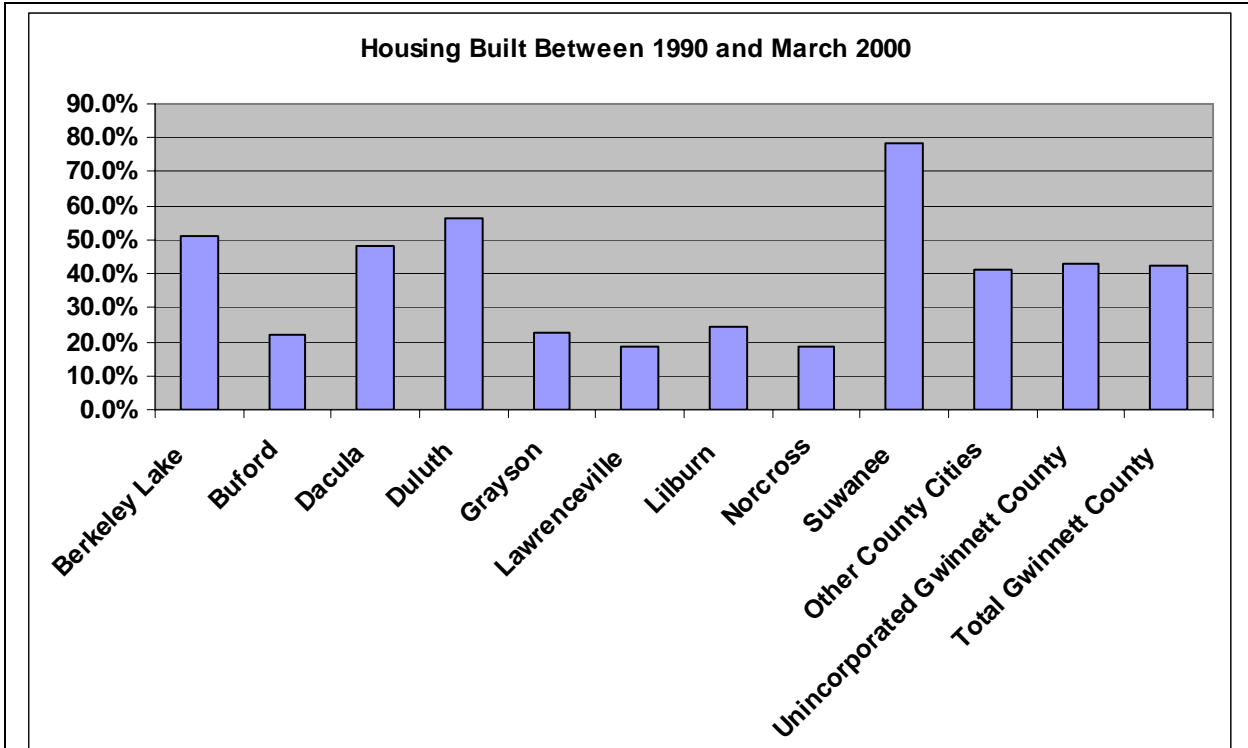


*Other County Cities includes an aggregate of Snellville, Rest Haven and Sugar Hill. Unincorporated Gwinnett County contains portions of Auburn, Loganville and Braselton.

Source: 2000 U.S. Census Bureau; Bay Area Economics, 2006

Figure 3.2c Housing Built Between 1980 and 1989, 1990 & 2000



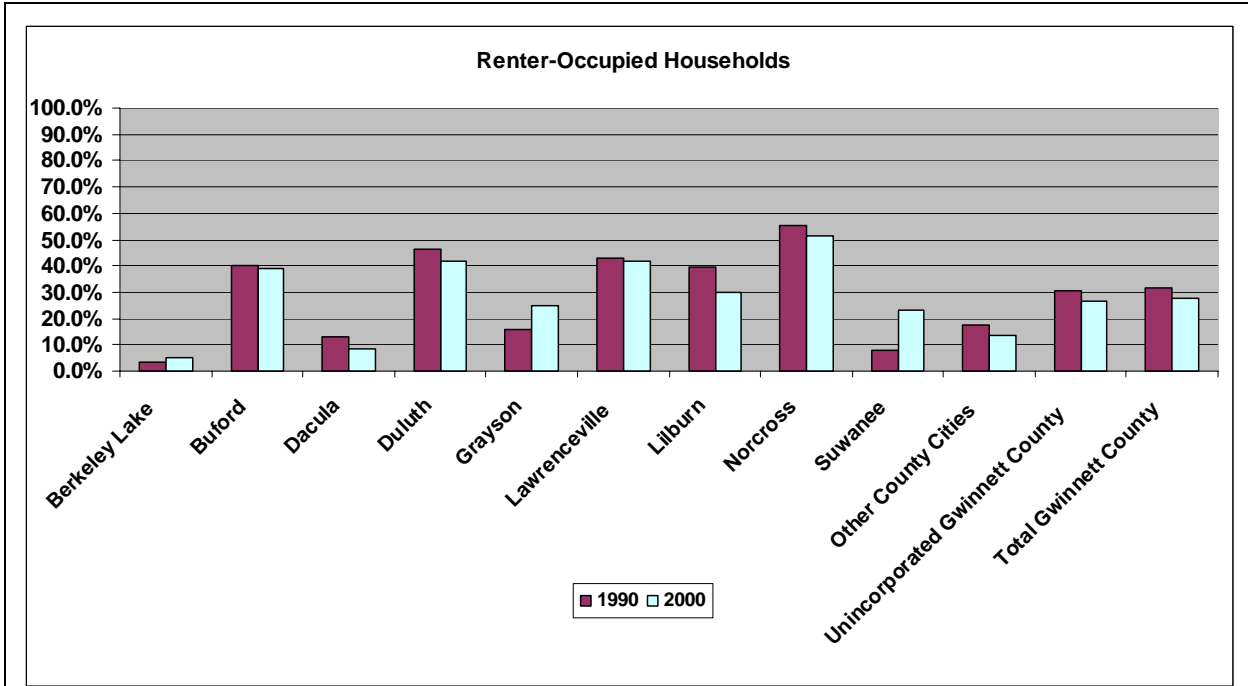


*Other County Cities includes an aggregate of Snellville, Rest Haven and Sugar Hill. Unincorporated Gwinnett County contains portions of Auburn, Loganville and Braselton.

Source: 2000 U.S. Census Bureau; Bay Area Economics, 2006

Figure 3.2d Housing Built Between 1990 and 2000, 1990 & 2000

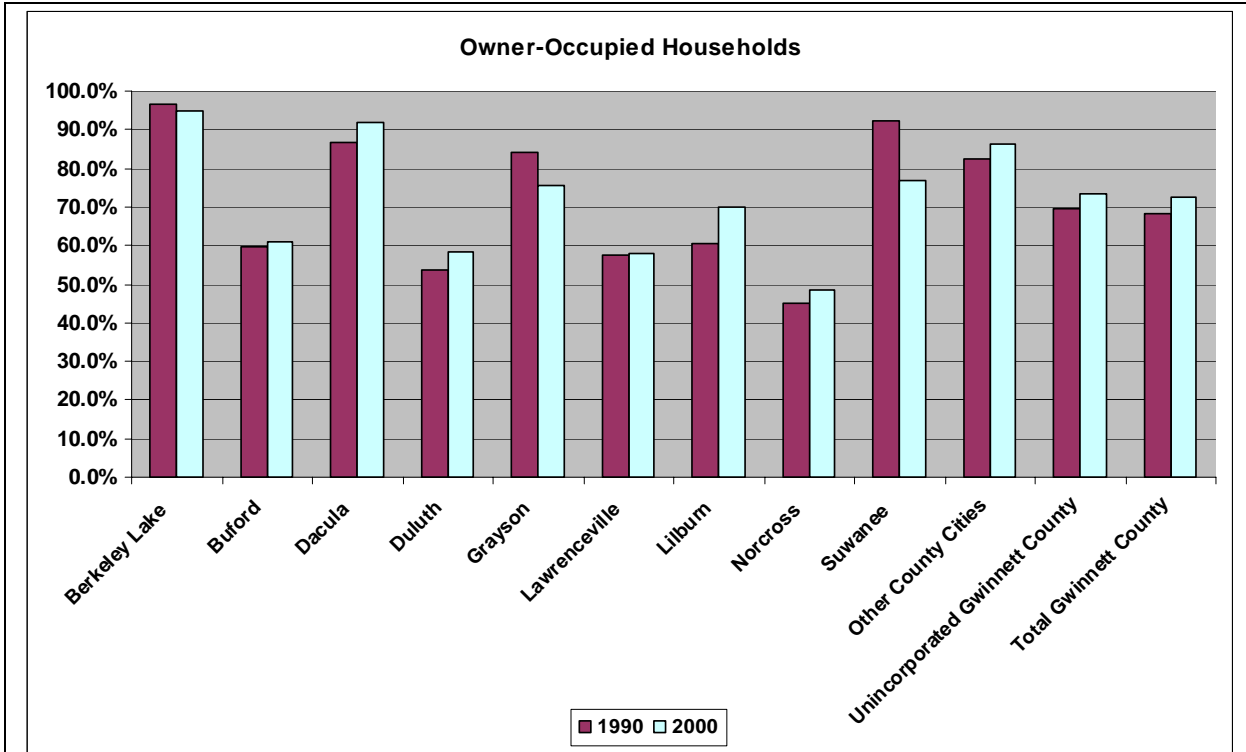
Regarding household tenure in 2000, the majority of Gwinnett County households (72.4 percent) owned their homes—an increase of four percentage points since 1990 (68.4 percent). The County showed a higher percentage of ownership units than the state for both years (64.9 percent in 1990; 67.5 percent in 2000). This coincides with a strong propensity for large lot single-family residential development. Not surprisingly, Cities with a larger presence of multifamily housing (i.e., Buford, Duluth, Lawrenceville, Lilburn and Norcross) exhibited higher percentages of renter-occupied households (see Figures 3.3a-b).



*Other County Cities includes an aggregate of Snellville, Rest Haven and Sugar Hill. Unincorporated Gwinnett County contains portions of Auburn, Loganville and Braselton.

Source: 1990 & 2000 U.S. Census Bureau; Bay Area Economics, 2006

Figure 3.3a Renter-Occupied Households



*Other County Cities includes an aggregate of Snellville, Rest Haven and Sugar Hill. Unincorporated Gwinnett County contains portions of Auburn, Loganville and Braselton.

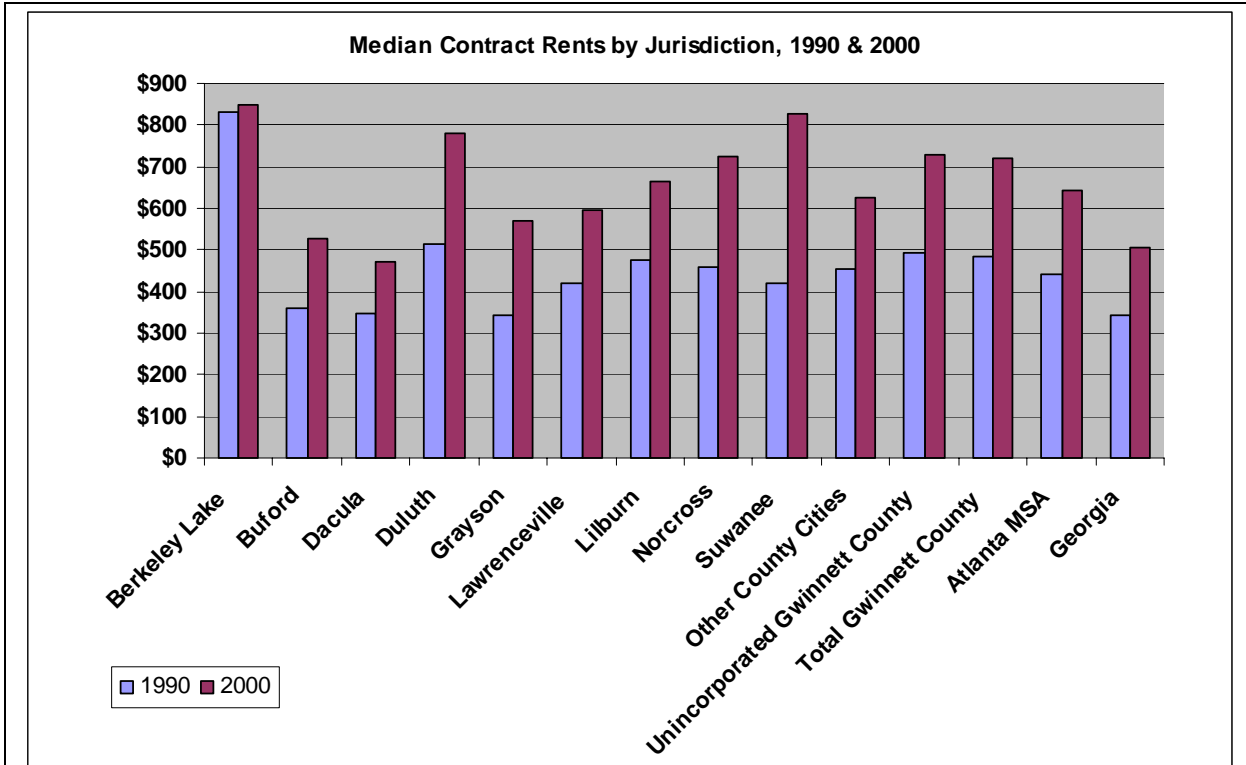
Source: 1990 & 2000 U.S. Census Bureau; Bay Area Economics, 2006

Figure 3.3b Owner-Occupied Households

3.3: Cost of Housing

The median monthly contract rent (excluding utilities) in Gwinnett County for 2000 was \$719, higher than both the state and the MSA. This trend continues from 1990, when Gwinnett County’s median rent of \$483 exceeded the median rents of the state and MSA respectively at \$344 and \$441. By jurisdiction, there was a large fluctuation in median rents with Suwanee and Berkeley Lake showing the highest rents at \$826 and \$850 per month. Suwanee’s high median rent could reflect a greater demand for rental units than in other areas and the nature of its rental housing stock (e.g., relatively new, good amenities, proximity to transportation corridors, etc.). Berkeley Lake has only single-family units. Rental rates for single-family homes tend to be higher than apartments due to more private amenities and larger square footages (see Figure 3.4).





*Other County Cities includes an aggregate of Snellville, Rest Haven and Sugar Hill. Unincorporated Gwinnett County contains portions of Auburn, Loganville and Braselton.

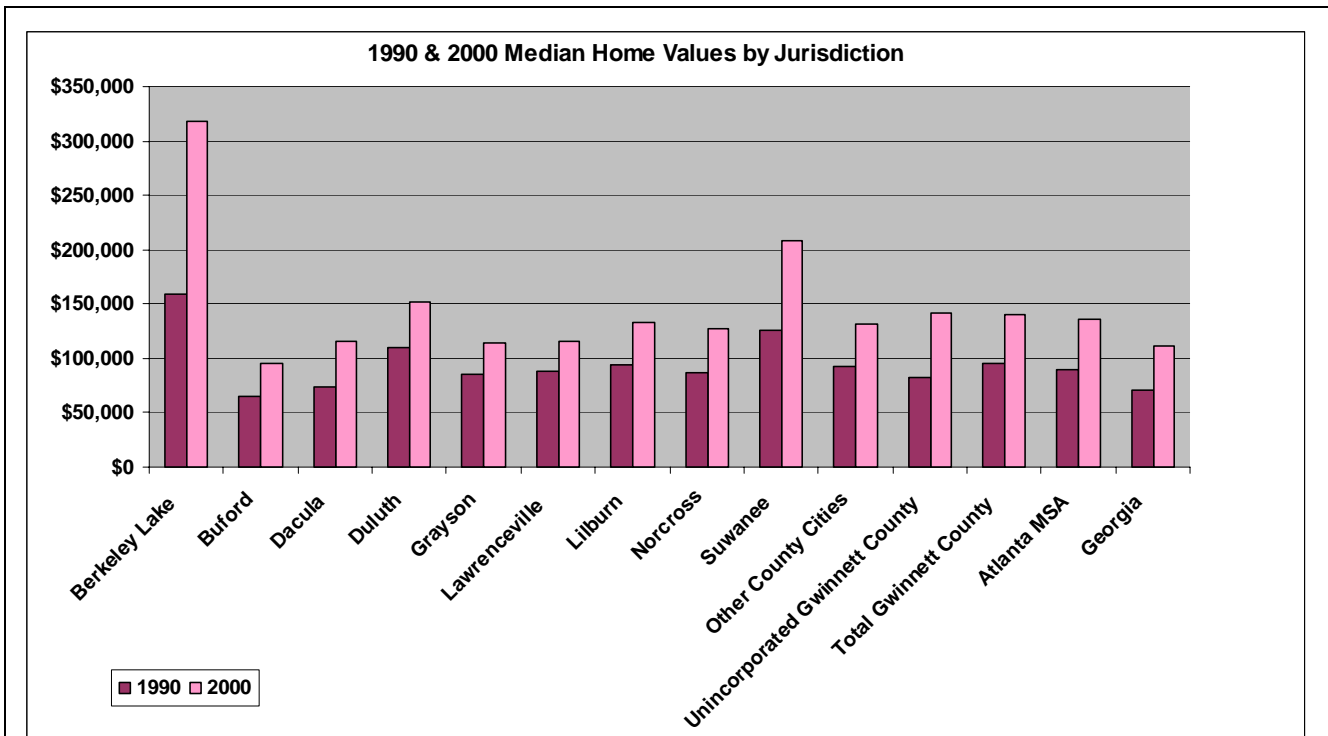
Source: U.S. Census Bureau

Figure 3.4 Median Contract Rents by Jurisdiction, 1990 & 2000

1990	City	2000
\$833	Berkeley Lake	\$850
\$360	Buford	\$527
\$347	Dacula	\$471
\$516	Duluth	\$780
\$344	Grayson	\$569
\$418	Lawrenceville	\$597
\$474	Lilburn	\$664
\$460	Norcross	\$724
\$418	Suwanee	\$826
\$453	Other Gwinnett Cities	\$625
\$493	Unincorporated Gwinnett County	\$728
\$483	Total Gwinnett County	\$719
\$441	Atlanta MSA	\$644
\$344	Georgia	\$505



Prior to the real estate boom in the early 2000s, the median home value in Gwinnett County was \$140,600, again higher than both the state and MSA (see chart below). This trend continues from 1990, when Gwinnett County's median home value of \$95,900 exceeded the median home values of the state and MSA respectively at \$70,700 and \$89,300. Most Gwinnett's Cities had similar values in 1990 and 2000, although median home values in Suwanee and Berkeley Lake exceeded the County for both years. In 2000, forty-seven percent of Berkeley Lake's 575 units were valued between \$300,000 and \$400,000 in 2000. Berkeley Lake is primarily a 700-acre residential planned unit development that historically served as a summer retreat for families and outdoor enthusiasts in the 1950s. These attributes along with the 85-acre Berkeley Lake contributed to this area's appeal as a permanent residence. Since the mid-1990s, several new subdivisions nearly completed the development of all the land within the city limits. Only two tracts of over 10 acres remain. Limited land availability combined with strict zoning codes, protective environmental ordinances and land use policies typically increases the price of land and subsequently housing values. Jurisdictions with limited land area available for development may consider annexation of adjacent land.



*Other County Cities includes an aggregate of Snellville, Rest Haven and Sugar Hill. Unincorporated Gwinnett County contains portions of Auburn, Loganville and Braselton.

Source: 1990 U.S. Census Bureau; Bay Area Economics, 2006

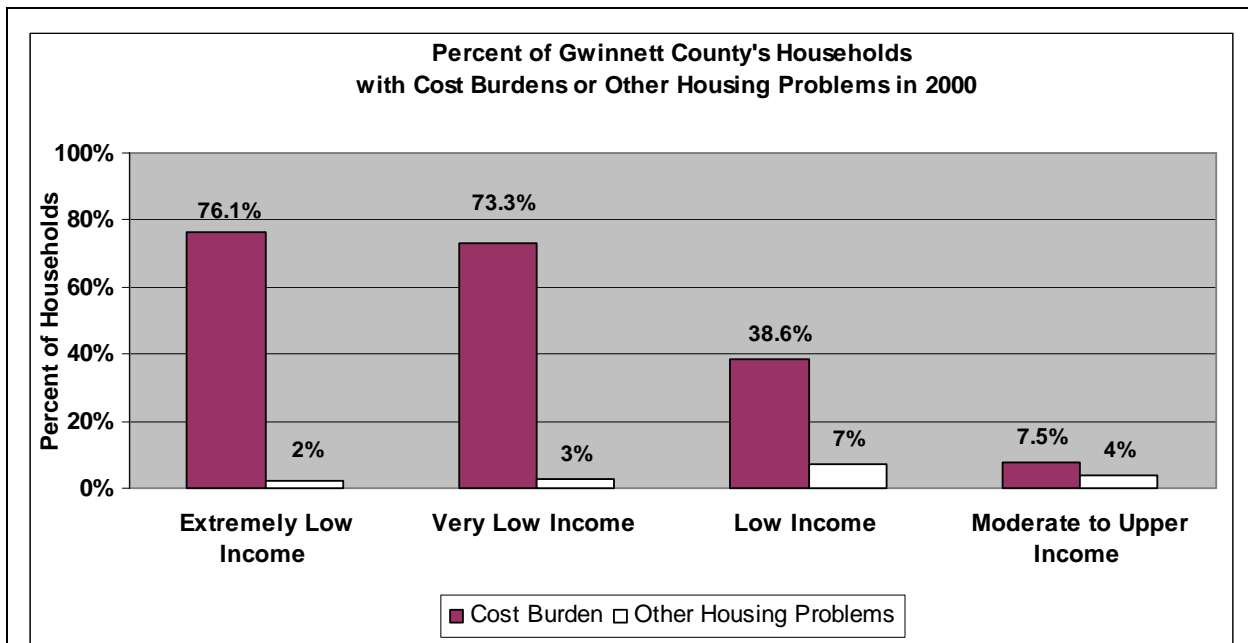
Figure 3.5 1990 & 2000 Median Home Values by Jurisdiction



3.4: Cost-Burdened Households

HUD defines a household in need of housing assistance as any household with one or more of the following housing problems: cost-burdened-spending in excess of 30 percent of household income on housing, severely cost-burdened-spending in excess of 50 percent of household income on housing; overcrowding (e.g., living with more than one person per room), or occupying a unit with physical defects (e.g., lacking complete kitchen or bathroom facilities).

In 2000, in Gwinnett, there were 54,599 households with housing problems, which accounted for 27 percent of total households (202,222). Forty-two percent of renters compared to 22 percent of owners experienced housing problems. The scope of these housing problems also varies proportionately with the level of household income. Usually, as the household income decreases, the degree of housing problems increases. Extremely-low-income households are more than twice as likely to have housing problems compared to low-income households, as evident in Figure 3.6.



Source: *Comprehensive Housing Affordability Strategy Databook; Bay Area Economics, 2006*

Figure 3.6 Percent of Gwinnett County's Households with Cost Burdens or Other Housing Problems in 2000

The chart above also reveals that the vast majority of all the housing problems are cost burdens. Cost-burdened households may have other housing problems, as well, such as overcrowding and substandard conditions. Housing problems other than cost burdens peaked at 7 percent among all households, depending on income level. A closer look into what percentages of each income level have housing problems and cost burdens is given in Table 3.2. Note that the percentage of cost-burdened renter households outnumbered that of owner households for all Cities. Comparable data for 1990 are not available.



Table 3.2 Cost Burdened Households by Jurisdiction, 2000

Households	Berkeley Lake	Buford	Dacula	Duluth	Grayson	Lawrenceville	Lilburn	Norcross	Suwanee	Other County Cities	Unincorporated Gwinnett County	Gwinnett County
	Total HHs	Total HHs	Total HHs	Total HHs	Total HHs	Total HHs	Total HHs	Total HHs	Total HHs	Total HHs	Total HHs	Total HHs
Extremely Low Income (< 30% of AMI)	36	607	42	349	26	924	366	361	118	454	8,145	11,428
Percent w/any housing problems	89%	73%	52%	66%	46%	65%	63%	71%	75%	84%	75%	74%
Percent w/Cost Burden >30%	89%	70%	52%	61%	46%	63%	59%	66%	75%	84%	73%	72%
Percent w/Cost Burden >50%	67%	48%	33%	61%	31%	53%	49%	58%	53%	60%	67%	63%
Very Low Income (31 to 50% of AMI)	28	662	99	568	30	931	369	347	55	590	10,874	14,553
Percent w/any housing problems	57%	73%	52%	86%	53%	67%	76%	81%	82%	52%	82%	79%
Percent w/Cost Burden >30%	57%	67%	52%	80%	53%	65%	75%	78%	82%	52%	79%	76%
Percent w/Cost Burden >50%	43%	18%	33%	37%	27%	17%	34%	52%	46%	29%	37%	35%
Low Income (51 to 80% of AMI)	46	849	264	1,356	67	1,707	595	561	318	1,392	25,731	32,885
Percent w/any housing problems	70%	30%	55%	64%	46%	43%	48%	58%	80%	45%	59%	57%
Percent w/Cost Burden >30%	70%	20%	55%	60%	46%	32%	42%	43%	73%	45%	52%	50%
Percent w/Cost Burden >50%	4%	0%	5%	9%	6%	3%	10%	5%	9%	10%	8%	8%
Moderate to Upper Income (> 80% of AMI)	546	1,732	886	6,504	163	3,927	2,514	1,421	2,517	7,848	115,297	143,355
Percent w/any housing problems	17%	12%	9%	11%	3%	9%	14%	24%	12%	9%	12%	12%
Percent w/Cost Burden >30%	17%	5%	4%	8%	3%	5%	8%	13%	10%	7%	8%	8%
Percent w/Cost Burden >50%	3%	1%	0%	1%	3%	0%	0%	1%	0%	1%	1%	1%
Total Households	656	3,850	1,291	8,777	286	7,489	3,844	2,690	3,008	10,284	160,047	202,222

*AMI represents Average Median Family Income
Source: Comprehensive Housing Affordability Databook; Bay Area Economics, 2006



Extremely-Low-Income Families (ELI)

Extremely-low-income families include those households earning less than 30 percent of the average median income (AMI), adjusted by household size. For example, a four-person ELI household earns less than \$21,350 annually.

There are 11,428 households in the extremely-low-income group for Gwinnett County, 5.7 percent of all households. Seventy-two percent of these households spent more than 30 percent of their income for housing, including 63 percent who spent in excess of 50 percent. Nearly four out of five cost-burdened and severely-cost-burdened households were renters. More specifically, Buford and Lawrenceville shared the highest percentages of extremely low-income households at 15.7 percent and 12.3 percent, respectively. Berkeley Lake, Buford, Suwanee, Other County Cities (Snellville, Rest Haven and Sugar Hill) and Unincorporated Gwinnett County held the highest percentages (70 percent or greater) of extremely low-income households paying more than 30 percent of their income on housing. Percentages of severely cost burdened households peaked in Berkeley Lake, Duluth and Unincorporated Gwinnett County.

Very-Low-Income Families (VLI)

Very-low-income families (31 to 50 percent of the AMI) of four persons earn between \$21,351 and \$35,600 annually in Gwinnett County. Households in this income group composed 7.2 percent (14,553) of all households split evenly between percentage of renters and owners. Over three-fourths of all of these VLI households had housing problems. Seventy-six percent of all those VLI households spent more than 30 percent of their income on housing, including 35 percent who were severely cost-burdened. Renter households showed a larger percentage of those with cost burdens at 78 percent (26 percent severely cost burdened).

The largest percentage of very low-income households by jurisdiction existed in Buford and Lawrenceville at 17.2 and 12.4 percent, respectively. Duluth, Norcross and Unincorporated Gwinnett County had cost burdened percentages higher than Gwinnett County as a whole. Berkeley Lake, Duluth, Norcross, Suwanee and Unincorporated Gwinnett County exceeded the County in the percentage of those VLI households paying more than 50 percent of their income on housing.

Low-Income Families (LI)

Low-income families (51 to 80 percent of the AMI) of four persons earn between \$35,601 and \$56,950 annually in Gwinnett County for 2000. Approximately 57 percent of the low-income households had housing problems. Half of all the low-income households spent more than 30 percent of their income on housing, including 8 percent who were severely cost burdened. Thirty-five percent of those paying 30 percent or more were renters. However, renters composed only 2 percent of those paying 50 percent or more for housing.

Duluth, Lawrenceville and Unincorporated Gwinnett County showed the largest proportion of low-income households by jurisdiction at 15.5, 22.8 and 16.1 percent, respectively. Berkeley Lake, Duluth, Suwanee and Unincorporated Gwinnett County revealed cost burdened percentages of LI households higher than Gwinnett County. The percentage of those LI households severely cost burdened by jurisdiction was small, ranging from zero to 10 percent.

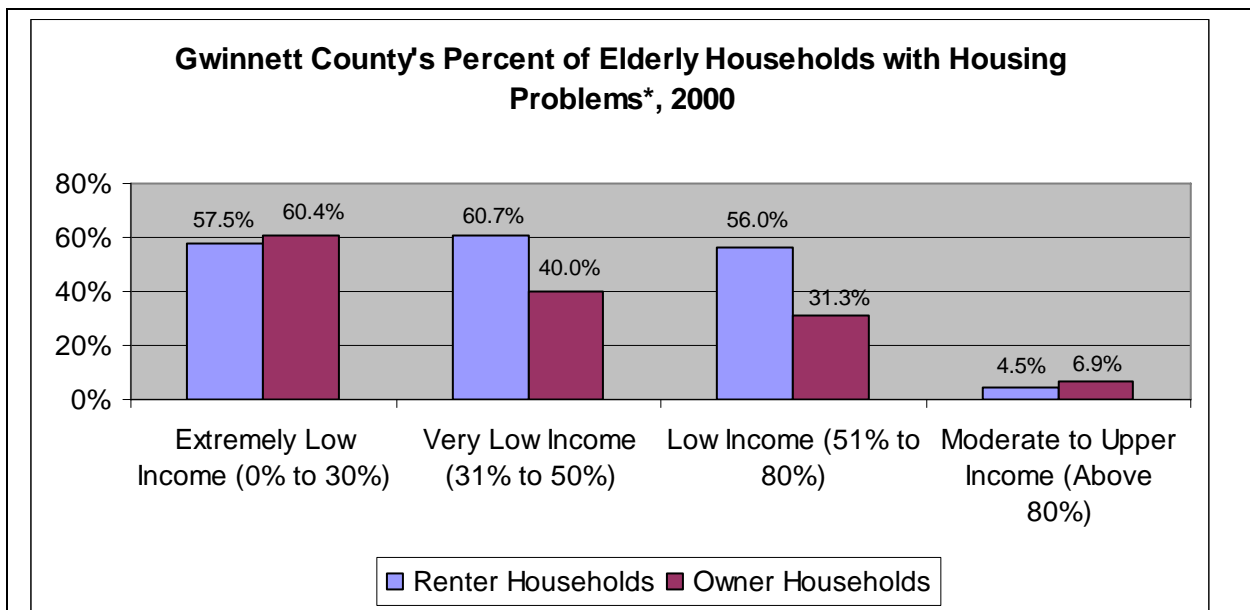


3.5: Special Needs Households

The county has several special needs populations with particular housing needs, including elderly, frail elderly, persons with severe mental and physical disabilities and those with HIV/AIDS. Households may have one or more persons with these special housing needs. Comparable data are not available at the city level.

Elderly

This population includes those persons 65 years of age or older, with incomes up to 80 percent of AMI, spending more than half of their incomes on housing. As Figure 3.7 below indicates, very-low-income renter elderly households (earning 31 to 50 percent of the AMI) experienced the highest percentage of housing problems at 60.7 percent, followed by extremely-low-income elderly renters and owners alike. Housing problems tend to decrease as income increases. For the elderly, the high percentage of cost burdens is usually due to a dependency on insufficient Social Security income, pensions or personal retirement accounts. There is a noticeable difference among very-low-income elderly owners who are cost burdened (40 percent) and all other households in the same income group (85 percent). This is likely because many more elderly households do not have monthly mortgage payments as compared to other households.



*Defined as severe cost burdens, overcrowding, or physical defects

Source: Comprehensive Housing Affordability Strategy Databook; Bay Area Economics, 2006

Figure 3.7 Percent of Elderly Households with Housing Problems, 2000

Frail Elderly

Frail elderly is defined as those individuals 65 years of age or older with two or more “personal care limitations”. These are physical or mental disabilities that substantially limit one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying. Frail elderly often require some type of supportive living arrangement such as an assisted living community, skilled nursing facility, or an independent living situation with in-home health care. Gwinnett County had 7,322 frail elderly residents in 2000—18.1 percent of the total



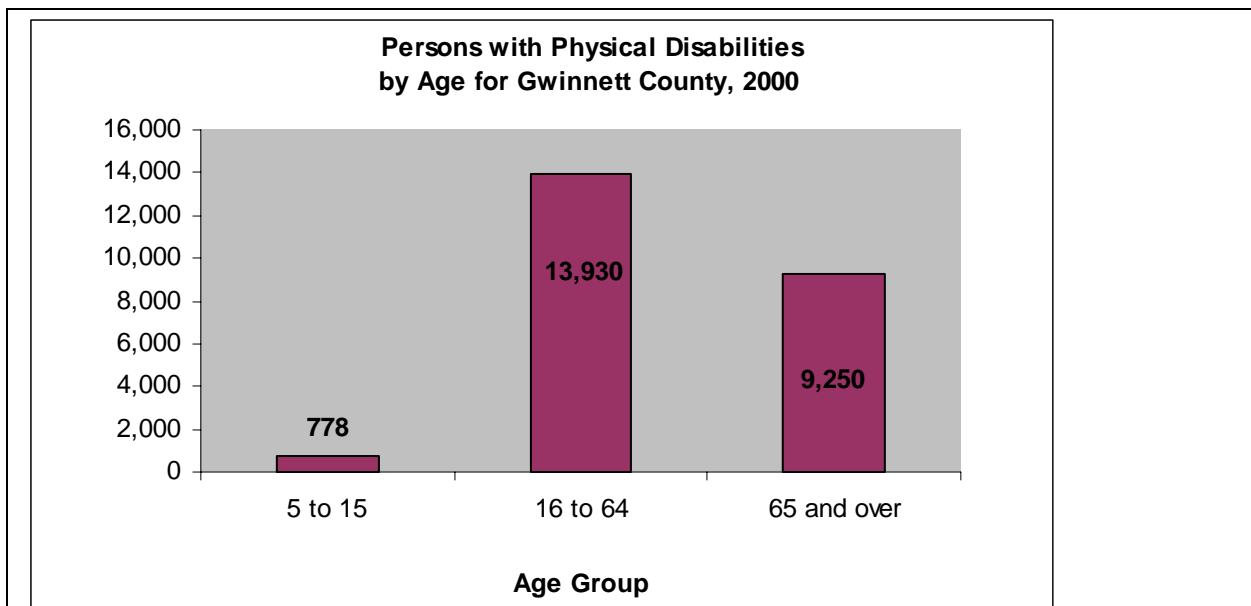
disabled population (40,449 residents). Not all frail elderly persons require specialized housing; some receive care in their homes from their spouses or children. With 1.7 elderly persons per household and 51 percent of elderly households making less than 80 percent of AMI (\$56,950), BAE estimates that 2,236 elderly households making less than 80 percent of AMI are headed by frail elderly. This is consistent with the County's 2006-2010 Consolidated Plan, which estimates approximately 2,000 frail elderly residents. Currently, 23.4 percent (4,686) of all elderly households with incomes less than 80 percent of AMI have housing problems. Applying the same percentage to frail elderly households indicates 514 frail elderly with incomes less than 80 percent of AMI and housing problems.

Persons with Disabilities

The 2000 U.S. Census presents an array of data on those with sensory, physical, mental, self-care, go-outside-home, and employment disabilities. Georgia shows over 2.6 million individuals having one of these disabilities, of whom about nearly one million have either mental or physical afflictions. The total number of the Gwinnett County's mentally and physically disabled population is 40,449 individuals (7 percent of the county's total population). The subsections below look deeper into these two types of disabilities to examine whether specialty housing is warranted for these special needs populations.

Persons with Physical Disabilities

The Census defines persons with physical disabilities as those with a condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying. This definition encompasses a wide spectrum of people, including those in wheelchairs or in need of a mobility device for support, those with sensory or respiratory discrepancies that impair short-term or long-term mobility, and those who require assistance with dressing or eating.



Source: US Census 2000; Bay Area Economics, 2006

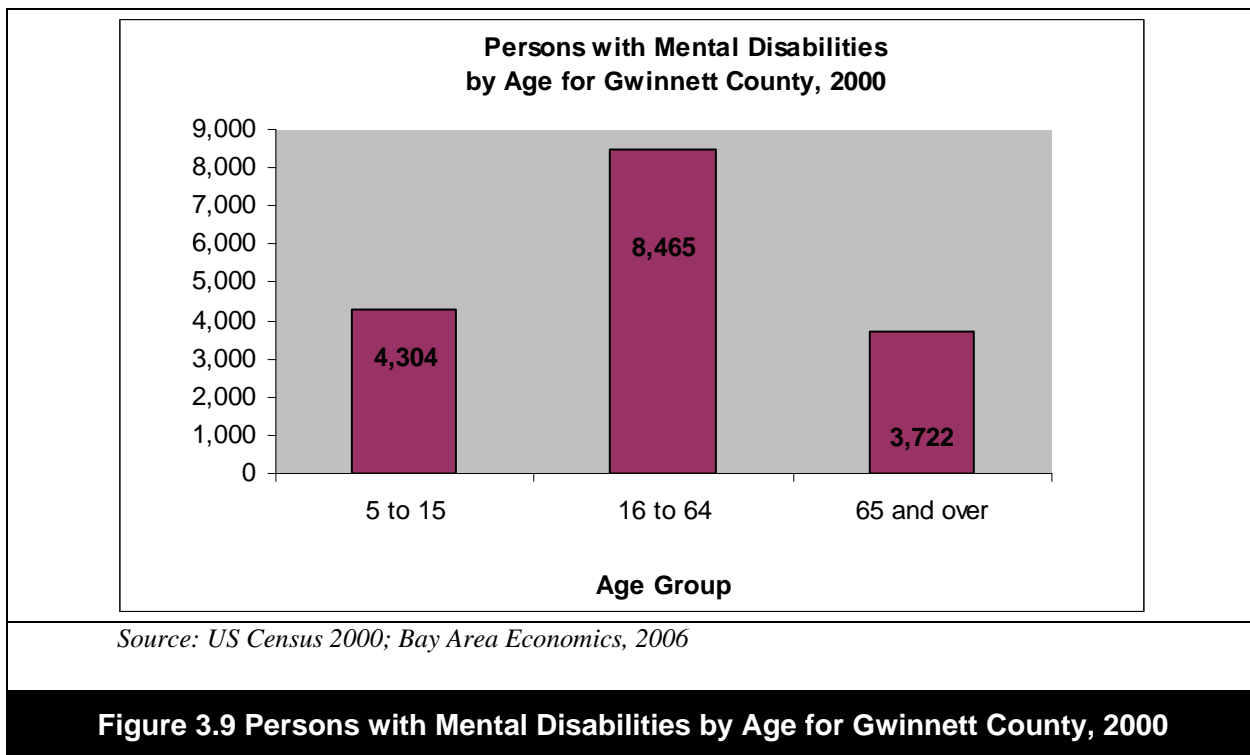
Figure 3.8 Persons with Physical Disabilities by Age for Gwinnett County, 2000



Gwinnett County had 23,958 physically disabled individuals (4 percent of the entire county population). In 2000, the county and MSA both have similar percentages of disabled residents. Those aged 16 to 64 years again made up the majority in Gwinnett County at 58.1 percent. Elderly residents (aged 65 years and older) composed 38.6 percent of the population, followed by 3.2 percent of those aged 5 to 15 years.

Persons with Mental Disabilities

The U.S. Census defines persons with mental disabilities as those with a condition that substantially limits one or more basic mental activities such as learning, remembering, and concentrating. This definition is quite broad, encompassing all types of individuals with varying degrees of mental ability. Figure 3.9 provides data on persons with mental disabilities by age in 2000. There are a total of 16,491 persons with mental disabilities, representing 3 percent of the population. Those aged 16 to 64 years again made up the majority in Gwinnett County at 51.3 percent. However, unlike those physically disabled, those mentally disabled aged 65 years of age or older comprised a comparatively smaller share of 22.6 percent, followed by 26.1 percent of those aged 5 to 15 years.



Persons with Alcohol or Substance Abuse Problems

Individuals with chemical dependencies are often unable to maintain permanent housing. Without supportive services to help them beat their addictions, many are at risk of becoming homeless. The Consolidated Plan recently summarized the activities and services of Gwinnett/Rockdale/Newton (GRN) Community Service Board—a provider of comprehensive mental health and substance abuse services to all citizens of Gwinnett County. GRN uses leased facilities to provide housing for persons with such conditions.



The agency has been serving the homeless mentally ill and substance abuse populations since 1973. Service delivery, including housing, began in 1981. The GRN Housing activities include residential services for this special population through family care homes, halfway houses, self-help placements and emergency homes.

The GRN currently offers an array of housing services including structured 24 hours/day care to individuals in transitional housing. GRN provides 24-hour group home services to adult individuals diagnosed with chronic mental illnesses in different Adaptive Group Residences in Gwinnett County. Along with group home services, GRN leases apartments to house clients who are suited to supportive independent living. The GRN staff provides on-site support to the individuals in 24 hour group home living and in 24 hour supervised care. Daily or weekly supervision and services is provided to those in semi-independent apartments.

Along with community housing services, GRN provides 24 hour-per-day crisis intervention, case management services, psychosocial rehabilitation, mental health inpatient and outpatient services, partial hospitalization, employment services, clinical evaluation/assessments and a variety of alcohol and other drug services.

The GRN receives referrals from a number of agencies and individuals within Gwinnett County. GRN provides services to Gwinnett County residents who meet specific criteria for services [major mental illness or substance abuse diagnosis] and are homeless, indigent, or have very low incomes. Under the Continuum of Care process in Gwinnett County, GRN will continue to receive referrals from all participating agencies.

Persons with HIV/AIDS

The Consolidated Plan also reviewed the activities and services of AID Gwinnett, Inc. (AGI)—a service organization for individuals with AIDS/HIV and their families and friends. Since 1992, AID Gwinnett, Inc. (AGI) has been the recipient of funds from the HUD HOPWA (Housing Opportunities for Persons with AIDS) Program administered by the City of Atlanta since 1993. AGI provides services to approximately 200 persons and 50 families annually, including counseling, case management, transportation, medical services, and most importantly -- housing. HOPWA funds are utilized by AGI to help prevent persons with AIDS/HIV from becoming homeless by paying rent or mortgage payments when the AIDS client is unable to work and provide their own funds to obtain housing. AGI also assists its clients in accessing the health and mental health services funded through the Ryan White Act and other funding sources.

Using current national statistics, 1 in every 250 persons is HIV-positive. When applying the national statistics to Gwinnett County, the estimated number of HIV-positive persons in Gwinnett County would be approximately 1,800.

Though AGI only provides housing assistance funds to persons with AIDS/HIV, there are no specific housing facilities for persons with AIDS/HIV. AGI is challenged by the lack of housing subsidies available and the substandard condition of existing affordable inventory. Housing options for AGI clients through local housing authorities and other providers are very



limited due to the long waiting lists. The County also has a very small number of emergency shelters. This existing stock is located only in certain parts of the Gwinnett County, sometimes at quite a distance from those that need it. Limited public transportation options make it difficult for these clients to gain access to services offered. Extended stay hotels have offered temporary housing solutions for AGI clients, but at a high cost. AGI houses some clients in Atlanta due to a better array of options for long-term care and housing. Sometimes, however, this takes clients away from their families. The recent increase in foreign-born immigrant populations and their families puts an additional strain on resources.

It is likely that any future permanent housing for these clients will be provided on a scattered-site basis to preserve the privacy of persons living with AIDS/HIV. Emergency shelters at strategic locations in Gwinnett County, specifically Northern Gwinnett County near Buford and Central Gwinnett near Duluth and Norcross, are necessary. Currently, AGI is not planning to construct its own facility due to rising housing and property management costs and lack of human resources to personally manage any properties. The organization may purchase rental units, where possible, to provide additional housing for clients, though no formal plans have been set.

Special Needs (Non-Homeless) Population Synopsis

Table 3.3 below addresses Special Needs Housing projected over the 5-year Plan for the Consolidated Plan [2008-2012]. The needs data were derived from projections from the Comprehensive Housing Affordability Strategy (CHAS) Table 1B, adjusted with additional estimates since Census 2000. Cost data were developed using average rents of \$750 per month for 1-Bedroom Apartments over the 5-year Plan period.

Table 3.3 HUD Special Needs (Non-Homeless) Population					
(HUD Table 1B): Special Needs (Non-Homeless) Population					
Special Needs Populations	Priority Needs Level (High, Medium, Low)	Unmet Needs	Dollars to Address Unmet Needs	Goals*	
Elderly	H	4,000	\$180,000,000.00	100	
Frail Elderly	H	2,000	\$90,000,000.00	20	
Severe Mental Illness	H	500	\$22,500,000.00	50	
Developmentally Disabled	H	2,000	\$90,000,000.00	25	
Physically Disabled	H	3,000	\$135,000,000.00	3,000	
Persons with Alcohol/ Other Drug Addictions	H	2,000	\$90,000,000.00	500	
Persons with HIV/AIDS	H	500	\$22,500,000.00	100	
Others	N	0	\$0.00	0	
Total			\$630,000,000.00	3,795	
Source: US Census 2000; Comprehensive Housing Affordability Strategy Databook 2000; Claritas, Inc. 2000					

*Note: More information is needed to make a sufficient estimate

Gwinnett County Continuum of Care (Homeless)

The fundamental components of the Continuum of Care Plan address the needs of the homeless individuals and families. They include:



1. Outreach to homeless and near-homeless individuals and families, combined with a comprehensive intake, assessment, and referral system.

Common intake/referral procedures for all clients, utilized by the Gwinnett County Health and Human Services Coalition and its member organizations that promote services to the homeless, allow the citizen to focus on obtaining the appropriate assistance, rather than attempting to determine if they are calling the right organization for the help they need. The GCHHS citizen access process represents a logical method to connect the citizen with services with a minimum loss of efficiency, while reducing the “agency shuffle” and by maintaining personal dignity for every person accessing the service assistance network in Gwinnett County.

2. Emergency Shelter as a safe, decent alternative to life on the streets. The Partnership Against Domestic Violence has a 32 bed facility for women and children fleeing domestic violence. THE IMPACT! GROUP [formerly Gwinnett Housing Resource Partnership [GHRP] uses local budget-priced motels to provide shelter for homeless families, elderly, or disabled. Travelers Aid of Metro Atlanta uses local low-cost motels for newcomers who are homeless.
3. Permanent Transitional Housing with Supportive Services is provided by THE IMPACT! GROUP [12 units], Rainbow Village (14 units), and Travelers Aid (1 unit). All twenty-seven (27) units serve families with children. The GRN Community Service Board leases apartments of various sizes for residential use by persons with mental illness, substance abuse, and disabilities. Two additional organizations [Asian-American Resource Center – 4 units; Distinguished Women With a Purpose – 4 units] are now utilizing HUD Supportive Housing Program grant funds to lease transitional housing units.
4. Permanent housing or permanent supportive housing is provided by THE IMPACT! GROUP, which owns and operates more than 250 low cost rental units for low income families. GHRP also maintains a list of apartments which are “more affordable” and refers clients to facilitate placement.
5. Follow-up with families is performed by each of the housing-related agencies (THE IMPACT! GROUP, Rainbow Village, Travelers Aid, Partnership Against Domestic Violence, and GRN Community Service Board), once the families secure permanent housing. This includes tracking their progress and offers additional support or referrals, when needed.

With these components in place, the Gwinnett County partners seek to expand the capacity and resources of this system to meet the growing demand. The areas of focus in the SHP proposal are the actual transitional housing units and funding for essential supportive services for transitional housing residents.



Table 3.4 Continuum of Care Homeless Population and Subpopulation

Continuum of Care: Housing Gap Analysis Chart

		Current Inventory	Under Development	Unmet Need/ Gap
Individuals				
Example	Emergency Shelter	100	40	26
Beds	Emergency Shelter	295	0	705
	Transitional Housing	255	0	345
	Permanent Supportive Housing	0	0	25
	Total	550	0	1075
Persons in Families With Children				
Beds	Emergency Shelter	615	0	698
	Transitional Housing	130	0	257
	Permanent Supportive Housing	0	0	50
	Total	745	0	1005

Continuum of Care: Homeless Population and Subpopulations Chart

Part 1: Homeless Population	Sheltered		Unsheltered	Total
	Emergency	Transitional		
Number of Families with Children (Family Households):	2000	200	1200	3400
1. Number of Persons in Families with Children	500	200	500	1200
2. Number of Single Individuals and Persons in Households without children	2000	200	3000	5200
(Add Lines Numbered 1 & 2 Total Persons)	4000	400	4200	8600
Part 2: Homeless Subpopulations	Sheltered		Unsheltered	Total
a. Chronically Homeless		700	500	1200
b. Seriously Mentally Ill		50		
c. Chronic Substance Abuse		50		
d. Veterans		125		
e. Persons with HIV/AIDS		50		
f. Victims of Domestic Violence		2500		
g. Unaccompanied Youth (Under 18)		2000		

Source: Gwinnett County Continuum of Care, 2006; Bay Area Economics, 2006

Subpopulations of homeless persons [veterans, persons with mental illness, substance abuse, or HIV/AIDS] represent a very small part of the Gwinnett County homeless problem, as shown in Table 3.4. The predominant homeless population in Gwinnett County is families, mostly headed by a single- parent, usually female. Although Gwinnett's homeless population is predominantly families, the Continuum of Care network has been structured to respond to the needs of all the homeless.



APPENDIX B - TRANSPORTATION

Appendix B consists of the transportation element developed as part of the Gwinnett County Comprehensive Plan. Under the 2013 Georgia DCA standards for comprehensive planning, local governments included within a Metropolitan Planning Organization (MPO) are required to include a transportation element in their comprehensive plan. However, updates to the transportation element are done at the discretion of the local government. Required five year updates to the comprehensive plan may carry forward previous versions of the transportation element.

In addition to the county wide transportation assessment, the following table provides local transportation improvement projects programmed for the City of Dacula's public works program.

Table B.1 - Dacula Transportation Improvement Plan 2014-2018

STREET	CONDITION	ACTION	APPROX REPAIR YEAR
MOBLEY DRIVE	D	PATCH, TOPPING	2014
SUPERIOR DRIVE	D	RECLAMATION BASE AND ASPHALT	2014
LAURA LANE	D-	RECLAMATION BASE AND ASPHALT	2014
BROOKTON DRIVE	D	REMOVE TREE ON EDGE OF ROAD AND CUT ROOTS OUT OF ROAD	2014
FREEMANS WALK PATH	C	PATCH, TOPPING - VERY LITTLE BINDER - NEEDS TOPPING SOON	2014
FREEMAN WALK DR.	C	PATCH, TOPPING - VERY LITTLE BINDER - NEEDS TOPPING SOON	2014
WALKING PATH LANE	B+	ONLY TOPPING - VERY LITTLE BINDER - NEEDS TOPPING SOON	2014
WHISPER WAY	D	PHASE TWO- RECLAMATION BASE & ASPHALT	2014
WHISPER WAY	B+	PHASE ONE OF S/D - ONLY TOPPING	2014
HINTON RD	C/C-	PATCH, TOPPING	2014
HINTON CT	C/C-	PATCH, TOPPING	2014
SANJO STREET	C-	SUBSTANDARD-12.5 FT WIDE ASPHALT ALIGN PROB WITH TANNER	2014
CHURCH STREET	D-	SUBSTANDARD - 21 FT WIDE ASPHALT WITH 4FT ADJACENT SIDEWALK PROBABLY NEED TO REMOVE SIDEWALK - SERIOUS EXPANSION ISSUES WITH THE CHURCH AND CEMETARY.	2014
MAXEY STREET	D-	SUBSTANDARD - 14 FEET WIDE ASPHALT WITH 4FT ADJACENT SIDEWALK	2014
MURRAY AVENUE	C	PATCH, TOPPING	2014
GOLDEN AVENUE	D	SUBSTANDARD - 12 FT WIDE ASPHALT - RECLAMATION	2014
MISTY COURT	D	RECLAMATION BASE AND ASPHALT	2014

APPENDIX B - TRANSPORTATION

Table B.1 - Dacula Transportation Improvement Plan 2014-2018 (Continued)

STREET	CONDITION	ACTION	APPROX REPAIR YEAR
HILL MEADOWS DRIVE	C-	PATCH, TOPPING	2014
SPRING STREET	C-	PATCH, TOPPING	2014
TANNER ROAD	C/C-	PATCH, TOPPING	2015
EASTSIDE DRIVE	C-	PATCH, TOPPING	2015
HILL CIRCLE	C-	PATCH, TOPPING	2015
SOUTH STREET	D	SUBSTANDARD - 16.5 FT WIDE ASPHALT RECLAMATION	2015
EUNICE HOLCOMBE	C	PATCH, TOPPING	2015
WILLIAMS CIRCLE	C-	PATCH, TOPPING	2015
PAUL THOMAS	C	PATCH, TOPPING	2015
DACULA COVE	C	PATCH, TOPPING	2015
AUBURN AVE	C-	SUBSTANDARD - ONE WAY FROM WILSON TO DACULA RD. ASPHALT 15 FT WIDE WITH 4 FT ADJACENT SIDEWALK	2015
HINTON CIRCLE	D/D-	SUBSTANDARD - 18 FT WIDE - RECLAMATION - NEEDS TO BE 24 FT	2015
JODI AVENUE	C	SUBSTANDARD - 21 FEET WIDE ASPHALT, PATCH, TOPPING	2015
SCOTT CIRCLE	C-	SUBSTANDARD - 21 FEET WIDE ASPHALT, PATCH, TOPPING	2015
WILSON STREET	C-	SUBSTANDARD - 15 FT WIDE ASPHALT - ADJACENT 4FT SIDEWALK	2015
THIRD AVENUE	C-	SUBSTANDARD - 12 FT WIDE ASPHALT	2015
CEDAR COURT	D	SUBSTANDARD - 21 FT WIDE, RECLAMATION BASE - ASPHALT	2015
FORESTDALE DRIVE	B-	SUBSTANDARD - 21 FT WIDE, CUL DE SAC PATCH, TOPPING	2015
OAK COURT	B-	SUBSTANDARD - 21 FT WIDE, CUL DE SAC PATCH, TOPPING	2015
WINKY BLUFF	C	PATCH, TOPPING	2016
HANNAH CT.	C	PATCH, TOPPING	2016
TORREY PLACE	C	PATCH, TOPPING	2016
BROOKTON DRIVE	B	ONLY TOPPING	2016
BROOKTON WOODS WAY	C-	RECLAMATION BASE AND ASPHALT	2016
BROOKTON CHASE CT.	B-	ROUGH SURFACE NEEDS TOPPING	2016
BROOKTON LANE	B+	ONLY TOPPING	2016

APPENDIX B - TRANSPORTATION

Table B.1 - Dacula Transportation Improvement Plan 2014-2018 (Continued)

STREET	CONDITION	ACTION	APPROX REPAIR YEAR
MAJESTIC CIRCLE	C	PATCH, TOPPING	2016
MICHELLE CIRCLE	C	PATCH, TOPPING	2016
DACULA RIDGE DRIVE	C	ENTRANCE PATCH, TOPPING	2016
NORMAN WOODS CT	C+	PATCH, TOPPING	2017
WHISPER CT.	C	PATCH, TOPPING	2017
PHARR AVENUE	B-	SUBSTANDARD - 18 FEET WIDE ASPHALT	2017
HEBRON CHURCH RD.	B-	PATCH, TOPPING	2017
BECKINGHAM PLACE	B-	PATCH, TOPPING	2017
MURRAY PARK DRIVE	B	PATCH, TOPPING	2017
HARBIN OAKS DRIVE	B	CUL DE SAC PATCH, TOPPING	2017
KATIE LYNN LANE	B	CUL DE SAC PATCH, TOPPING	2017
MACKENZIE COURT	B	CUL DE SAC PATCH, TOPPING	2017
FLINTLOCK DRIVE	B	PATCH, TOPPING	2017
FLINTLOCK CT.	B	PATCH, TOPPING	2017
KATIE LYNN LANE	B	PATCH, TOPPING	2017
KRISTI BETH COURT	B+	ONLY TOPPING	2017
JAMES HENRY DRIVE	B	ONLY TOPPING	2017
NATHAN TIMOTHY COURT	B	ONLY TOPPING	2017
SAM CALVIN DRIVE	B	PATCH, TOPPING	2017
PETER JOSIAH COURT	B+	ONLY TOPPING	2017
CARLY JOANNA	B	ONLY TOPPING	2017
BEN AARON DRIVE	B	ONLY TOPPING	2017
SHANE LANE	B	SUBSTANDARD - 21 FEET WIDE ASPHALT, TOPPING	2018
GREGORY LANE	B	SUBSTANDARD - 14 FEET WIDE ASPHALT WITH LAKE ON BOTH SIDES, PATCH, TOPPING	2018
LAKESIDE DRIVE	B+	SUBSTANDARD - 14 FT WIDE ASPHALT	2018
FORTUNE DRIVE	B	ONLY TOPPING, CITY HAS ALREADY PATCHED	2018
ALTON FRANK WAY	B+	ONLY TOPPING	2018
CHARESA LANE	B+	ONLY TOPPING	2018

APPENDIX B - TRANSPORTATION

Table B.1 - Dacula Transportation Improvement Plan 2014-2018 (Continued)

STREET	CONDITION	ACTION	APPROX REPAIR YEAR
KALE COURT	B+	ONLY TOPPING	2018
CHARLYNE WAY	B	PATCH, TOPPING	2018
LUNA COURT	B-	PATCH, TOPPING	2018
DACULA RIDGE COURT	B	ONLY TOPPING	2018
ROBIN RIDGE	B+	TAR FILLING	2018
TECCA COURT	B	TAR FILLING	2018
JOEY COURT	B	TAR FILLING	2018
DROWINING CREEK	A	WILL EVALUATE OVER TIME	TBD
2ND AVENUE	A	WILL EVALUATE OVER TIME	TBD
BROAD STREET	A	WILL EVALUATE OVER TIME	TBD
WILLIAMS STREET	A-	TAR FILLING	TBD
RUTHERFORD DRIVE	A	WILL EVALUATE OVER TIME	TBD
ELVINA	A	WILL EVALUATE OVER TIME	TBD
WILLIAMS FARM DRIVE	A	WILL EVALUATE OVER TIME	TBD
MCMILLIAN ROAD	A	WILL EVALUATE OVER TIME	TBD
STANLEY ROAD	A	WILL EVALUATE OVER TIME	TBD
FREEMAN MILL ROAD	A	WILL EVALUATE OVER TIME	TBD
FRANKLIN DRIVE	A	WILL EVALUATE OVER TIME	TBD

7. Transportation Issues and Needs

7.1 Road network

7.1.1 Bridges

Maintenance of bridges and culverts in the County is a shared responsibility among the Gwinnett County Department of Transportation, the Department of Water Resources and the Georgia Department of Transportation. In addition, the FHWA sets aside a specific category of highway funding for bridge maintenance. The Georgia Department of Transportation maintains a bridge inventory within its Bridge Management System. GDOT provides condition reports for each bridge within the County.

A general measure of the condition of each bridge is the sufficiency rating. The sufficiency rating is used to determine the need for maintenance, rehabilitation or reconstruction of a bridge structure. With adequate maintenance, any structure with a sufficiency rating of above 75 should maintain an acceptable rating for at least 20 years. Structures with a rating between 65 and 75 are less satisfactory and structure with a sufficiency rating of 65 or lower have a useful life of less than twenty years and will require major rehabilitation or reconstruction work during the study horizon. All bridges with a sufficiency rating of fifty (50) or lower are identified as deficient. The Map 7.1 shows deficient bridges in Gwinnett County.

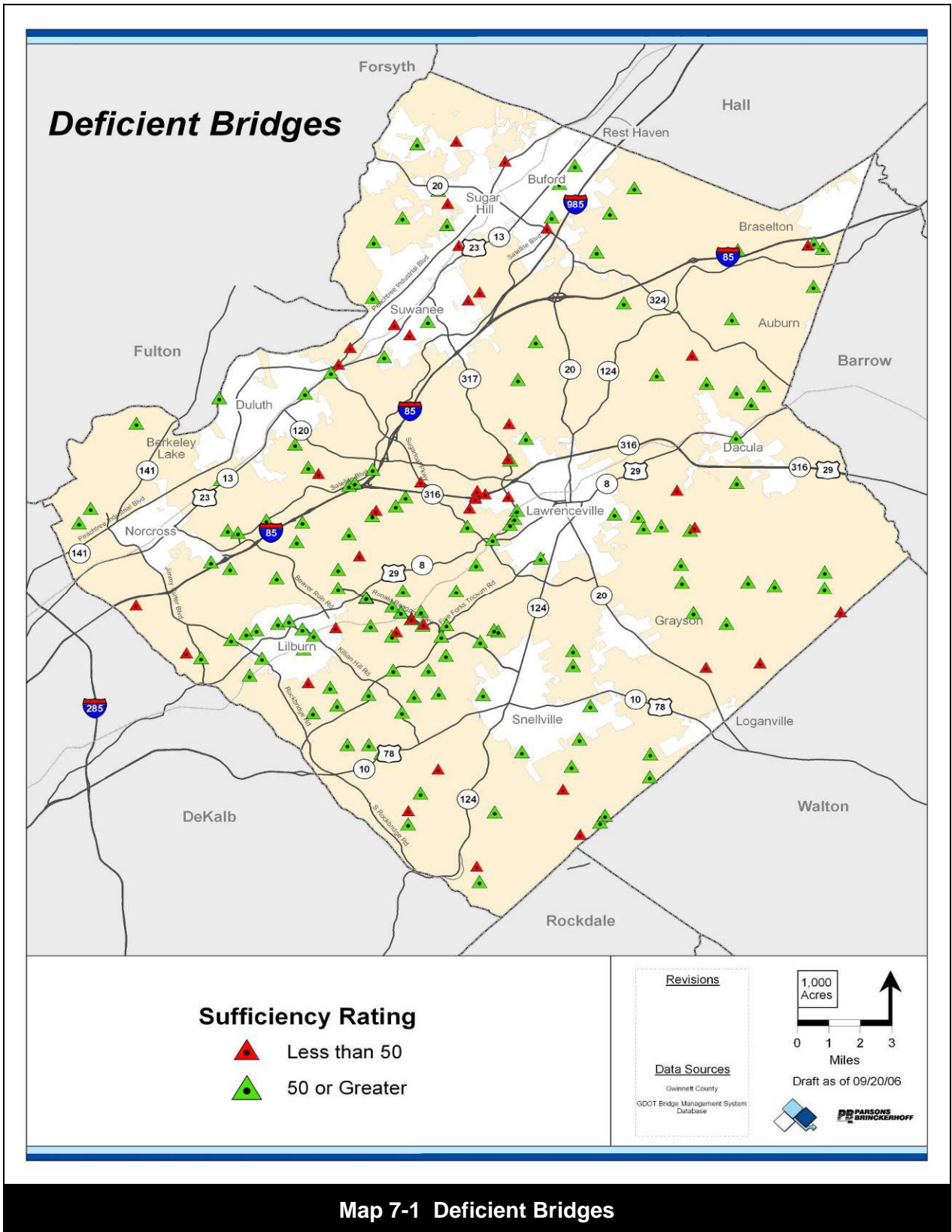
7.1.2 Arterial and Collector system

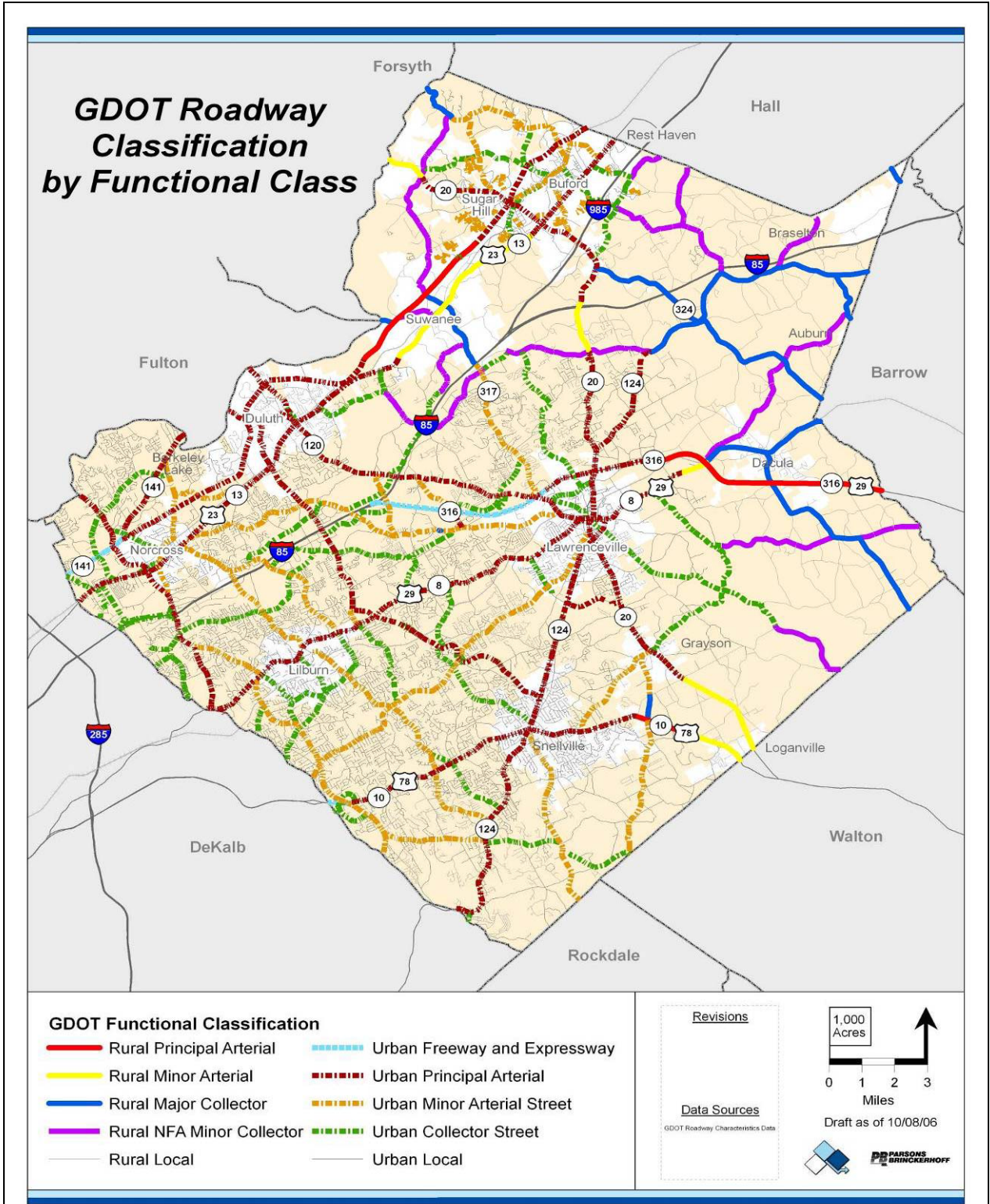
Roads in Gwinnett County are classified in a hierarchy according to the degree to which they are intended to serve through traffic or provide access to local streets and properties. The Georgia Department of Transportation (GDOT) and the Gwinnett County Department of Transportation each maintain separate functional classification data for roadways in Gwinnett County. Gwinnett County uses the following designations: Freeway; Principal Arterial; Major Arterial; Minor Arterial; Major Collector; and Residential Arterial. A practical application of the road classification map is that new development must provide right-of way based on the roads classification.

The Georgia Department of Transportation divides roadways into the following: Urban Interstate Principal Arterial; Urban Freeways and Expressways; Urban Principal Arterial; Urban Minor Arterials; Urban Collector Streets; and Urban Local Street.

Gwinnett County's networks of arterials are shown on Map 7.2 and roadways by lane miles are shown on Map 7.3. Several major arterials intersect in incorporated areas such as Lawrenceville, Snellville, Duluth, and Sugar Hill. The radial pattern in these Cities suggests potential bottleneck areas, where traffic is concentrated on major roads and at major intersections rather than being distributed over a network.

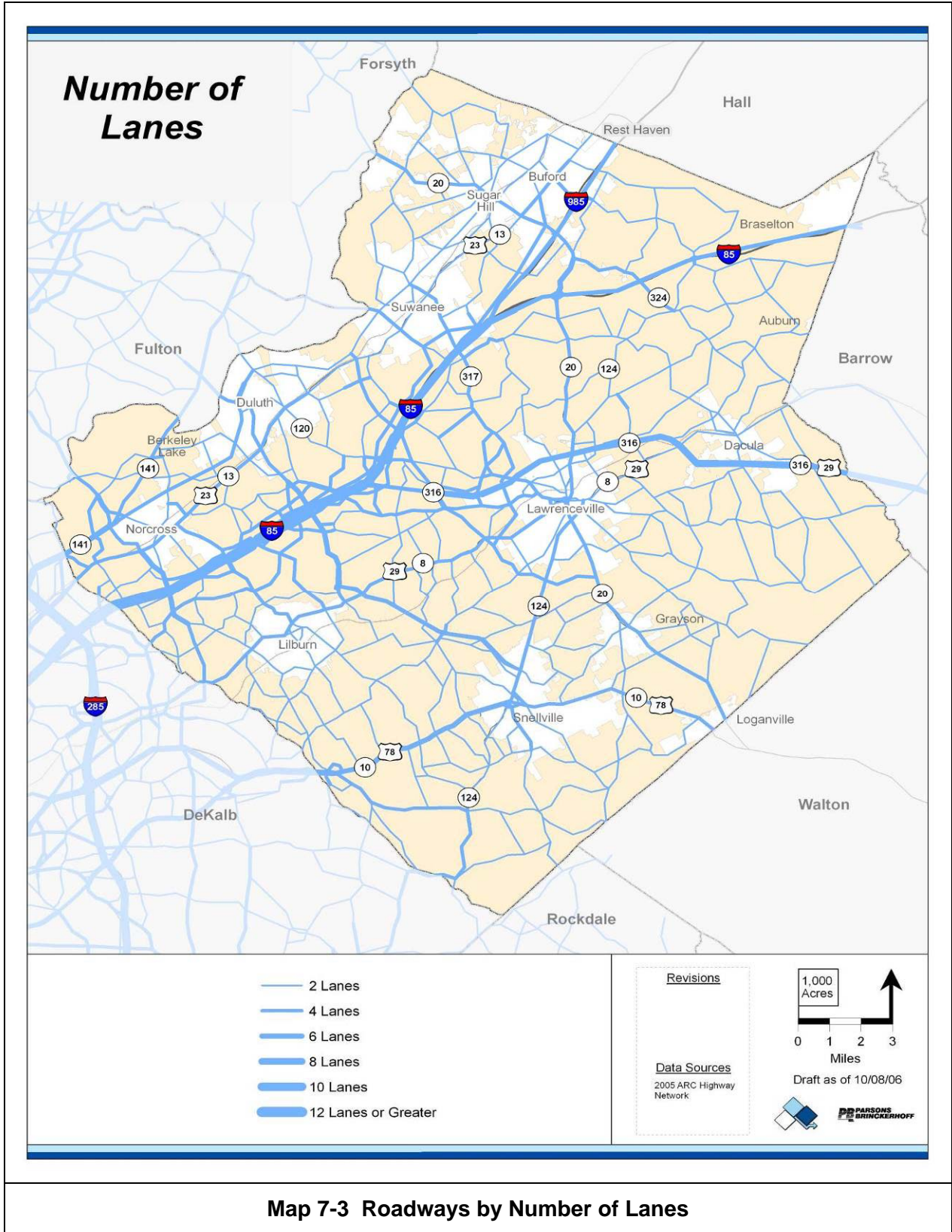






Map 7-2 GDOT Roadway Classification by Functional Class





Map 7-3 Roadways by Number of Lanes

7.1.3 Traffic Safety and Operations

The Atlanta region's Congestion Management System (CMS) extends into Gwinnett County and includes the County's expressways and arterial roads which are shown on Map 7.4. This system evaluates congestion levels on the affected roadways and attempts to mitigate the congestion. Mitigation efforts may include minor modifications to the roadway, encouragement of alternative modes, or capacity enhancement among other strategies. ARC is responsible for creating the region's Congestion Management Process (CMP), which identifies and attempts to mitigate roadway congestion by increasing the system's efficiency and providing alternatives to single occupancy vehicle trips. As a component of the CMP, ARC maintains the CMS database of congested roadways. The following is a list of the 2005 CMS roadways in the county:

- GA 10 (Stone Mountain Hwy/Athens Hwy)
- GA 120 (Duluth Hwy/West Pike St)
- GA 124 (Scenic Hwy/Centerville Hwy/Braselton Hwy)
- GA 13 (Buford Hwy)
- GA 140 (Jimmy Carter Blvd/Holcomb Bridge Rd)
- GA 141 (P'tree Industrial Blvd/P'tree Pkwy)
- GA 20 (Cumming Hwy/Buford Dr/Grayson Hwy/Loganville Hwy)
- GA 324 (Gravel Springs Rd/Auburn Rd)
- GA 378 (Beaver Ruin Rd)
- GA 84 (Grayson Pkwy)
- GA 864 (Pleasant Hill Rd/Ronald Reagan Pkwy)
- GA 8 (Lawrenceville Hwy/Winder Hwy)
- SR 316
- I 85 NE
- I 985
- Jimmy Carter Blvd
- Pleasant Hill Rd
- Killian Hill Rd
- Lawrenceville Suwanee Rd
- McGinnis Ferry Rd
- Medlock Bridge Rd
- Peachtree Industrial Blvd
- Rock Bridge Rd
- Spalding Rd
- Sugarloaf Pkwy
- Five Forks Trickum Rd

7.2 Alternative modes

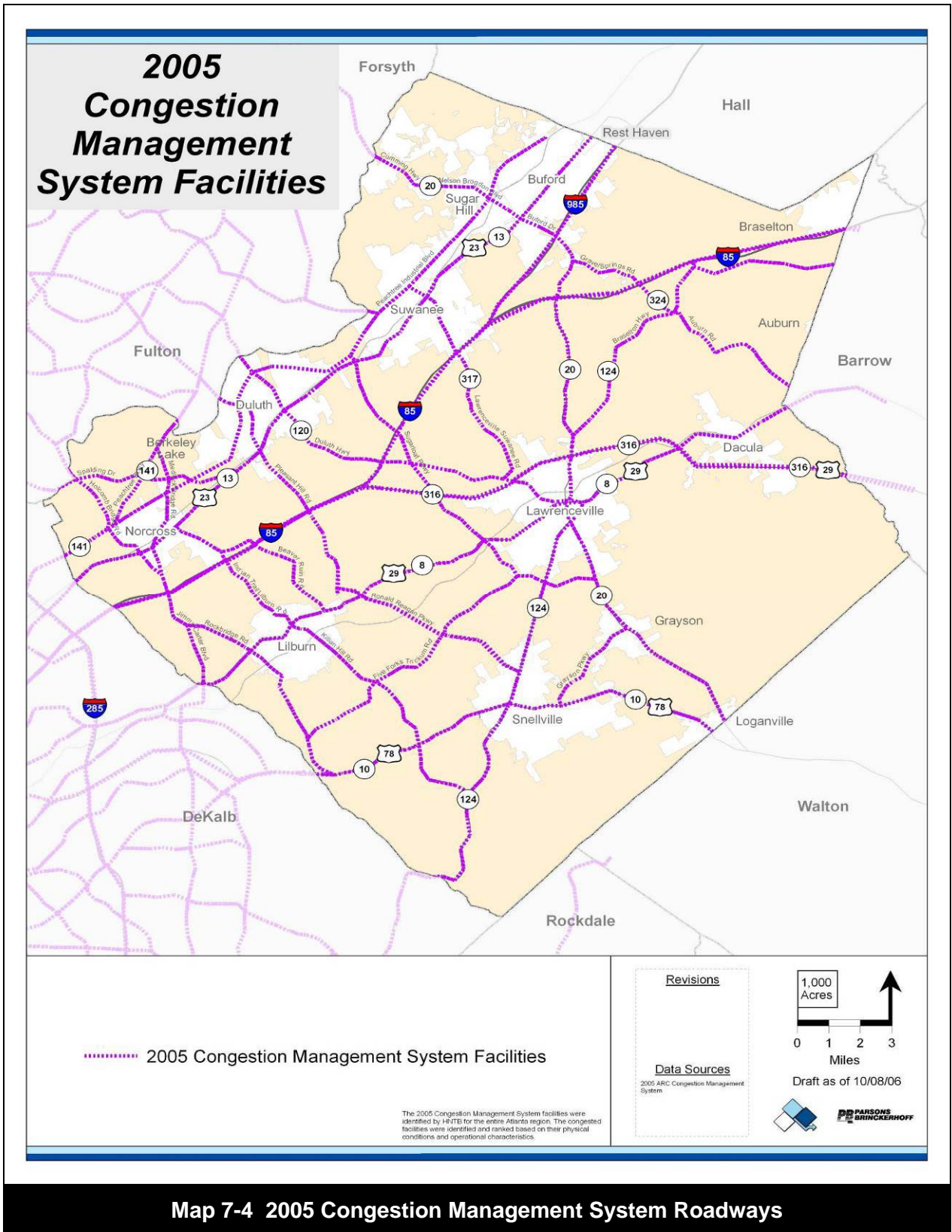
7.2.1 Local Bus Service

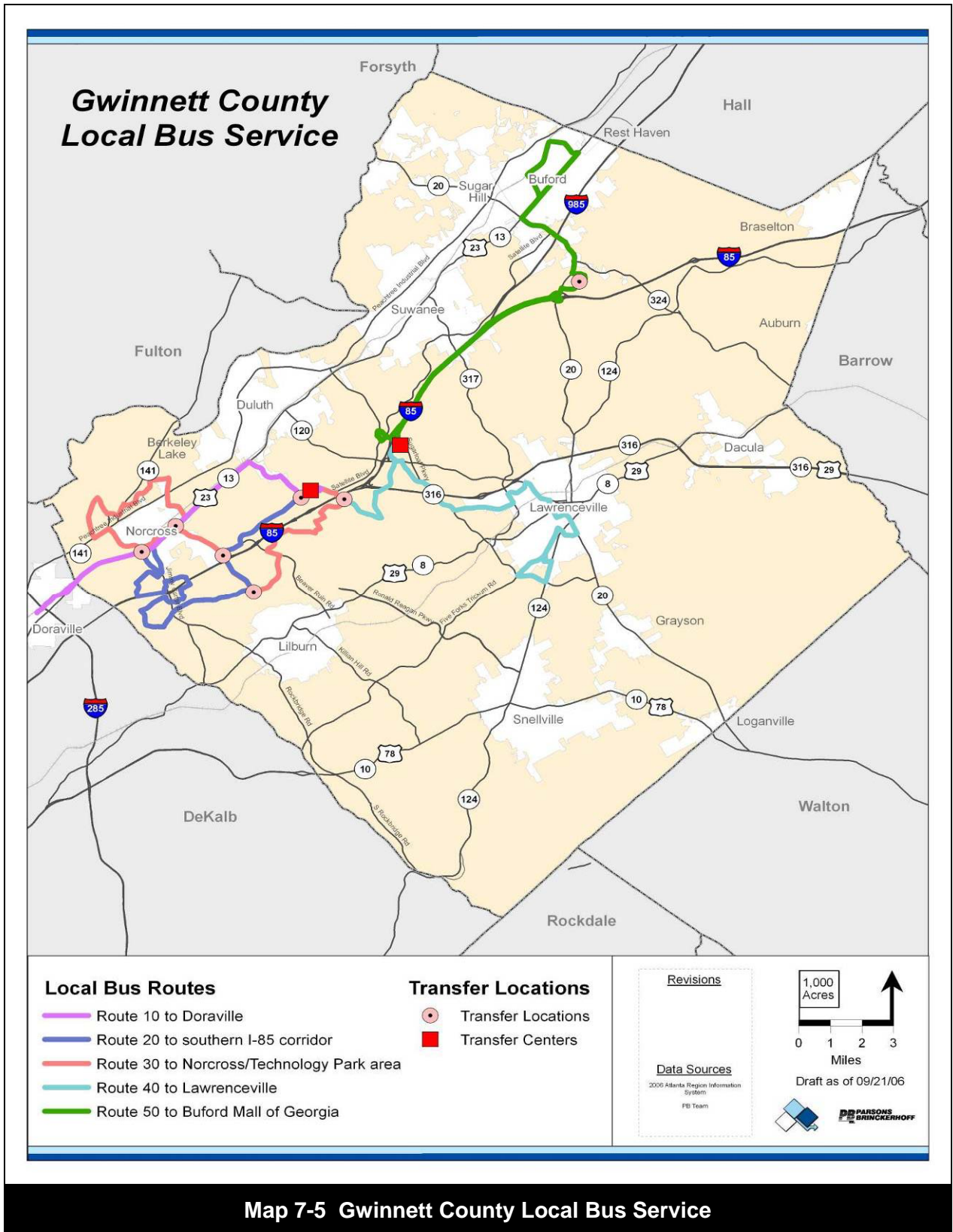
Gwinnett County provides local bus service through Gwinnett County Transit to much of the southern portion of the I-85 corridor including service to Norcross, Duluth, Lawrenceville, Buford, the Gwinnett Place Mall area, the Discover Mills Mall area, and the Mall of Georgia area which are shown on Map 7.5. Service is along five routes having headways varying from 15 minutes to 30 minutes in the peak period except for route 50 to Buford with a headway of one hour and thirty minutes. A transit center is located adjacent to Gwinnett Place Mall where transfers can be made between four of the five routes. Local service is also provided to the Doraville MARTA station in northern DeKalb County. Transit route data for the map was provided by ARC through the Atlanta Region Information System (ARIS) data CD and was verified on the Gwinnett County Transit website.

7.2.2 Commuter Bus Service

In addition to local service, Gwinnett County along with the Georgia Regional Transportation Authority (GRTA) provide commuter bus service in the County.







Map 7-5 Gwinnett County Local Bus Service



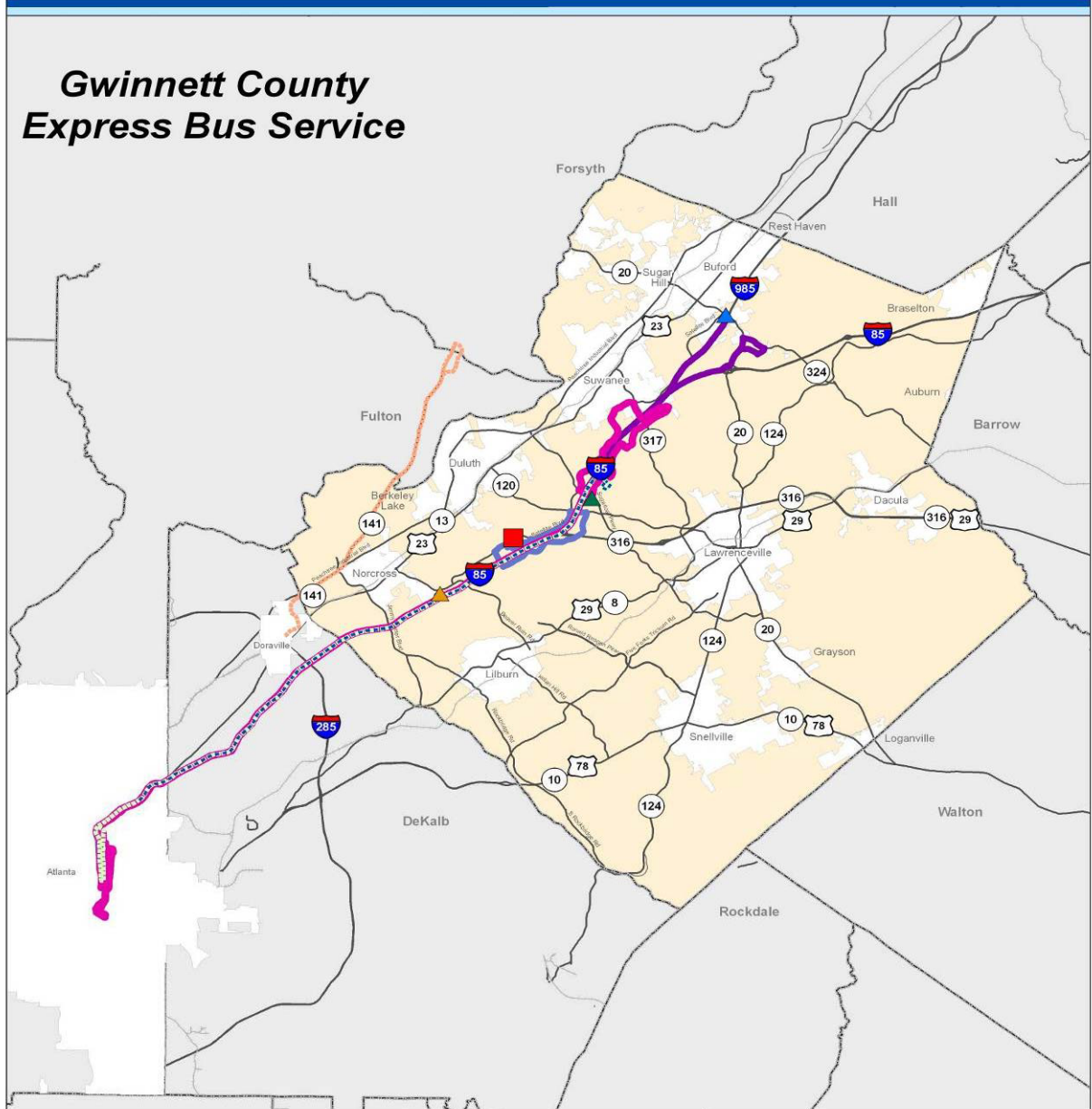
Gwinnett County Transit offers three commuter bus routes. These routes originate at the I-985 Park and Ride lot, the I-85 Indian Trail Park and Ride lot, and the Discover Mills Park and Ride lot and serve Downtown and Midtown with headways ranging from 10 minutes to 30 minutes. GRTA also offers three routes. Two of the routes originate at Discover Mills and one of the routes terminates service at the Lindbergh MARTA station; the other route also serves the I-85 Indian Trail Park and Ride facility and terminates service in Midtown. The third route originates from the John's Creek area near the Fulton County and Forsyth County boundary and extends through Gwinnett County to terminate service at the Doraville MARTA station; connections to local bus and heavy rail service are available at Doraville station. Express Bus Service routes are shown on Map 7.6. Headways on these routes vary between 30 minutes and 45 minutes. Data for the map was provided by ARC through the ARIS data CD and was verified on the Gwinnett County Transit and GRTA Express Bus website.

7.2.3 Bicycle and Pedestrian Planning

The County currently has an *Open Space and Greenway Master Plan*. The plan is a comprehensive document intended to inform and guide the County's ongoing greenspace preservation program. As bicycle and pedestrian planning are components of the plan, the Department of Parks and Recreation coordinates with the County DOT on elements affecting transportation. There are sixteen pedestrian and multi-use path projects in Gwinnett County that are included in the 2006-2011 TIP (See Table 7.1). All are scheduled for completion between 2007 and 2010.



Gwinnett County Express Bus Service



<p>Park and Ride Lots</p> <ul style="list-style-type: none"> ▲ 101 I-985 P&R ▲ 102 I-85 Indian Trail P&R ▲ 103 Discover Mills P&R ■ Gwinnett Transit Center 	<p>Gwinnett County Express Bus Routes</p> <ul style="list-style-type: none"> — Route 101A Mall of Georgia — Route 102A Gwinnett Place Mall — Route 103A Discover Mills 	<p>GRTA Express Bus Routes</p> <ul style="list-style-type: none"> - - - Route 408 - - - Route 410 - - - Route 412
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Revisions

Data Sources

2006 Atlanta Region Information System
 FBI Team

Draft as of 09/21/06

Map 7-6 Gwinnett County Express Bus Service



Table 7.1 Programmed Bicycle and Pedestrian Projects in the Transportation Improvement Program (2006-2011)

RTP Project Number	Project Type	Description	From	To	Sponsor	Opening Year
GW-329	Pedestrian Facility	DAVENPORT ROAD EXTENSION SIDEWALKS	INTERSECTION OF BUFORD HIGHWAY	INTERSECTION OF HARDY INDUSTRIAL	City of Duluth	2008
GW-AR-245	Pedestrian Facility	GWINNETT ARENA/CIVIC CENTER PEDESTRIAN IMPROVEMENTS			Gwinnett County	2009
GW-AR-246	Pedestrian Facility	DOWNTOWN NORCROSS PEDESTRIAN IMPROVEMENTS			City of Norcross	2008
GW-AR-246	Pedestrian Facility	DOWNTOWN NORCROSS PEDESTRIAN IMPROVEMENTS			City of Norcross	2008
GW-AR-246	Pedestrian Facility	DOWNTOWN NORCROSS PEDESTRIAN IMPROVEMENTS			City of Norcross	2008
GW-AR-BP041	Pedestrian Facility	MILLER ROAD	HAMBRICK DRIVE	COLE DRIVE	Gwinnett County	2008
GW-AR-BP103	Pedestrian Facility	LILBURN CONNECTING SIDEWALKS-INDIAN TRAIL RD FROM HILLCREST RD TO BURNS RD; ARCADE RD FROM EMILY DR TO KILLIAN HILL RD, CHURCH ST FROM MIDBLOCK TO KILLIAN HILL RD	CHURCH STREET	BURNS ROAD	City of Lilburn	2007
GW-AR-BP106	Pedestrian Facility	DULUTH RESIDENTIAL LOOP ALONG IRVINDALE ROAD, HOWELL MEAD DRIVE, AND HOWELL SPRING DRIVE			City of Duluth	2009
GW-AR-BP107	Pedestrian Facility	SR 120 (WEST LAWRENCEVILLE STREET)	US 23 (BUFORD HIGHWAY)	DULUTH MIDDLE SCHOOL AND DULUTH HIGH SCHOOL	City of Duluth	2009
GW-327	Pedestrian Facility	JIMMY CARTER BOULEVARD PEDESTRIAN IMPROVEMENTS	SINGLETON ROAD		Gwinnett County	2007
GW-AR-243	Pedestrian Facility	PEDESTRIAN IMPROVEMENTS AND RAILROAD UNDERPASS	MAIN STREET	BUFORD HIGHWAY (US 23/SR 13)	City of Suwanee	2007
GW-AR-BP108	Pedestrian Facility	US 23 (BUFORD HIGHWAY)	SR 120 (DULUTH HIGHWAY)		City of Duluth	2010
GW-AR-BP104	Multi-Use Bike/Ped Facility	PEACHTREE INDUSTRIAL BOULEVARD MULTI-USE PATH	REPS MILLER ROAD	PINCKNEYVILLE PARK	Gwinnett County	2009
GW-AR-BP105	Multi-Use Bike/Ped Facility	WESTERN GWINNETT BIKEWAY: SEGMENT 1	BERKELEY LAKE ROAD	ABBOTTS BRIDGE ROAD	City of Duluth	2010



7.2.4 Areas with potential for alternative modes

Areas with mixed use, residential densities above certain thresholds and infrastructure that supports alternative modes create an opportunity for residents of Gwinnett County to travel without driving. Sidewalks, trails, paths, and transit service are all infrastructure that could support the use of alternative modes.

7.3 Freight movement

7.3.1 Activity Centers

The Future Land Use Map identifies areas for industrial land uses. These areas may be future or existing centers of freight traffic.

7.3.2 Truck routes

Both the commissioner of GDOT and the Federal Highway Administration designate truck routes on non-interstate facilities in Gwinnett County to serve oversized single and twin trailer trucks. These routes focus on access to interstate highways, major through highways, and industrial areas (see Map 7.7a). The US 78, SR 316, SR 20, and SR 141 corridors along with interstate connections in Suwanee and the Gwinnett Place area as well as industrial connections in the Norcross area are designated truck routes by GDOT or are Federally Designated National Network Truck Routes. GDOT's Road Characteristics database provided data concerning truck routes.

Gwinnett County also adopted a Truck Prohibition Ordinance and designates various roads in the County as Truck Routes. The truck route ordinance attempts to ensure that trucks are operated only on roads that have been designed and built to accommodate heavy vehicles. The ordinance is updated on an as-needed basis. The Truck Prohibition Ordinance was most recently amended and updated December 2005 (see Map 7.7b).

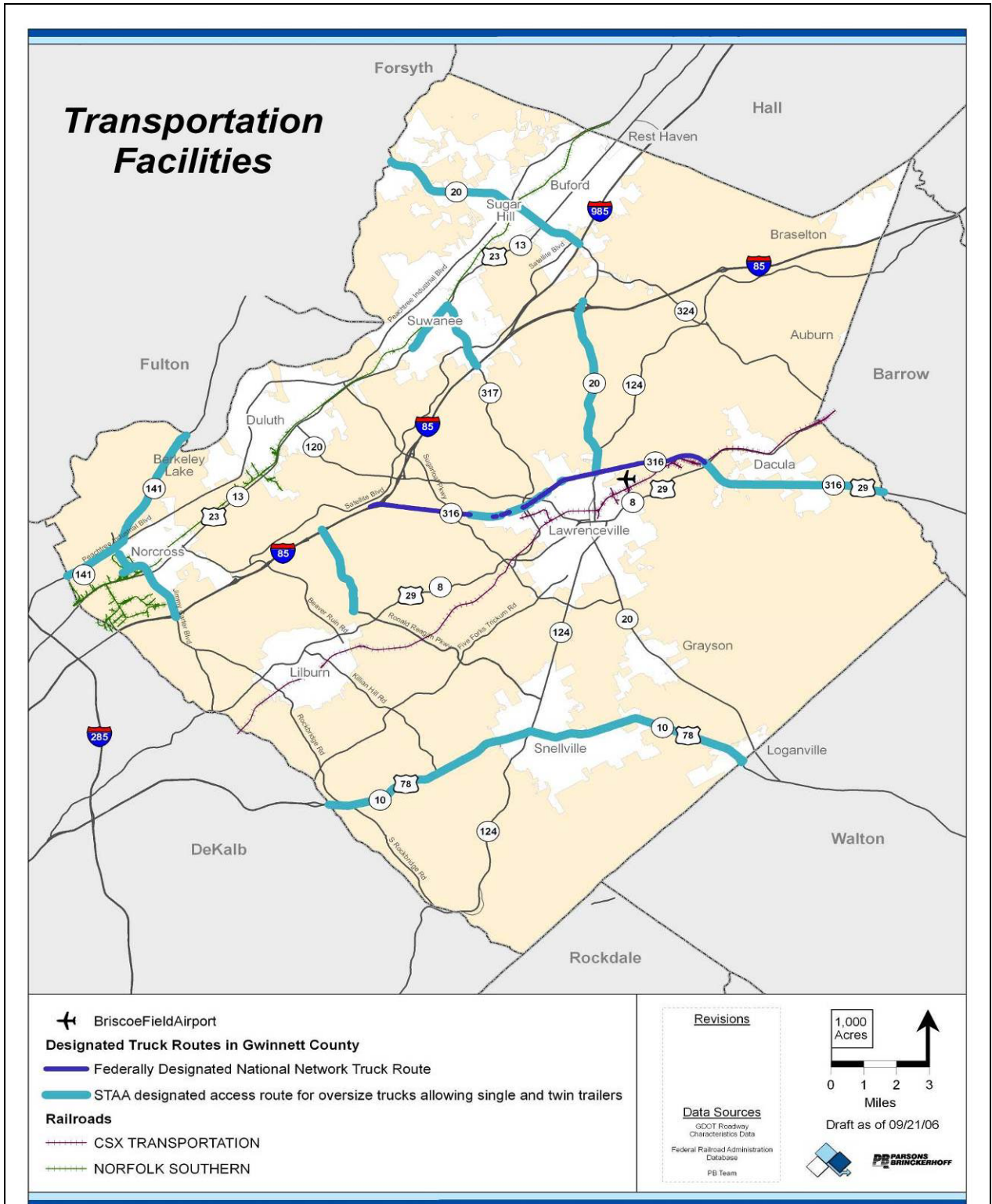
7.3.3 Rail

Rail freight service in Gwinnett County is provided by two Class I railroads, Norfolk Southern and CSX Transportation through separate corridors in the western and central portions of the County, shown on Map 7.8. The western corridor served by Norfolk Southern serves Norcross, Duluth, Suwanee, Sugar Hill, and Buford. The central corridor served by CSX Transportation serves Lilburn, Lawrenceville, and Dacula. Map 7.9 shows the heavily trafficked corridors carrying between 25 and 40 trains per day connecting Atlanta to the East Coast and the Northeast.

7.3.4 Intermodal Facilities

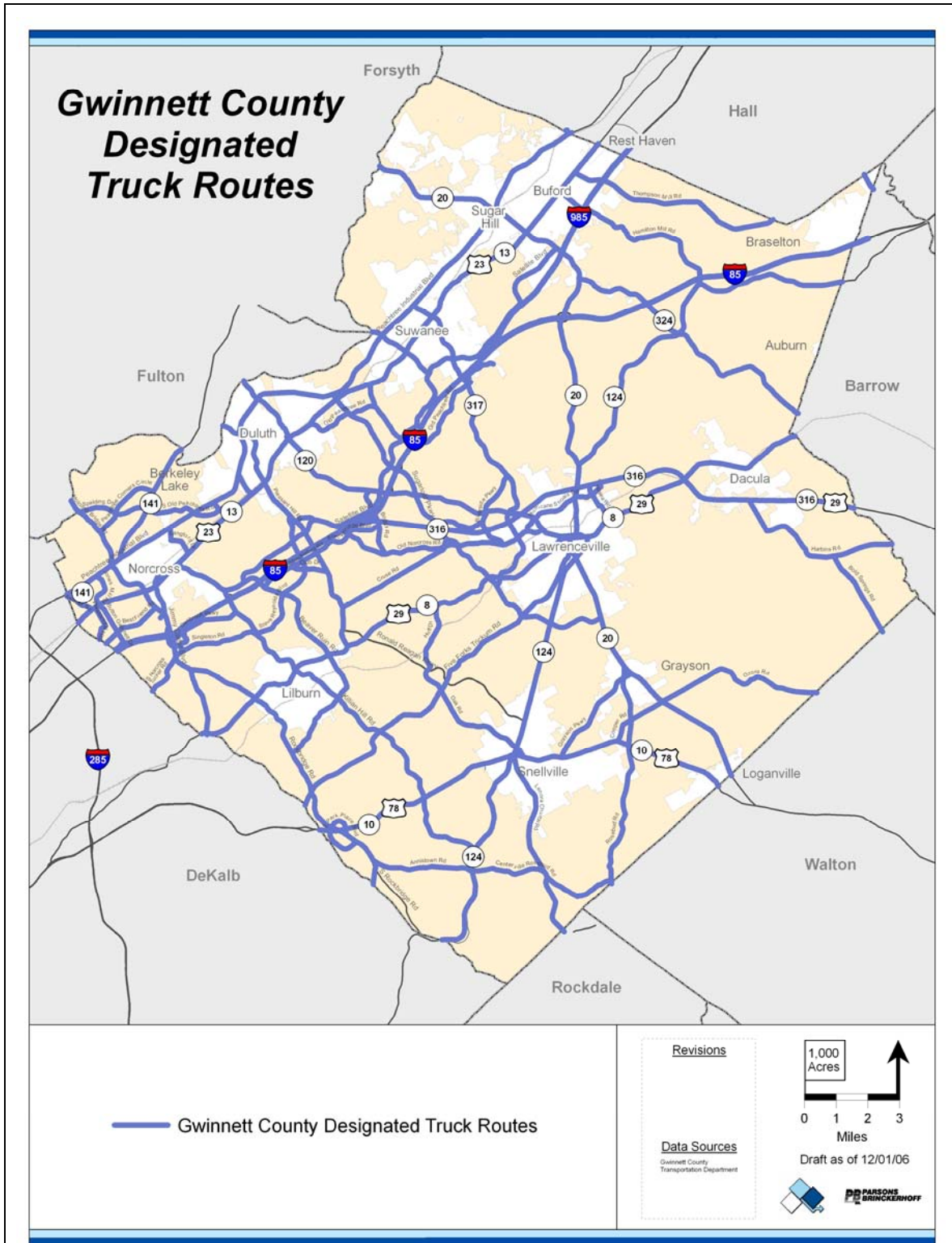
Though neither of the two railroads have major intermodal rail yards in the County, both provided a significant level of intermodal service through rail sidings that connect to area businesses. The largest collection of these rail sidings is located in the Norcross area along the Norfolk Southern line providing service to a large area of industrial and manufacturing facilities. Smaller sidings are located in the Duluth and Lawrenceville areas providing service to a variety of industries. Data concerning rail service was provided by the Federal Railroad Administration database.





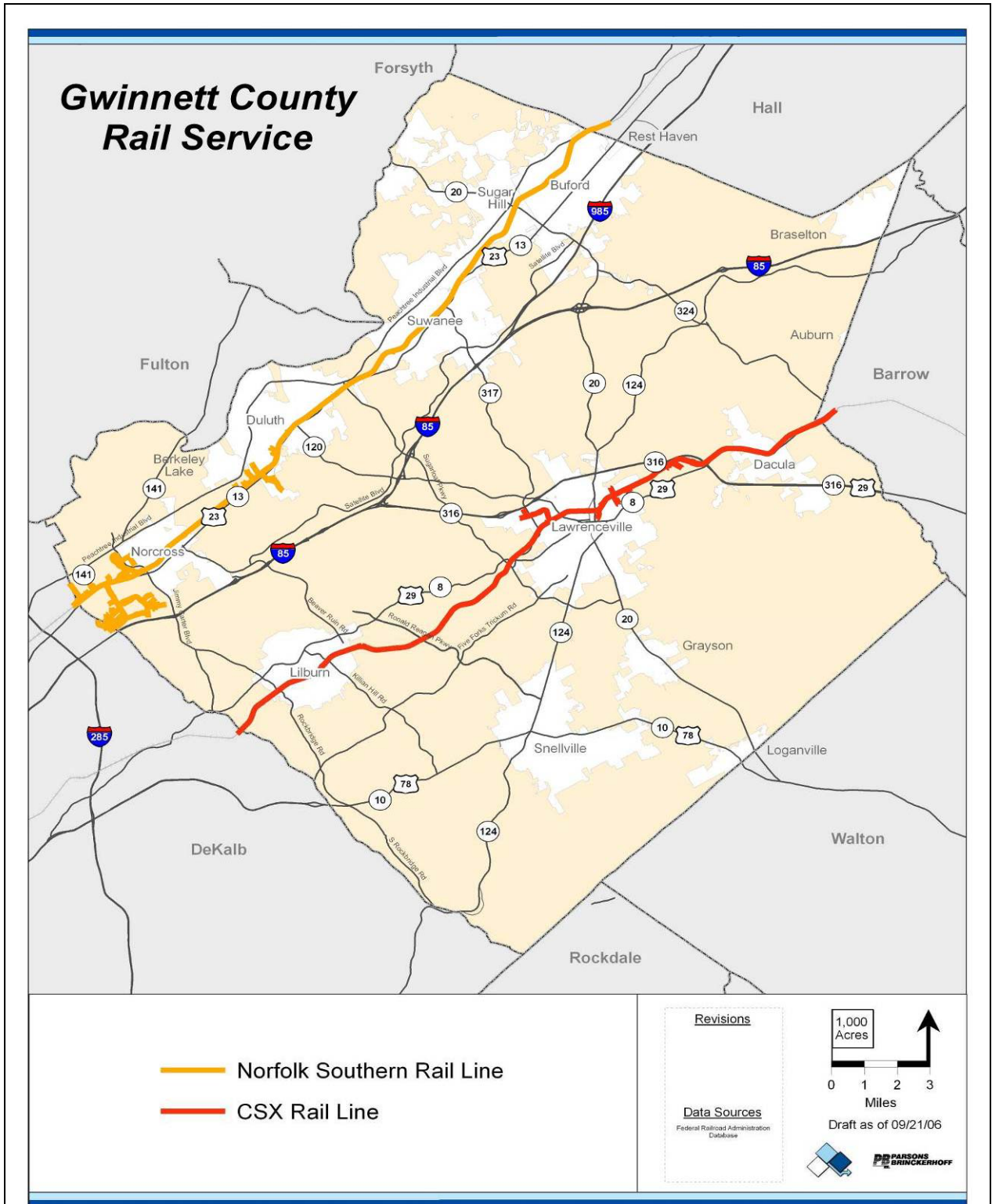
Map 7-7a Transportation Facilities





Map 7-7b Gwinnett County Designated Truck Routes





Map 7-8 Gwinnett County Rail Service



7.4 Airport

Gwinnett County's Briscoe Field is the County's only general aviation airfield (Map 7.7a). It is located on 500 acres one mile northeast of Lawrenceville. The airfield's 6,000 foot runway and air traffic control system services general aviation aircraft and most corporate jets. On average, there are approximately 300 operations per day. Charter flight services are available at the airfield as are flight schools, restaurants, fixed based operators, and hangar space. There is however no scheduled air carrier service.

7.5 Parking

Though Gwinnett County is home to more than 700,000 residents, has more than 300,000 people employed in the County, and has a host of non-residents who regularly visit the county, parking is generally considered to be more than adequate to serve the present demand. Fees are almost never assessed for parking and few parking structures exist in the County.

7.6 Transportation and Land Use Connection

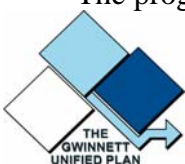
7.6.1 Gwinnett Development Patterns

Gwinnett County has a typical suburban pattern of development. There are some small downtown areas usually focused around railroads with the vast majority of the county being developed in a pattern of relative low density. Though the general pattern of development is low density, there are more densely developed places. Development density tends to be focused around major roads. The higher the traffic volume on the road, typically the more dense the development along that road. This is particularly the case in areas surrounding interstate exit ramps where regional attractions tend to be located. Correspondingly, as traffic volume decreases, so also does the development along the road.

In general, individual developments in Gwinnett County are often not connected to adjacent developments by either pedestrian or roadway connections. Thus to access virtually all developments, an automobile trip or a relatively long and often dangerous pedestrian trip must be made. Furthermore, the trip must exit one development onto a collector or arterial street and then enter another development even though the developments are adjacent. This is almost always the case with adjacent residential developments and is usually the case with adjacent commercial developments. Where residential and commercial developments are adjacent, there is also typically no connection. This pattern of development has led to the need for an automobile in order to perform even the most basic every day functions.

7.6.2 Livable Centers Initiatives

The Atlanta Regional Commission's (ARC) Livable Centers Initiative (LCI) program attempts to mitigate roadway congestion and reduce vehicle trips by encouraging a specific land use. Since March 2000, the ARC has committed over \$500 million towards studies and implementation projects that will result in areas that are pedestrian-friendly. The program allows local governments, development authorities, community



improvement districts, and other such agencies to leverage federal funds to initiate catalytic projects. Ideally, these publicly-funded projects spur private developers to invest in and build pedestrian- scale communities. The seven areas in Gwinnett County that have engaged in the ARC’s LCI program are shown on Map 7.10. Five LCI areas are located entirely within municipal boundaries. Two corridors, Highway 78 and Indian Trail-Lilburn Road qualified as LCI areas, and are currently seeking funding for implementation projects. An area in unincorporated Gwinnett County, in the vicinity of Gwinnett Place Mall, also qualified as an LCI area, and has been awarded \$1.5 million to implement pedestrian safety infrastructure in the immediate area of the Gwinnett Arena/Civic Center. Gwinnett County also funded a \$125,000 study of the Jimmy Carter Boulevard corridor that follows the requirements of an ARC LCI study, enabling the corridor to be eligible for LCI implementation funds.

	Land Use	Roads	Pedestrian	Parking	Economic Development
Norcross	Zoning Overlay District should allow mixed uses and provide standards for mixed -use development. The mixture of land uses should be coordinated with the design and implementation of transportation improvements	Instead of roadway capacity building projects, construct traffic calming measures	Include sidewalk and other amenities in any overlay zoning districts, zoning code amendments or development regulations	Install bicycle parking racks	Re-institute the Downtown Development Authority and pursue more active support from the nonprofits in the area, such as civic associations, neighborhood associations, business associations, and historic preservation groups
			Install pedestrian refuge islands		Formalize organization of Norcross Livable Communities Initiative stakeholders, including citizens and business leaders that participated in the plan development process, as well as working to expand outreach efforts
Duluth	Create a Mixed Use zoning classification	Straighten/connect roads to form more of a grid system of streets	Construct multi use trails to connect with Downtown sidewalks	Implement parking maximums	
	Increase allowable residential density Downtown from 2.5 units per acre to 6-8 units per acre	Improve urban design and streetscape requirements	Implement Traffic Calming devices	Fund municipal parking garages in central locations	
			Require buildings to be placed close to the street	Implement shared parking	
Suwanee	Use a comprehensive set of Smart Growth development standards aimed at encouraging more compact development in walkable settings		Protect and improve a series of greenway trails and identify future additions to the system.	Provide on street parking	Bond funds for the acquisition, preservation and enhancement of open space



	Land Use	Roads	Pedestrian	Parking	Economic Development
	Master plan for a major new town center park and performance area at the corner of Buford Highway and Lawrenceville-Suwanee Road				City has acquired property for construction of the park and development of an adjacent town center using a combination of the open space bonds and urban redevelopment bonds
Buford	Face primary building entrances to the public sidewalk and street		Create a pedestrian friendly sidewalk environment	Limit curb cuts to one per development street frontage.	
	Require commercial uses to front the sidewalk with storefronts			Place all parking behind or to the side of buildings and Permit shared parking	
Gwinnett Place	Include an LCI Activity Center Overlay district allowing for flexibility in building locations, streetscape standards, design standards, and parking standards	Amend development regulations to allow for inter-parcel connections forming a grid street pattern and require multi-modal access plans	Retrofit outdated sidewalks	Allow Development Authority to partner with CID to develop and finance parking structures	Create Economic Development entity to help attract business and housing activities
	Create design standards for Transit Oriented Development and offer density bonuses for compatible development	New arterial to serve as alternative to Satellite Blvd	Identify and reserve system of greenways		Form a Community Improvement District/Transportation Management Association
	Allow for density bonus for those a part of the TMA	Additional I-85 crossings			
Indian Trail-Lilburn Road	Create common "community look" with human-scaled streetscaping	Upgrade two interstate intersections	Promote pedestrian access by enhancing sidewalk network	Parking in the rear	
	Compact development at nodal points for a density and intensity of land uses to reduce traffic and stormwater impacts	Provide inter-parcel access and circulation options	Streetscapes include burying utilities underground, creating pocket parks, adding lighting and safe crossings.		
Lilburn	Revitalize the Town Center area while preserving the small-town character		Expand park and link to greenway		Downtown Development Authorities to facilitate development
	Expand downtown area and coordinate Old Town development with proposed commuter rail		Visible and convenient connection from downtown to proposed future commuter rail station location		

	Land Use	Roads	Pedestrian	Parking	Economic Development
Hwy 78	Concentrate growth in nodes, create revitalization zoning districts, and support flexibility in Mixed-Use Overlay District	Implement Access Management Plan that includes a median, reducing access, points and sharing remaining access points	Implement streetscaping projects to complement sidewalks being added by GDOT		Establish an identity for the corridor and promote the area as a destination
	Examine incentives for affordable housing incentives		Construct two multi-use paths		Build relationships with public and private sector to encourage desirable development

7.7 Transportation Planning Documents

7.7.1 Regional Transportation Plan Projects

The Regional Transportation Plan (RTP) is the long range transportation plan for the Atlanta region’s federally designated Metropolitan Planning Organization, including 13 counties and parts of 5 counties in the metro area. The current RTP, *Mobility 2030*, reflects the strategies and actions necessary to address the region’s transportation needs within federal regulations for fiscal constraints over at least the next 20 years. The Table 7.2 below shows those RTP projects that are in or that affect Gwinnett County. Map 7.11 depicts the transportation improvements programmed for 2006-2011.

Table 7.2 Gwinnett County Mobility 2030 Long Range Projects

PROJECT NUMBER	Project Type	Description	From	To	Fiscal Year
AR-905A	Transit Facility	I-85 NORTH BUS RAPID TRANSIT (BRT)	DORAVILLE MARTA STATION	SUGARLOAF PARKWAY [SPLIT FUNDED - SEE AR-905B]	LR 2021-2030
AR-905B	Transit Facility	I-85 NORTH BUS RAPID TRANSIT (BRT)	DORAVILLE MARTA STATION	SUGARLOAF PARKWAY [SPLIT FUNDED - SEE AR-905B]	LR 2021-2030
GW-020B	Roadway Capacity	SR 20 (BUFORD DRIVE / MALL OF GEORGIA PARKWAY): GWINNETT COUNTY SEGMENT 2	I-985	SR 324 (GRAVEL SPRINGS ROAD) [SEE ALSO OTHER GW-020 SERIES LINE ITEMS]	LR 2012-2020
GW-020C	Roadway Capacity	SR 20 (BUFORD DRIVE / MALL OF GEORGIA PARKWAY): SEGMENT 3	SR 324 (GRAVEL SPRINGS ROAD)	I-85 NORTH [SEE ALSO OTHER GW-020 SERIES LINE ITEMS]	LR 2012-2020
GW-020D	Roadway Capacity	SR 20 (BUFORD DRIVE): SEGMENT 4	I-85 NORTH	ROCK SPRINGS ROAD [SEE ALSO OTHER GW-020 SERIES LINE ITEMS]	LR 2021-2030
GW-078B	Study	US 78 MAJOR INVESTMENT STUDY	I-285 EAST IN DEKALB COUNTY	SR 81 IN WALTON COUNTY [SEE ALSO OTHER GW-078 SERIES LINE ITEMS]	LR 2012-2020
GW-078D	Roadway Capacity	US 78 (MAIN STREET IN CITY OF SNELLVILLE) - WIDEN AND ADD FRONTAGE ROADS	SR 124 (SCENIC HIGHWAY)	EAST OF SR 84 (GRAYSTON PARKWAY) [SEE ALSO OTHER GW-078 SERIES LINE ITEMS]	LR 2012-2020



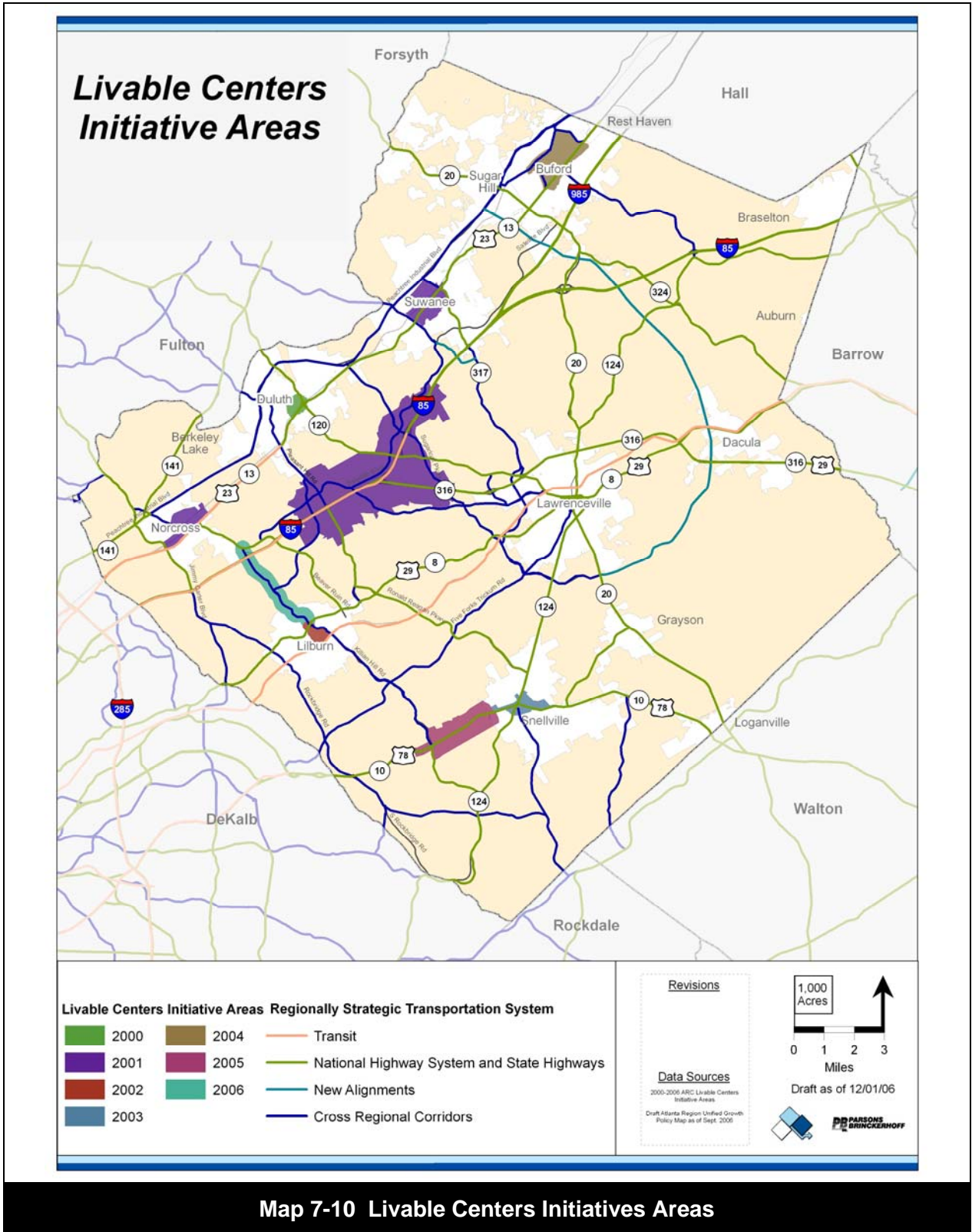
Table 7.2 Gwinnett County Mobility 2030 Long Range Projects

PROJECT NUMBER	Project Type	Description	From	To	Fiscal Year
GW-078E	Roadway Capacity	US 78 (ATHENS HIGHWAY)	EAST OF SR 84 (SCENIC HIGHWAY)	SR 81 IN WALTON COUNTY [SEE ALSO OTHER GW-078 SERIES LINE ITEMS]	LR 2021-2030
GW-099A	Roadway Capacity	US 23 (BUFORD HIGHWAY): SEGMENT 1	OLD PEACHTREE ROAD	SUGARLOAF PARKWAY [SEE ALSO GW-099B AND GW-099C]	LR 2012-2020
GW-137A	Roadway Capacity	CLYDE WILLIAMS BOULEVARD CONNECTOR	RONALD REAGAN PARKWAY	INTERSECTION OF PHARRS ROAD AND NORTH ROAD [SEE ALSO GW-137C]	AUTH
GW-308A	Roadway Capacity	SUGARLOAF PARKWAY EXTENSION: PHASE 1	INTERSECTION OF SUGARLOAF PARKWAY AND SR 20 (GRAYSON HIGHWAY) SOUTH OF CITY OF LAWRENCEVILLE	SR 316 EAST OF CITY OF LAWRENCEVILLE [SEE ALSO OTHER GW-308 SERIES LINE ITEMS]	AUTH
GW-316	Bridge Capacity	HILLCREST ROAD / SATELLITE BOULEVARD CONNECTOR	WILLOW TRAIL PARKWAY	SR 378 (BEAVER RUIN ROAD)	LR 2021-2030
GW-319	Roadway Operations	US 78 (ATHENS HIGHWAY) ATMS	SR 124 (SCENIC HIGHWAY)	LOGAN DRIVE	LR 2021-2030
GW-320	Roadway Operations	SHACKELFORD ROAD / BRECKINRIDGE BOULEVARD / NORTH BROWN ROAD CONNECTOR ATMS	STEVE REYNOLDS BOULEVARD	OLD PEACHTREE ROAD	LR 2021-2030
AR-926	Interchange Capacity	I-85 NORTH	SR 324 (GRAVEL SPRINGS ROAD) IN GWINNETT COUNTY		LR 2012-2020
GW-137C	Interchange Capacity	CLYDE WILLIAMS BOULEVARD CONNECTOR INTERCHANGE	SR 124 (SCENIC HIGHWAY) [SEE ALSO GW-137A]		LR 2021-2030
GW-309B	Bridge Capacity	WEST LIDDELL ROAD / CLUB DRIVE CONNECTOR	I-85 NORTH - BRIDGE [SEE ALSO GW-309A]		LR 2012-2020
GW-310	Interchange Capacity	ROCKBRIDGE ROAD GRADE SEPARATION	CSX RAIL LINE SOUTH OF WEBB PARKWAY		LR 2012-2020
GW-AR-186B	Other	I-85 NORTH REST AREA DEMOLITION: PHASE II			LR 2012-2020
GW-AR-250	Interchange Capacity	I-85 NORTH	MCGINNIS FERRY ROAD EXTENSION [SEE ALSO GW-119]		LR 2021-2030

7.7.2 Transportation Improvement Program Projects

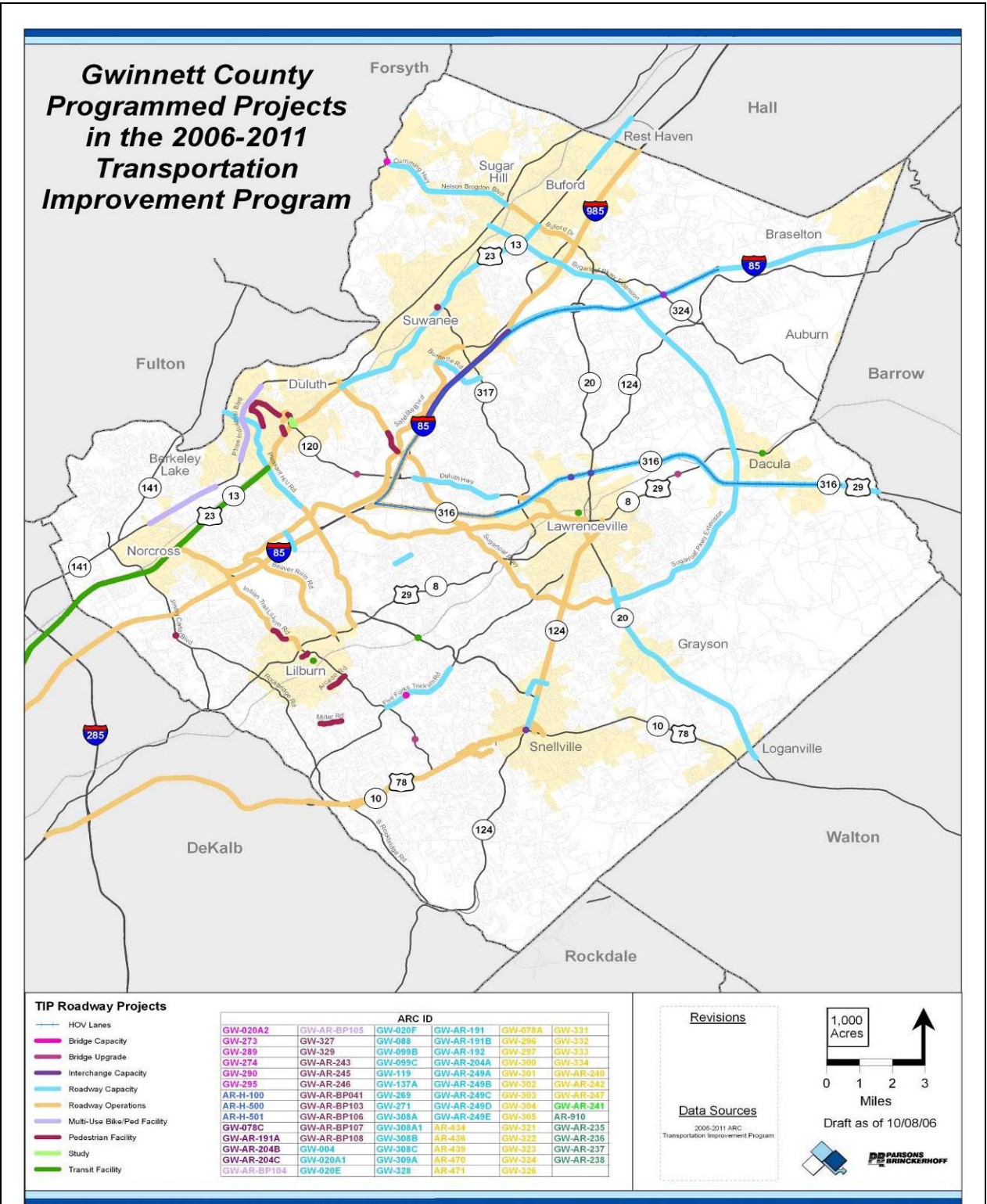
Projects in the Transportation Improvement Program (TIP) are Regional Transportation Plan projects that are planned to receive funding for all or part of the work on the project within the short term planning horizon. Generally projects in the TIP are funded by state and federal sources with the exception of some local projects funded by local governments. The list of TIP projects was summarized from ARC's 2006-2011 TIP documentation. The Table 7.3 below shows those projects in Gwinnett County included in the region's TIP along with Map 7.12.





Map 7-10 Livable Centers Initiatives Areas





Map 7-11 2006-2011 Transportation Improvement Program Programmed



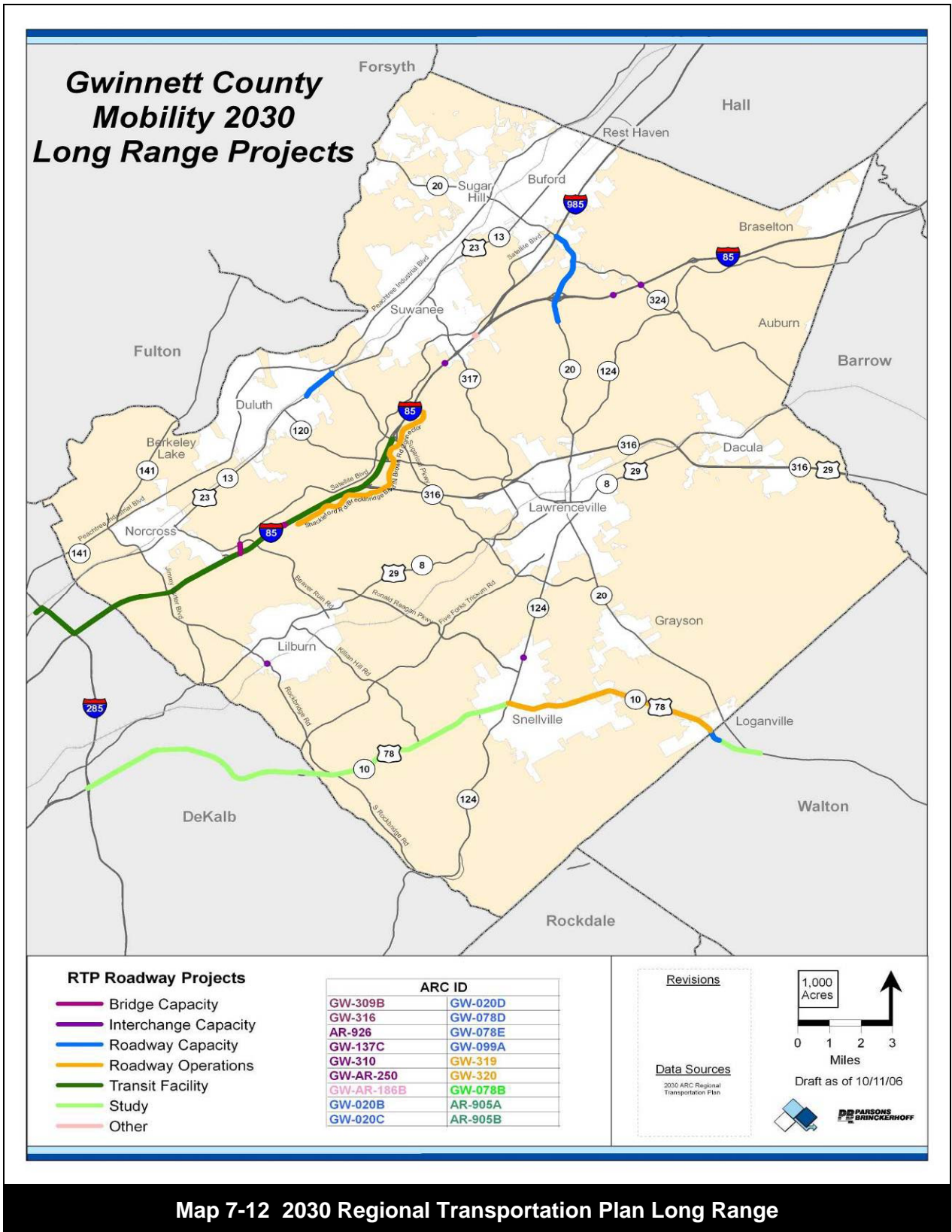


Table 7.3 Gwinnett County Programmed Projects in the 2006-2011 TIP

PROJECT NUMBER	Project Type	Description	From	To	Fiscal Year
AR-434	Roadway Operations	SR 316 ATMS COMMUNICATIONS / SURVEILLANCE	I-85 NORTH	SR 20 IN GWINNETT COUNTY	2006
AR-436	Roadway Operations	I-985 ATMS COMMUNICATIONS / SURVEILLANCE	I-85 NORTH	SPOUT SPRINGS ROAD IN HALL COUNTY	AUTH
AR-439	Roadway Operations	I-85 NORTH RAMP METERS / HIGHWAY ADVISORY RADIO	SR 13 (BUFORD HIGHWAY) IN CITY OF ATLANTA	PLEASANT HILL ROAD IN GWINNETT COUNTY	AUTH
AR-470	Roadway Operations	I-85 NORTH ATMS COMMUNICATION/SURVEILLANCE	SR 316	SR 20	2005
AR-471	Roadway Operations	US 78/SR 410 ATMS - COMMUNICATION AND SURVEILLANCE	LAWRENCEVILLE HIGHWAY IN DEKALB COUNTY	EAST PARK PLACE IN GWINNETT COUNTY	AUTH
AR-910	Transit Facility	SR 13 (BUFORD HIGHWAY) ARTERIAL BUS RAPID TRANSIT (BRT)	PLEASANT HILL ROAD IN GWINNETT COUNTY	MARTA LINDBERGH STATION IN CITY OF ATLANTA	2008
AR-H-100	HOV Lanes	I-85 NORTH HOV LANES	SR 316	HAMILTON MILL ROAD IN GWINNETT COUNTY	AUTH
AR-H-500	HOV Lanes	SR 316 HOV LANES	I-85 NORTH	SR 20 IN GWINNETT COUNTY	AUTH
AR-H-501	HOV Lanes	SR 316 HOV LANES	SR 20	DROWNING CREEK ROAD IN GWINNETT COUNTY	2007
GW-004	Roadway Capacity	FIVE FORKS TRICKUM ROAD	OAK ROAD	KILLIAN HILL ROAD	2009
GW-020A1	Roadway Capacity	SR 20 (CUMMING HIGHWAY / NELSON BROGDON BOULEVARD): SEGMENT 1	CHATTAHOOCHEE RIVER	PEACHTREE INDUSTRIAL BOULEVARD IN GWINNETT COUNTY - EXCLUDES CHATTAHOOCHEE RIVER BRIDGE [SEE ALSO GW-020A2 AND OTHER GW-020 SERIES LINE ITEMS]	AUTH
GW-020E	Roadway Capacity	SR 20 (GRAYSON HIGHWAY / LOGANVILLE HIGHWAY): SEGMENT 5	PLANTATION BOULEVARD	OZORA ROAD / COOPER ROAD [SEE ALSO OTHER GW-020 SERIES LINE ITEMS]	AUTH
GW-020F	Roadway Capacity	SR 20 (LOGANVILLE HIGHWAY): SEGMENT 6	OZORA ROAD/COOPER ROAD IN GWINNETT COUNTY	SR 81 (WINDER ROAD) IN WALTON COUNTY [SEE ALSO OTHER GW-020 SERIES LINE ITEMS AND WA-001]	AUTH
GW-078A	Roadway Operations	US 78 - REMOVE REVERSIBLE LANES	PARK PLACE	SR 124	2006
GW-088	Roadway Capacity	SR 120 (DULUTH HIGHWAY)	ATKINSON PARKWAY	RIVERSIDE PARKWAY - WIDENING ONLY 2>4 LANES FROM SUGARLOAF PARKWAY TO RIVERSIDE DRIVE	AUTH
GW-099B	Roadway Capacity	US 23 (BUFORD HIGHWAY): SEGMENT 2	SUGARLOAF PARKWAY	SR 20 (NELSON BROGDON BOULEVARD / BUFORD DRIVE) [SEE ALSO OTHER GW-099 SERIES LINE ITEMS]	2009



Table 7.3 Gwinnett County Programmed Projects in the 2006-2011 TIP

PROJECT NUMBER	Project Type	Description	From	To	Fiscal Year
GW-099C	Roadway Capacity	US 23 (BUFORD HIGHWAY): SEGMENT 3	THOMPSON MILL ROAD IN GWINNETT COUNTY	SR 347 (FRIENDSHIP ROAD) IN HALL COUNTY [SEE ALSO OTHER GW-099 SERIES LINE ITEMS]	2006
GW-119	Roadway Capacity	MCGINNIS FERRY ROAD EXTENSION	SATELLITE BOULEVARD	SR 317 (LAWRENCEVILLE SUWANEE ROAD) [SEE ALSO GW-AR-250]	AUTH
GW-269	Roadway Capacity	SR 124 (SCENIC HIGHWAY)	US 78 (MAIN STREET IN CITY OF SNELLVILLE)	RONALD REAGAN PARKWAY	2006
GW-271	Roadway Capacity	PLEASANT HILL ROAD	OLD NORCROSS ROAD	CHATTAHOOCHEE RIVER	2005
GW-300	Roadway Operations	US 23 (BUFORD HIGHWAY) ATMS	DEKALB COUNTY LINE	SUGARLOAF PARKWAY	2007
GW-301	Roadway Operations	SR 20 (NELSON BROGDON BOULEVARD/BUFORD DRIVE) ATMS		SATELLITE BOULEVARD	2009
GW-302	Roadway Operations	PLEASANT HILL ROAD ATMS	US 29 (LAWRENCEVILLE HIGHWAY)	STEVE REYNOLDS BOULEVARD	2009
GW-303	Roadway Operations	SATELLITE BOULEVARD ATMS	SR 378 (BEAVER RUIN ROAD)	SR 317 (LAWRENCEVILLE SUWANEE ROAD)	2006
GW-304	Roadway Operations	SUGARLOAF PARKWAY ATMS	SR 20 (GRAYSON HIGHWAY)	PEACHTREE INDUSTRIAL BOULEVARD	2008
GW-305	Roadway Operations	SR 120 (DULUTH HIGHWAY) ATMS	LAWRENCEVILLE SUWANEE ROAD	SR 20/124 - PROJECT CORRIDOR INCLUDES US 29 ONE-WAY PAIR IN DOWNTOWN LAWRENCEVILLE	2007
GW-308A1	Roadway Capacity	SUGARLOAF PARKWAY EXTENSION: PHASE I ROW PRESERVATION	INTERSECTION OF SUGARLOAF PARKWAY AND SR 20 (GRAYSON HIGHWAY) SOUTH OF CITY OF LAWRENCEVILLE	SR 316 EAST OF CITY OF LAWRENCEVILLE [SEE ALSO OTHER GW-308 SERIES LINE ITEMS]	2007
GW-308B	Roadway Capacity	SUGARLOAF PARKWAY EXTENSION: PHASE II-A	SR 316 EAST OF LAWRENCEVILLE	SR 20 (BUFORD DRIVE / MALL OF GEORGIA PARKWAY) [SEE ALSO OTHER GW-308 SERIES LINE ITEMS]	2006
GW-308C	Roadway Capacity	SUGARLOAF PARKWAY EXTENSION: PHASE II-B	SR 20 (BUFORD HIGHWAY / MALL OF GEORGIA PARKWAY)	PEACHTREE INDUSTRIAL BOULEVARD [SEE ALSO OTHER GW-308 SERIES LINE ITEMS]	2006
GW-309A	Roadway Capacity	WEST LIDDELL ROAD / CLUB DRIVE CONNECTOR	SATELLITE BOULEVARD	SHAKELFORD ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN [SEE ALSO GW-309B]	2006
GW-321	Roadway Operations	INDIAN TRAIL ROAD ATMS	SR 378 (BEAVER RUIN ROAD)	US 29 (LAWRENCEVILLE HIGHWAY)	2009
GW-322	Roadway Operations	OLD NORCROSS ROAD ATMS	SATELLITE BOULEVARD	SR 120 (PIKE STREET IN CITY OF LAWRENCEVILLE)	2006
GW-323	Roadway Operations	SR 124 (SCENIC HIGHWAY) ATMS	US 78 (MAIN STREET IN CITY OF SNELLVILLE)	US 29 (CROGAN STREET IN CITY OF LAWRENCEVILLE)	AUTH

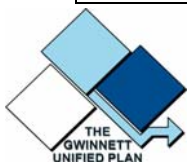


Table 7.3 Gwinnett County Programmed Projects in the 2006-2011 TIP

PROJECT NUMBER	Project Type	Description	From	To	Fiscal Year
GW-324	Roadway Operations	SR 378 (BEAVER RUIN RD) ATMS	US 23 (BUFORD HIGHWAY)	US 29 (LAWRENCEVILLE HIGHWAY) - CABLE AND CAMERA INSTALLATION	2006
GW-326	Roadway Operations	PLEASANT HILL ROAD ATMS	STEVE REYNOLDS BOULEVARD	FULTON COUNTY LINE	2006
GW-328	Roadway Capacity	CRUSE ROAD	CLUB DRIVE	HERRINGTON ROAD	2006
GW-329	Pedestrian Facility	DAVENPORT ROAD EXTENSION SIDEWALKS	INTERSECTION OF BUFORD HIGHWAY	INTERSECTION OF HARDY INDUSTRIAL	2007
GW-331	Roadway Operations	US 78 PARCEL ACCESS/MEDIAN/LIGHTING/BEAUTIFICATION			2007
GW-332	Roadway Operations	US 78 Corridor Improvements			2007
GW-333	Roadway Operations	US 78 CORRIDOR INFRASTRUCTURE - PHASE II			2007
GW-334	Roadway Operations	US 78 Corridor Improvements			2007
GW-AR-235	Transit Facility	LILBURN TRANSIT CENTER - LOCATED ALONG PROPOSED ATLANTA/ATHENS COMMUTER RAIL CORRIDOR			AUTH
GW-AR-236	Transit Facility	RONALD REAGAN PARKWAY TRANSIT CENTER - LOCATED ALONG PROPOSED ATLANTA/ATHENS COMMUTER RAIL CORRIDOR			AUTH
GW-AR-237	Transit Facility	DACULA TRANSIT CENTER - LOCATED ALONG PROPOSED ATLANTA/ATHENS COMMUTER RAIL CORRIDOR			AUTH
GW-AR-238	Transit Facility	LAWRENCEVILLE TRANSIT CENTER - LOCATED ALONG PROPOSED ATLANTA/ATHENS COMMUTER RAIL CORRIDOR			AUTH
GW-AR-191	Roadway Capacity	I-85 NORTH	I-985	HAMILTON MILL ROAD [SEE ALSO GW-AR-192]	2009



Table 7.3 Gwinnett County Programmed Projects in the 2006-2011 TIP

PROJECT NUMBER	Project Type	Description	From	To	Fiscal Year
GW-AR-191A	Interchange Capacity	I-985 AT I-85 NORTH INTERCHANGE IMPROVEMENTS INCLUDING COLLECTOR-DISTRIBUTOR LANES AND NEW INTERCHANGE AT MCGINNIS FERRY ROAD	HAMILTON MILL ROAD	SOUTH OF OLD PEACHTREE ROAD	AUTH
GW-AR-191B	Roadway Capacity	I-85 AUXILIARY LANES	I-985	SR 20	AUTH
GW-AR-192	Roadway Capacity	I-85 NORTH	HAMILTON MILL ROAD IN GWINNETT COUNTY	SR 211 IN BARROW COUNTY [SEE ALSO GW-AR-191]	AUTH
GW-AR-204A	Roadway Capacity	SR 316	CEDARS ROAD	DROWNING CREEK ROAD - WIDENING, GRADE SEPARATION AND COLLECTOR/DISTRIBUTOR SYSTEM [SEE ALSO GW-AR-204B AND GW-AR-204C AND INCLUDES PI NUMBERS 122790, 122800, AND 122810]	2007
GW-AR-240	Roadway Operations	DAVENPORT ROAD EXTENSION	HILL STREET	BUFORD HIGHWAY (US 23/SR 13)	AUTH
GW-AR-241	Study	SR 120 REALIGNMENT			AUTH
GW-AR-242	Roadway Operations	RIDEWAY EXTENSION/HOSPITAL CONNECTOR ROAD			AUTH
GW-AR-245	Pedestrian Facility	GWINNETT ARENA/CIVIC CENTER PEDESTRIAN IMPROVEMENTS			2008
GW-AR-246	Pedestrian Facility	DOWNTOWN NORCROSS PEDESTRIAN IMPROVEMENTS			AUTH
GW-AR-247	Roadway Operations	SNELLVILLE TOWN CENTER TRANSPORTATION IMPROVEMENTS			AUTH
GW-AR-249A	Roadway Capacity	SR 316: SEGMENT 1	RIVERSIDE PARKWAY	EAST OF WALTHER BOULEVARD [SEE ALSO OTHER GW-AR-249 SERIES LINE ITEMS]	2007
GW-AR-249B	Roadway Capacity	SR 316: SEGMENT 2	EAST OF WALTHER BOULEVARD	EAST OF SR 20/124 (BUFORD DRIVE) - INCLUDES 4-LANE COLLECTOR/DISTRIBUTOR SYSTEM [SEE ALSO OTHER GW-AR-249 SERIES LINE ITEMS]	2007
GW-AR-249C	Roadway Capacity	SR 316: SEGMENT 3	EAST OF SR 20/124 (BUFORD DRIVE)	WEST OF PROGRESS CENTER AVENUE [SEE ALSO OTHER GW-AR-249 SERIES LINE ITEMS]	2009



Table 7.3 Gwinnett County Programmed Projects in the 2006-2011 TIP

PROJECT NUMBER	Project Type	Description	From	To	Fiscal Year
GW-AR-249D	Roadway Capacity	SR 316: SEGMENT 4	WEST OF PROGRESS CENTER AVENUE	EAST OF CEDARS ROAD [SEE ALSO OTHER GW-AR-249 SERIES LINE ITEMS]	2009
GW-AR-249E	Roadway Capacity	SR 316	SR 20/124 (BUFORD DRIVE)	BARROW COUNTY LINE - ADVANCE ROW PURCHASE FOR GW-AR-249C AND GW-AR-249D [SEE ALSO OTHER GW-AR-249 SERIES LINE ITEMS]	2006
GW-AR-BP041	Pedestrian Facility	MILLER ROAD	HAMBRICK DRIVE	COLE DRIVE	2006
GW-AR-BP103	Pedestrian Facility	LILBURN CONNECTING SIDEWALKS-INDIAN TRAIL RD FROM HILLCREST RD TO BURNS RD; ARCADE RD FROM EMILY DR TO KILLIAN HILL RD, CHURCH ST FROM MIDBLOCK TO KILLIAN HILL RD	CHURCH STREET	BURNS ROAD	AUTH
GW-AR-BP104	Multi-Use Bike/Ped Facility	PEACHTREE INDUSTRIAL BOULEVARD MULTI-USE PATH	REPS MILLER ROAD	PINCKNEYVILLE PARK	2006
GW-AR-BP105	Multi-Use Bike/Ped Facility	WESTERN GWINNETT BIKEWAY: SEGMENT 1	BERKELEY LAKE ROAD	ABBOTTS BRIDGE ROAD	2006
GW-AR-BP106	Pedestrian Facility	DULUTH RESIDENTIAL LOOP ALONG IRVINDALE ROAD, HOWELL MEAD DRIVE, AND HOWELL SPRING DRIVE			2007
GW-AR-BP107	Pedestrian Facility	SR 120 (WEST LAWRENCEVILLE STREET)	US 23 (BUFORD HIGHWAY)	DULUTH MIDDLE SCHOOL AND DULUTH HIGH SCHOOL	2007
GW-020A2	Bridge Capacity	SR 20 (CUMMING HIGHWAY)	CHATTAHOOCHEE RIVER [SEE ALSO GW-020A1 AND OTHER GW-020 SERIES LINE ITEMS]		AUTH
GW-078C	Interchange Capacity	US 78 (MAIN STREET IN CITY OF SNELLVILLE) GRADE SEPARATION	SR 124 (SCENIC HIGHWAY) [SEE ALSO OTHER GW-078 SERIES LINE ITEMS]		2005
GW-273	Bridge Capacity	FIVE FORKS TRICKUM ROAD	YELLOW RIVER		2005
GW-274	Bridge Upgrade	KILLIAN HILL ROAD	YELLOW RIVER		AUTH
GW-289	Bridge Capacity	SR 324 (GRAVEL SPRINGS ROAD)	I-85 NORTH		AUTH
GW-290	Bridge Upgrade	SR 120 (DULUTH HIGHWAY)	SINGLETON CREEK		AUTH



Table 7.3 Gwinnett County Programmed Projects in the 2006-2011 TIP

PROJECT NUMBER	Project Type	Description	From	To	Fiscal Year
GW-295	Bridge Upgrade	US 29 (WINDER HIGHWAY)	ALCOVY RIVER		AUTH
GW-296	Roadway Operations	US 29 (LAWRENCEVILLE HIGHWAY)	PLEASANT HILL ROAD / LESTER ROAD		AUTH
GW-297	Roadway Operations	US 29 (LAWRENCEVILLE HIGHWAY)	SR 378 (BEAVER RUIN ROAD)		AUTH
GW-327	Pedestrian Facility	JIMMY CARTER BOULEVARD PEDESTRIAN IMPROVEMENTS	SINGLETON ROAD		2006
GW-AR-204B	Interchange Capacity	SR 316 GRADE SEPARATION	SR 20/124 (BUFORD DRIVE) - FUNDING INCLUDED IN SCOPE OF AR-H-500 [SEE ALSO GW-AR-204A AND GW-AR-204C]		2009
GW-AR-204C	Interchange Capacity	SR 316 GRADE SEPARATION	COLLINS HILL ROAD PROJECT FUNDING INCLUDED IN SCOPE OF AR-H-500 [SEE ALSO GW-AR-204A AND GW-AR-204C]		2009
GW-AR-243	Pedestrian Facility	PEDESTRIAN IMPROVEMENTS AND RAILROAD UNDERPASS	MAIN STREET	BUFORD HIGHWAY (US 23/SR 13)	AUTH
GW-AR-BP108	Pedestrian Facility	US 23 (BUFORD HIGHWAY)	SR 120 (DULUTH HIGHWAY)		2006

7.7.3 Locally Planned Projects

In addition to funding from state and federal sources, Gwinnett County also funds some transportation projects with money collected from taxes levied locally. Usually, these funds come from a Special Local Option Sales Tax (SPLOST) which is a 1% sales tax levied on all retail sales in the County. Revenue from this tax funds improvements to local roads that have not received federal or state money for improvement. Locally planned projects are shown on Map 7.13 and listed in Table 7.4.

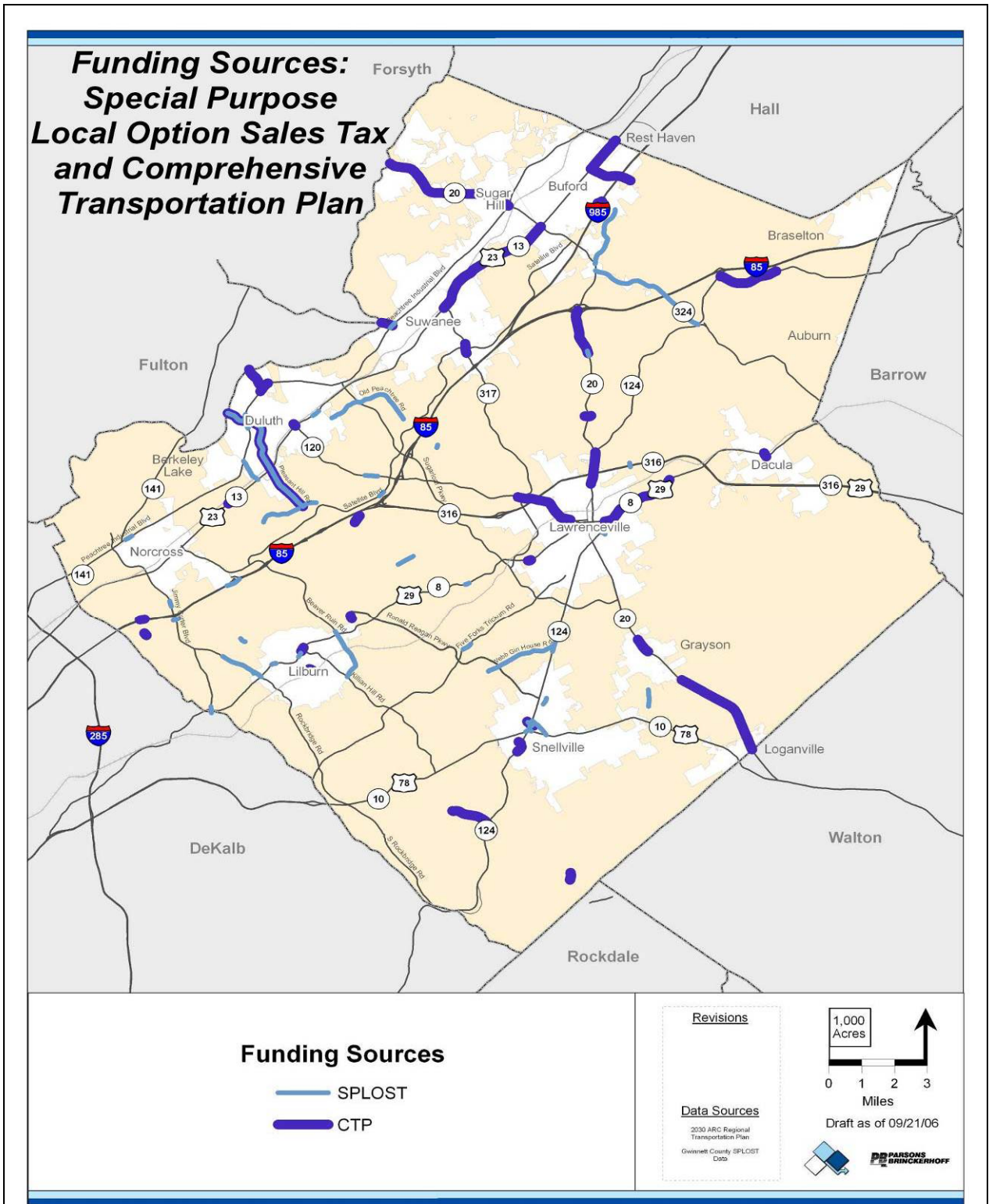


Table 7.4 Gwinnett County SPLOST Projects					
Gwinnett Project ID	Project Name	Start Point	End Point	Improvement Type	Completion Date
9613	Beaver Ruin Rd Turn lanes			Interchange Capacity	0
9648	Buford Highway Turn lanes			Interchange Capacity	0
9628	Harbins Road turn lanes			Interchange Capacity	0
9610	Jimmy Carter Blvd. Turn lanes			Interchange Capacity	0
9618	Jimmy Carter Blvd. Turn lanes			Interchange Capacity	0
9611	Jimmy Carter Right Turn lane	Oakbrook Pkwy	I-85	Interchange Capacity	0
9670	Lebanon Road	Sever Road	SR 120	Pedestrian Facility	0
9535	North Berkeley Lake Road	US 23	Peachtree Industrial	Roadway Capacity	0
9608	Pleasant Hill Road turn lanes			Interchange Capacity	0
9531	SR 324	Camp Branch	SR 20	Roadway Capacity	0
9532-00	SR324	Morgan Road	SR 124	Roadway Capacity	0
9649	US 29 at Arnold Road			Interchange Capacity	0
9622	US 29 @ Harbins Road Turn lanes			Interchange Capacity	0
4116	Arcado Road	US 29	Killian Hill Road	Roadway Capacity	0
4132	Jackson Street Turn Lanes			Roadway Capacity	0
4123	Lawrenceville Hwy dual lefts			Roadway Capacity	0
4113	Oak Road Right Turn Lane				2006
4129	Peachtree Industrial Blvd dual lefts			Roadway Capacity	0
4102	Pleasant Hill Road	Old Norcross Road	Chattahoochee River	Roadway Capacity	0
4107	Rockbridge Road	Williams Road	US 29	Roadway Capacity	0
4108	S. Bogan Road	Hamilton Mill Road	SR 20	Roadway Capacity	0
4109	Wisteria Drive	E. of North Road	SR 124	Roadway Capacity	0



Table 7.4 Gwinnett County SPLOST Projects					
Gwinnett Project ID	Project Name	Start Point	End Point	Improvement Type	Completion Date
N/A	Arcado Road			Interchange capacity	0
N/A	Woodward Mill Road			Interchange capacity	0
N/A	Cruse Drive	Club Drive	Bethesa Church Raod	Roadway Capacity	0
N/A	Five Forks Trickum Road			Interchange capacity	0
N/A	Indian Trail			Interchange capacity	0
N/A	North Road			Interchange capacity	0
N/A	Old Norcross Road	Pleasant Hill Road	McDaniels Road		0
N/A	Old Norcross Road	Steve Reynolds Blvd	Landington Way	Roadway Capacity	0
N/A	Old Peachtree Road	Bunton Road	Meadow Church Road	Roadway Capacity	0
N/A	Peachtree Industrial Blvd			Interchange capacity	0
N/A	Peachtree Industrial Blvd			Interchange capacity	0
N/A	Pleasant Hill Road	Old Norcross Road	Buford Highway	Roadway Capacity	0
N/A	Rosebud Road				0
N/A	Satellite Boulevard			Interchange capacity	0
N/A	SR 120			Interchange capacity	0
N/A	SR 124			Interchange capacity	0
N/A	SR 124			Interchange capacity	0
N/A	SR 20			Interchange capacity	0
N/A	SR 316 @ Airport Road			Interchange capacity	0
N/A	US 78			Roadway Capacity	0
N/A	Webb Gin House Road	SR 124	Dogwood Road	Roadway Capacity	0





Map 7-13 Funding Sources: Special Purpose Local Sales Option and Comprehensive Transportation Plan



7.7.4 Fast Forward Projects

On April 14, 2004 Governor Sonny Perdue introduced the Fast Forward Congestion Relief Program (FFCRP) to address Georgia's growing congestion problems. Fast Forward is a 6-year, \$15.5 billion transportation program intended to relieve congestion and spur economic growth through the acceleration of existing projects. GDOT is the primary agency responsible for implementing the program, along with cooperation from local governments. Projects in the State Transportation Improvement Program (STIP) are typically assigned to the FFCRP.

7.7.5 ARC Regionally Strategic Transportation System

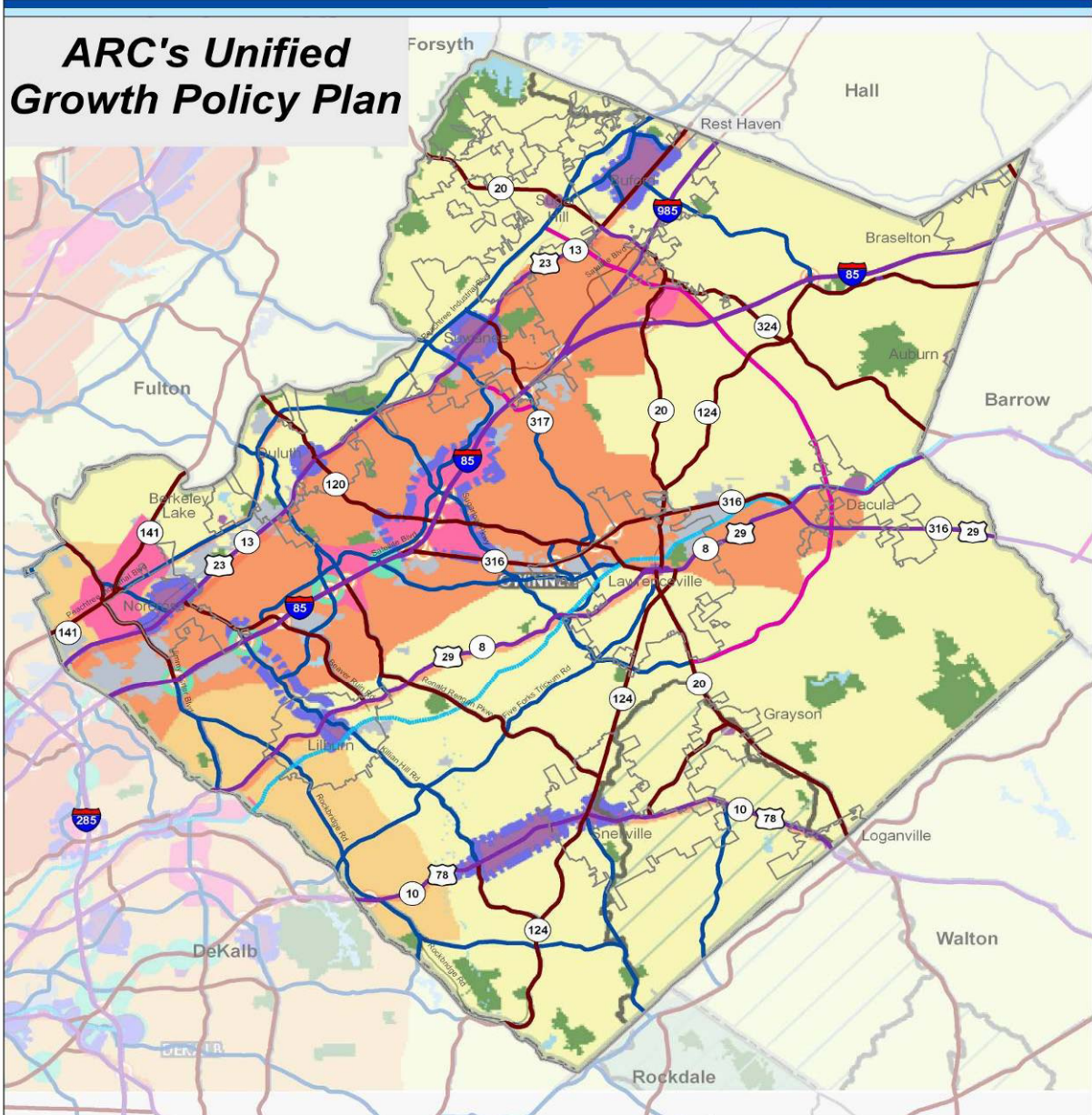
Envision 6, the ARC's latest transportation and regional development planning effort, recommends focusing the limited transportation funds on a Regionally Strategic Transportation System (RSTS).

The regional systems that form the RSTS are designed to include the region's infrastructure:

- Interstate freeways and highways,
- Existing and future regional transit service, and
- Important principal arterials and other facilities that provide continuous, cross-regional mobility ensure adequate spacing of major roadways and connect regional activity centers, town centers and freight corridors.

According to an ARC fact sheet as of September 2006 "While all levels of the transportation system – interregional, regional, and local – are considered important, *Envision 6* identifies the RSTS as a strategic tool to help focus limited transportation funding." Gwinnett County contains several corridors that are part of the RSTS and are therefore likely to be priority corridors in the regional planning process, shown on Map 7.14.

ARC's Unified Growth Policy Plan



ARC's Draft Strategic Transportation System as of August 2, 2006

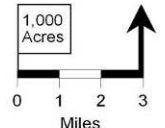
- State Highways (not on NHS)
- National Highway System
- Cross-Regional Arterials
- - - New Roadways
- - - Transit Lines

● MARTA Stations	■ City Center
● Future Transit Stops	■ Regional Center
— Stream/River	■ Town Center
● Interchange Nodes	■ Station Communities
— Regional Water Resources	■ Mega Corridors
— Interstates & Lta Access Facilities	■ Urban Neighborhoods
— Regional Strategic Facilities	■ Suburban Neighborhoods
— High Capacity Regional Transit	■ Rural Areas
- - - Strategic New Alignments	■ Regional Parks
— Environmental Areas	■ Flight Corridors
	■ Urban Redevelopment Corridors
	■ LCI Areas 2000-2004

Revisions

Data Sources

ARC's Revision 6
"Atlanta Region Growth Policy Map"
(downloaded 09/06/06)



Draft as of 10/09/06



Map 7-14 ARC's Unified Growth Policy Plan



CITY OF DACULA
STATE OF GEORGIA

RESOLUTION

**A RESOLUTION TO ADOPT THE 2014 UPDATE TO THE CITY OF DACULA
COMPREHENSIVE PLAN PURSUANT TO STATE OF GEORGIA
LOCAL PLANNING REQUIREMENTS CHAPTER 110-12-1, RULES OF THE
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS**

WHEREAS, a comprehensive plan is required for municipalities and counties in Georgia pursuant to the Georgia Planning Act of 1989, in order to maintain their Qualified Local Government Status; and

WHEREAS, Rules of the Georgia Department of Community Affairs, Chapter 110-12-1, specify substantive and procedural requirements for comprehensive plans; and

WHEREAS, the City of Dacula, has prepared an update to its comprehensive plan; and

WHEREAS, the 2014 City of Dacula Comprehensive Plan Update has been reviewed and approved by the Georgia Department of Community Affairs and the Atlanta Regional Commission; and

WHEREAS, Chapter 110-12-1-.04 of Department of Community Affairs rules requires that a public hearing be held to adopt the document; and

WHEREAS, to formally adopt the update, a resolution of the Governing Body is required; and

NOW THEREFORE IT IS HEREBY RESOLVED by the City Council of Dacula, Georgia, as follows:

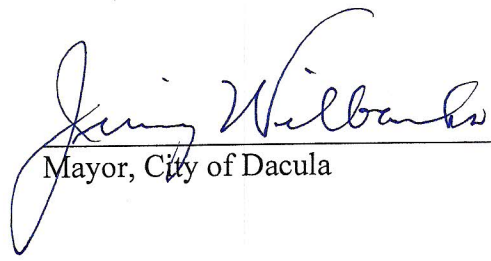
1.

It is hereby authorized that the City of Dacula Comprehensive Plan Update dated February 25, 2014 shall be adopted in accordance with the Rules and Procedures of the Georgia Department of Community Affairs.

2.

The City Council hereby submits the final adopted Comprehensive Plan Partial Update to the Atlanta Regional Commission and Georgia Department of Community Affairs.

RESOLVED, this 6th Day of March, 2014



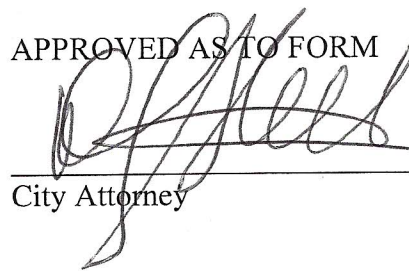
Mayor, City of Dacula

ATTEST



Dacula City Administrator

APPROVED AS TO FORM



City Attorney