

December 2, 2013

Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303-2538

RE: Dacula Comprehensive Plan Update Submittal


The City of Dacula has completed a partial update of its comprehensive plan and is submitting it with this letter for review by the Atlanta Regional Commission and the Department of Community Affairs. Under the revised DCA planning standards for partial updates, this document includes an update of the community needs and opportunities, land use element, and work program.

I certify that we have held the required public hearings and have involved the public in development of the plan in a manner appropriate to our community's dynamics and resources. Evidence of this has been included with our submittal. The initial public hearing to confirm the schedule and planning process was held on July 23, 2013. A second public hearing was held on October 29, 2013 to present the recommendations of the plan and solicit public comment. In addition, a steering committee of citizens and stakeholders met regularly during the planning process to identify needs and opportunities, future development policies, and work program tasks.

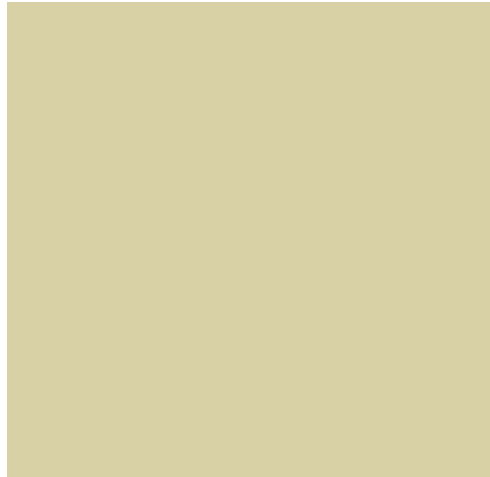
I certify that appropriate staff and decision-makers have reviewed both the Regional Water Plans covering our area and the Rules for Environmental Planning Criteria (O.C.G.A. 12-2-8) and taken them into consideration in formulating our plan.

If you have any questions concerning our submittal, please contact our planning consultant, Robert and Company. [Project Manager: Osman Ercin, [o.ercin@robertco.com](mailto:o.ercin@robertco.com), (404)577-4000 ext 2026.]

Sincerely,

  
Mayor Jimmy Wilbanks  
City of Dacula

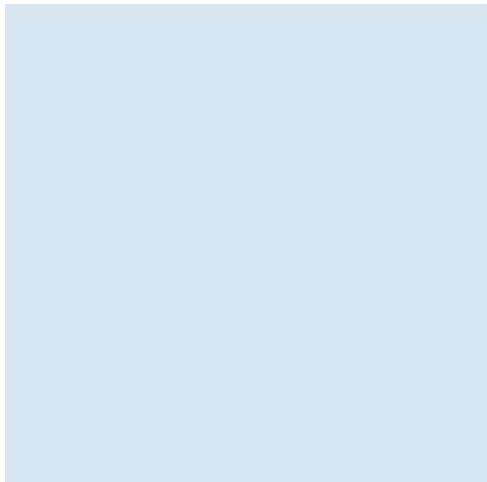
Enclosures  
Draft City of Dacula Comprehensive Plan Partial Update (2)  
CD containing electronic files.



# City of Dacula

## 2014 Comprehensive Plan

PARTIAL UPDATE  
DRAFT DEC. 1, 2013



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## **INTRODUCTION**

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### **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.

## NEEDS AND OPPORTUNITIES

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### POPULATION AND DEMOGRAPHICS

- 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.
- 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.
- The population will become more diverse in Dacula as it will throughout the County and the Atlanta Region.
- The increasing elderly population will create new planning priorities regarding housing options, recreation opportunities, and social services needs.

### LAND USE AND DEVELOPMENT PATTERNS

- Aesthetics, signage, and streetscapes should be improved at key gateways into the City and downtown.
- The City should seek to redevelop and revitalize vacant or underutilized commercial at Winder Hwy near historic downtown Dacula.
- The City should consider “placemaking” strategies in order to develop a vibrant town center that serves as a community focal point.
- 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.
- The extension of Sugarloaf Parkway to GA-316 will provide development opportunities and growth pressure.
- The City should encourage the development of major employment centers and mixed use activity centers at major highway intersections.
- High quality mixed use development should be encouraged in order to create live-work-play community activity centers.
- Higher density housing options should be located in and near mixed use activity centers in order to support pedestrian-oriented retail and services.
- Traditional Neighborhood Development (TND) principles should be encouraged in order to make neighborhoods more pedestrian-friendly and encourage community interaction.
- 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.
- The City of Dacula is located near the point where several regional transportation facilities come together. The addition of the Sugarloaf Extension will increase accessibility to and from the City. The improvements to accessibility will support more intensive development options.
- The City’s zoning and development regulations should provide incentives to encourage redevelopment of depressed areas.
- Redevelopment of Downtown Dacula requires a plan to address narrow streets and traffic demands into and around the schools and across the CSX Railroad.
- Appropriate design and signage standards can support the City’s efforts to rehabilitate areas which are unattractive.

## TRANSPORTATION

- The bridge over the railroad at Harbins Road and Winder Highway is a narrow bottleneck that constrains north/south connectivity.
- 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.
- The City should support investments in transportation infrastructure as part of economic development initiatives.
- 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.
- The City should conduct traffic studies of local intersections with significant level of service issues and plan roadway and signal improvements to address congestion.
- 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.
- 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.
- The City should encourage connectivity in the road layout of new residential subdivisions.
- The City should encourage access management techniques on major roads in order to limit the number of curb cuts and driveways.
- Transportation projects and streetscapes should accommodate disabled and elderly persons and meet ADA design standards.
- 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.
- Transportation improvements need to be made concurrent with development. The City needs some specific incentives to encourage developers to build quality roadways in that exceed minimal requirements (especially on future arterial and collector corridors).
- The City wishes to create appropriate requirements to minimize obtrusive signage and undesired visual clutter along roadways to encourage attractive aesthetics and protect buffers for residential and commercial development.
- Dacula supports multi-modal access to commercial centers that includes bicycle, pedestrian, transit, and other means in addition to the automobile to allow persons with limited mobility choices (i.e. too young or old to drive, those without cars, etc.) to access goods and services which would otherwise be beyond their reach.
- Georgia State Route 316 should be reconstructed as a grade-separated, limited access highway from the Apalachee River to State Route 120 in Lawrenceville. In addition to other interchanges to the west, new interchanges should be provided at Winder Highway/SR 8, Sugarloaf Parkway Extension, Harbins Road, and Drowning Creek Road.
- The Sugarloaf Parkway Extension Phase One should be built as a limited access, grade separated highway to provide access from SR 316 to Grayson Highway and beyond. Interchanges should include access to SR 316 and Campbell Road. The Sugarloaf Parkway Extension Phase 2 should be built as a limited access, grade separated highway from SR 316 to I-85 near the Mall of

Georgia with interchanges at SR 316, Winder Highway/SR 8, and Hurricane Shoals Road. The design of this corridor should allow east west connections to stay open at (or near) Stanley Road, Fence Road, and a relocated connection to Old Peachtree Road. This road should be constructed as an alternative to increased traffic and less viable services along Old Peachtree and Dacula Roads.

- Opportunities for additional pedestrian and bicycle mobility should be explored along new connecting corridors or improved existing corridors or along the Apalachee River corridor and its tributaries. Connecting links should be identified and preserved as development occurs.
- 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.
- On-street parking in urban areas offers many benefits relative to surface parking lots. Surface parking interrupts the urban fabric, is hostile to pedestrians, and results in vast expanses of impervious surface. On-street parking reduces the need for surface parking, provides a buffer of parked cars along the roadway between automobile traffic and sidewalks, and encourages travelers to reduce their speeds through congested areas.
- A “Livable Centers Initiative” (LCI) Plan may provide an opportunity for the City to identify the best possible locations for a commuter station related to the “Brain Train” concept proposed to come through Dacula.
- The City should develop dedicated bicycle and pedestrian infrastructure to promote alternate travel modes.

## ECONOMIC DEVELOPMENT

- 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.
- The City should revise and update its official symbols and marketing materials to create a positive, compelling image for the community.
- 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.
- The City should work with local merchants, citizens, and stakeholders on plans for the redevelopment and revitalization of downtown Dacula.
- Major transportation improvements, such as the Sugarloaf Parkway extension, will provide new opportunities for the development of employment centers.
- The City should establish a development authority in order to recruit businesses and issue bonds to fund infrastructure supportive of economic development.
- Dacula should recruit businesses based on its ability to establish relatively compact urban services close to highway, rail and airport facilities.
- The City should take advantage of the growth of Georgia Gwinnett University to offer a location for administrators, teachers and students to live, work and play.
- Dacula should try to maintain a balance between auto-oriented commercial centers and walkable neighborhood and community level centers to promote a variety of commercial development.

- 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.
- Dacula should establish and maintain key entry points into the City as “Gateways” to enhance community identity and provide way finding for visitors.
- 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.

### HOUSING AND SOCIAL SERVICES

- The City should encourage the completion of subdivisions that have been unfinished as a result of the housing market recession.
- The City should encourage the redevelopment of substandard housing and older manufactured housing in declining neighborhoods.
- The City currently has few options for attached housing, such as townhomes, condominiums, mixed use, and apartments.
- The City should coordinate housing development with town center planning in order to provide medium density and traditional neighborhood development near mixed use amenities.
- 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.
- The City needs to coordinate with non-profit organizations to provide affordable housing and social services.
- Single family, large lot developments will not address all future housing needs. Zoning and development regulations should accommodate the anticipated mix of diverse housing needs.
- The City would like to create mixed use districts that include mixed types of housing that promote revitalization in designated areas.
- Special needs for seniors, smaller households, low-income and moderate-income households are expected to increase throughout the next two decades. The City may desire to adopt a senior housing ordinance or other similar method to ensure that the needs of the elderly population are properly planned for.
- 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.

### NATURAL AND CULTURAL RESOURCES

- The City should encourage the use of its Conservation Subdivision Overlay ordinance as a means of protecting sensitive natural resources and preserving greenspace.
- The City should discourage development within environmentally sensitive areas, such as floodplains, wetlands, steep slopes, and wildlife habitat areas.
- The City should protect water resources and water quality through enforcement of stormwater, erosion, stream bank, and septic tank ordinances.

- Existing trends of low density residential infill on one-acre lots will consume more land per household unit and may limit accessibility of the remaining woodlands, pastures, stream corridors, and steep slopes that are included in one-acre lots to private use.
- The County has acquired a number of significant open and green spaces near Dacula that will provide a diverse choice of natural and recreational experiences.
- The Apalachee River corridor and its tributaries provide a potential “greenway” corridor on the east edge of the County that could complement the Chattahoochee River greenway on the west.
- The City lacks a traditional downtown square and is interested in creating such a space for public use. A Livable Centers Initiative (LCI) project may provide a means to realize this issue as an opportunity.
- The terrain in the vicinity of the Alcovy and Apalachee River basins provides dramatic ridgeline views of the surrounding countryside. Preservation of the existing scenic pastures, wooded areas, and other resources requires a balance between preservation and development.
- The identification of existing scenic views that should be preserved must be documented before the community can weigh whether new development uses the scenic resource or obstructs it.
- 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.

### COMMUNITY FACILITIES AND SERVICES

- 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.
- The City’s zoning and development regulations should require new development to contribute to local infrastructure needs related to growth.
- 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.
- New sources for funding new infrastructure facilities and expanding existing ones should be explored.
- A more balanced and productive tax base is needed to fund appropriate facilities to serve the needs of the local population and employment. A strong commercial property tax base will help avoid over reliance on residential property taxes.
- 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.
- Fire and police services will require additional personnel and facilities as the population and development grow in and adjacent to the City.

### INTERGOVERNMENTAL COORDINATION

- 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.
- Future land uses and the provision and timing of infrastructure development in the sphere of influence around the City should be coordinated between the City and the County.

- The City is interested in working with Gwinnett County, Barrow County, 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.
- 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.
- The City desires to maintain a positive working relationship with the Gwinnett County Board of Education to serve local education needs and maintain the health, safety and welfare of the schools and school attendance districts located in and adjacent to the City.
- Intergovernmental relationships such as those between fire, police, EMS, and other services provide redundancies in order to ensure residents' health and well-being.
- The City needs to maintain cooperative agreements with water and power utility providers, planning agencies, and regulators such as Georgia Power, Oglethorpe Power, MEAG, the Metropolitan North Georgia Water Planning District, Gwinnett Water services, the Atlanta Regional Commission, and other public elements of State and federal agencies and private entities that encourage coordination between providers and assist in deciding on shared infrastructure and promotion of the best interests of local citizens.
- The City 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.

## LAND USE

The Land Use Element 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 1805 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 2<sup>nd</sup> 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 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 Wal-Mart 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**

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.

*Residential*

Residential land includes housing and related activities. The existing housing stock in Dacula is predominantly single-family detached residential with a small amount of manufactured housing. There is currently very little attached housing in the City.

*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.

*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.

*Commercial (Undeveloped)*

Commercial (Undeveloped) land includes properties that have been zoned and approved for commercial development with some preliminary site work.

*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.

*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.

*Industrial*

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. 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).

*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.

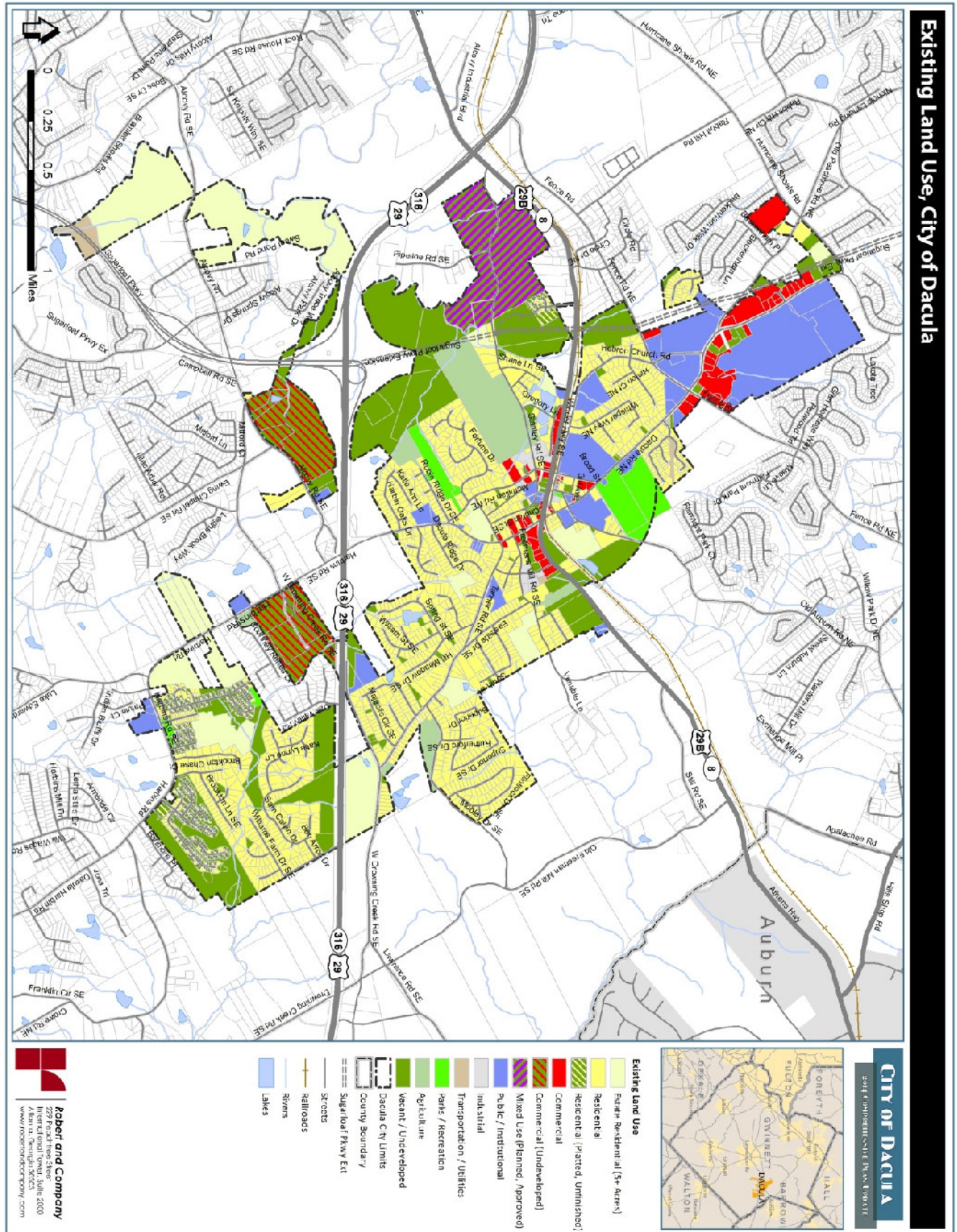
*Agricultural*

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.

*Vacant / Undeveloped*

Vacant / Undeveloped land includes areas with no visible active uses and no structures.

**FIGURE 1 – EXISTING LAND USE, CITY OF DACULA**



## 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.

### 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.

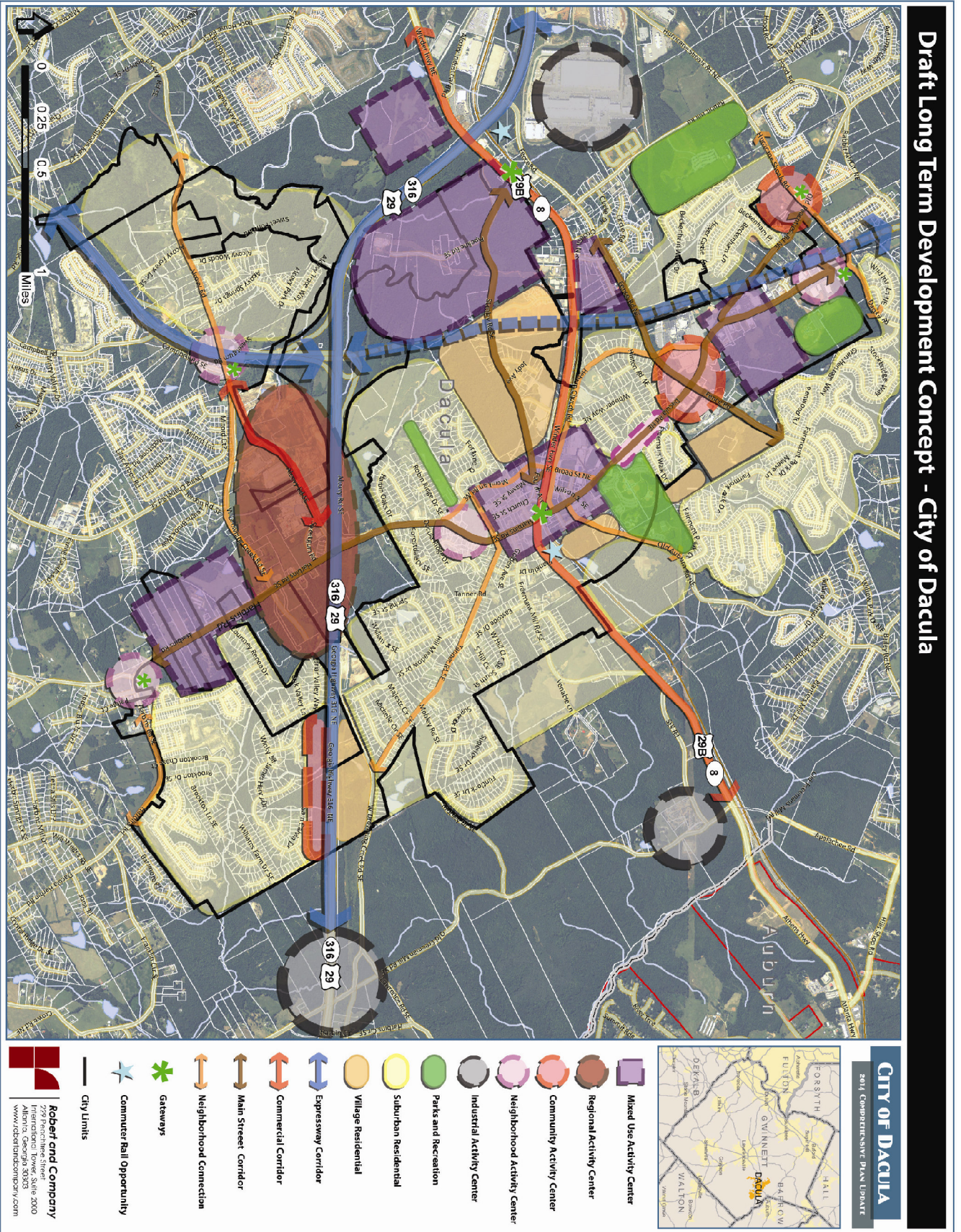
In Dacula, Mixed Use areas will be encouraged in the vicinity of major road corridors, especially at the intersection of major road corridors, in order to draw a large base of visitors to the centers. This includes areas adjacent to Sugarloaf Parkway extension corridor and highways GA-316 and US-29.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

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.

FIGURE 2 –DRAFT LONG RANGE DEVELOPMENT CONCEPT



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.

#### 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. “Big Box” commercial centers are appropriate within these districts, with designs 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

*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 shared parking and master planned development in order to minimize parking needs.

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

*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.

### 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

### *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.

### Industrial Employment Center

Industrial Employment Center areas 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

#### *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.

#### Parks, Recreation, 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

*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.

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

*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.

### 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

### *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.

### 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

#### *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.

### 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.

### 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

### *Implementation Policies*

- Apply complete streets principles of roadway design to accommodate cars, bikes, and pedestrians.
- Apply alternative roadway design standards from ITE walkable urban thoroughfares guidebook.
- Plan for streetscape improvements along Main Street Corridors to support desired mixed use development.

- Promote connections and accessibility between Mixed Use Activity Centers, community facilities, and recreational amenities.

### 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.

### 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.

### 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.

## 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:

### *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.

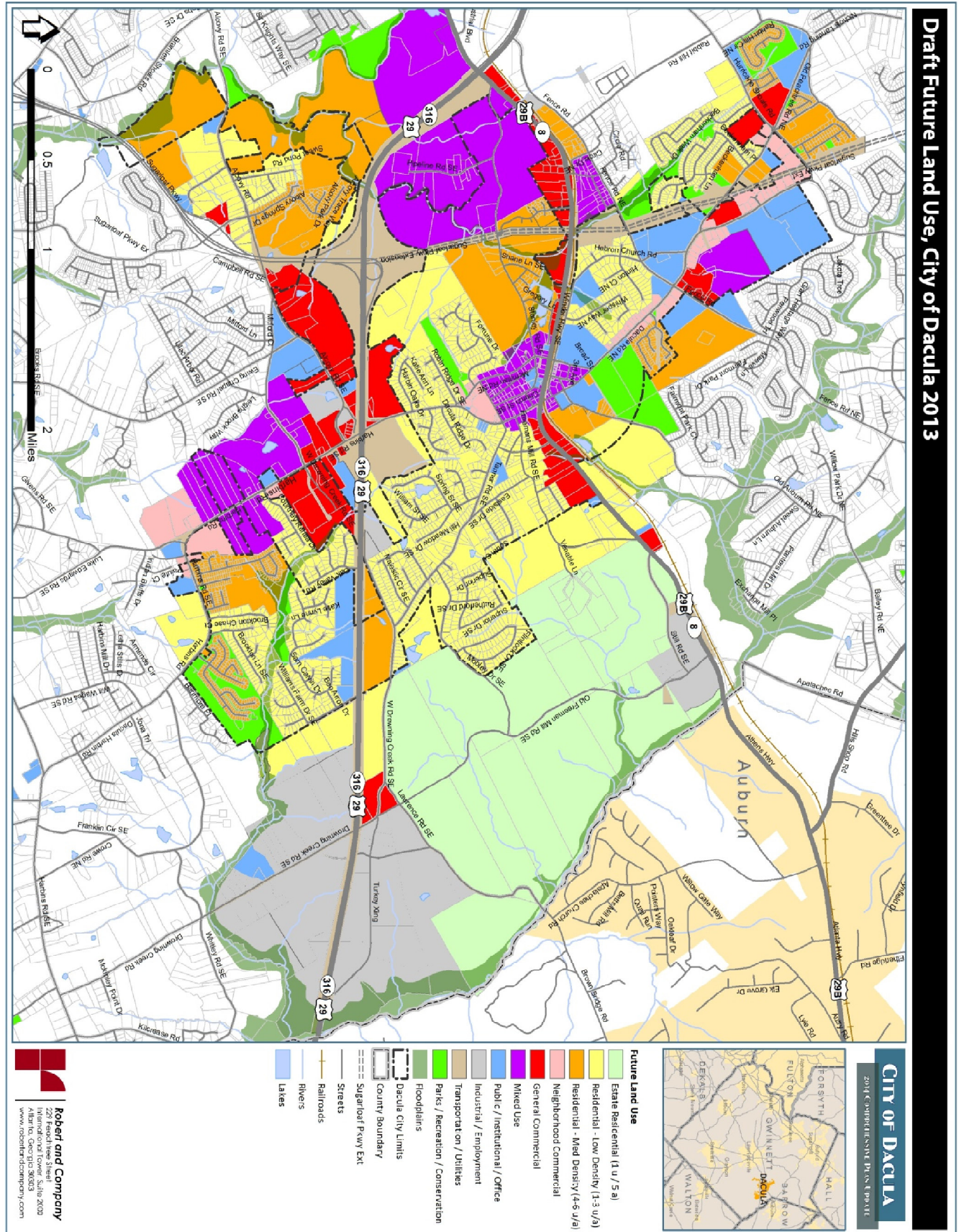
*Public / Institutional*

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 – DRAFT FUTURE LAND USE, CITY OF DACULA



**COMMUNITY WORK PROGRAM**

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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. Development policies are included within the Future Land Use Narrative portion of this document as well Appendix E of the 2008 Dacula Comprehensive Plan. 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	
<b><u>Economic Development</u></b>						
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 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.

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.

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.
<b><u>Natural and Historic Resources</u></b>						
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.
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			

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				

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				
<b>Community facilities</b>						
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			

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 Greenspace 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			
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 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.

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	
Consolidate Pump Alcovy River Gravity Main and Pump Stations	Gwinnett Water		X			
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
<b><u>Transportation</u></b>						
Portion of Countywide Intersection Improvements	Dacula/ Gwinnett		X			Ongoing
Portion of Countywide Safety & Alignment Improvements	Dacula/ Gwinnett		X			Ongoing
Portion of Countywide Bridge improvements	Dacula/ Gwinnett		X			Ongoing
Sugarloaf Parkway Extension: Phase 1-A Construction	Gwinnett DOT	2012				
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

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	
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.

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.

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				

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
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.
<b>Housing</b>						
CDBG Improvements		2012				
Substandard Housing Improvements			X			Ongoing

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	
<u>Land Use</u>						
Create and coordinate Annexation Plan with Gwinnett County and Property owners	Dacula / Gwinnett		X			Ongoing
Update Comprehensive Plan 2013-2018 (Partial Update)	Dacula	2013	X			Draft plan submitted for review 2013.

## SHORT TERM WORK PROGRAM 2014-2018

Project or Activity	2014	2015	2016	2017	2018	Responsible Party	Cost Estimate	Funding Source
<b><u>Community Vision and Identity</u></b>								
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
<b><u>Economic Development</u></b>								
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
<b><u>Natural and Cultural Resources</u></b>								
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

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
<b><u>Community Facilities</u></b>								
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
<b><u>Transportation</u></b>								
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
<b><u>Land Use and Comprehensive Planning</u></b>								
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