



REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: March 18, 2021

ARC REVIEW CODE: R2103181

TO: Mayor Trey King
ATTN TO: Brittini Nix, Director of Planning and Economic Development
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact Review

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The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Inland Pass (DRI #3207)

Review Type: DRI

Submitting Local Government: City of Dacula

Date Opened: March 18, 2021

Deadline for Comments: April 2, 2021

Date to Close: April 7, 2021

Description: A Development of Regional Impact (DRI) review of a proposed mixed-use project in the City of Dacula on Harbins Road near the southeastern corner of the intersection with University Parkway (US 29/SR 316). The 73.8-acre project proposes 320 multifamily apartments, 180 senior units, a 48,387-SF anchor supermarket, up to 33,000 SF of additional retail, and up to 100,000 SF of office space. The local trigger is a rezoning from Central Business District (C-3) and Light Industry District (M-1) to Planned Mixed-Use Development (PMUD). Expected buildout of the residential uses is 2024 and 2025 for the remainder.

PRELIMINARY COMMENTS: According to the ARC's Unified Growth Policy Map (UGPM), this DRI is located in the Developing Suburbs area of the region. These are generally areas of residential development that were constructed from around 1995 to today. These areas are projected to remain suburbs through 2040. General policy recommendations for these areas are contained at the end of these comments.

This project is compatible with some aspects of regional policy. It creates a new mixed-use development in a location that is generally underserved with retail and other services. It introduces a needed variety of housing types, including housing for seniors. The mixed-use nature of the site carries the potential for at least some essential trips to be completed without generating vehicle trips. This potential can be maximized through thoughtful design and investment in pedestrian routes and facilities connecting the different uses within the site. Further comments on pedestrian facilities are provided below. The project incorporates future greenspace at the eastern edge along Drowning Creek. This park can have greater value for surrounding community if pedestrian connections to adjacent subdivisions are provided.

The project also generally supports priorities expressed in the City of Dacula's local comprehensive plan updated in 2019, which states:

We will consider fair 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.

The proposed site plan as currently configured shows the commercial buildings as primarily auto-oriented, by being separated from the street and sidewalk by surface parking. The buildings are surrounded by surface parking, so they also impede pedestrian connections for residents of the development and workers in the other commercial buildings. Where possible, the buildings should be re-oriented to either or both the external street and internal streets. If the future outparcels are used for drive-through restaurants, it will become even more challenging to create a quality pedestrian environment.

Across the entire project, closer attention needs to be paid to the pedestrian network, including sidewalk location, crosswalks, building orientation, pathways to amenities, and other changes that could reasonably improve internal walkability and reduce the number of internal vehicle trips required to access all the development's features. Additional comments from ARC's Transportation Access & Mobility Group are attached.

Recommendations for improvements to the pedestrian network include:

- Raised crosswalks and intersection treatments along the project's primary internal boulevard to facilitate residents and workers on the north side of the project walking to the commercial amenities on the south side. There is no reason senior residents, even those with limited mobility, should be prevented from visiting the grocery store and other businesses without driving. For design examples of lower-stress streets, please refer to the many resources contained in ARC's Walk Bike Thrive plans (<https://atlantaregional.org/plans-reports/bike-pedestrian-plan-walk-bike-thrive/>) as well as resources from the AARP Livable Communities initiative: <https://www.aarp.org/livable-communities/>.
- A pedestrian gate should be provided at the southeastern corner of the multifamily section to allow residents more convenient access to the grocery store and other businesses. Otherwise residents will be forced to travel two to three times the distance through the main gates to reach them.
- Multiple pedestrian access points for the community park at the eastern edge of the site, from both the internal boulevard and the residential section.
- Long-term connectivity to other nearby destinations, such as the future Gwinnett County Transit park-and-ride lot being built at the interchange of Harbins Road and University Parkway (SR 316). This has the potential to be a somewhat transit-oriented project given its proximity to this facility, if appropriate and comfortable pedestrian facilities are provided along Harbins Road and across University Parkway. Building

out this network falls beyond the scope of this DRI review, but it's a critical opportunity for the local governments and the project.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages. Additional comments on water resources from ARC's Natural Resources Group are attached. They note that the site plan doesn't currently show the State 25-foot Sediment and Erosion Control buffer along Drowning Creek.

Further to the above, general regional policy recommendations for Developing Suburbs include:

- New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC COMMUNITY DEVELOPMENT	ARC TRANSPORTATION ACCESS & MOBILITY	ARC NATURAL RESOURCES
ARC RESEARCH & ANALYTICS	ARC AGING & HEALTH RESOURCES	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GRTA/SRTA
GWINNETT COUNTY TRANSIT	GWINNETT COUNTY	CITY OF LAWRENCEVILLE
BARROW COUNTY	NORTHEAST GEORGIA REGIONAL COMMISSION	

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or ggiuffrida@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: **Inland Pass (DRI #3207)** *See the Preliminary Report.*

Comments from affected party (attach additional sheets as needed):

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Comments must be emailed to:

Greg Giuffrida
Atlanta Regional Commission
ggiuffrida@atlantaregional.org
Ph. (470) 378-1531

Return Date: April 2, 2021

DATE: March 18 2021

TO: ARC Group Managers

Reviewing staff by Jurisdiction:

Community Development: Giuffrida, Greg

Transportation Access and Mobility: Little, Aries

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Aging and Health Resources: Perumbeti, Katie

Name of Proposal: Inland Pass (DRI #3207)

Review Type: Development of Regional Impact

Description: A Development of Regional Impact (DRI) review of a proposed mixed-use project in the City of Dacula on Harbins Road near the southeastern corner of the intersection with University Parkway (US 29/SR 316). The 73.8-acre project proposes 320 multifamily apartments, 180 senior units, a 48,387-SF anchor supermarket, up to 33,000 SF of additional retail, and up to 100,000 SF of office space. The local trigger is a rezoning from Central Business District (C-3) and Light Industry District (M-1) to Planned Mixed-Use Development (PMUD). Expected buildout of the residential uses is 2024 and 2025 for the remainder.

Submitting Local Government: City of Dacula

Date Opened: March 18 2021

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- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

[illegible]



Developments of Regional Impact

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DRI #3207

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local
Government: Dacula

Individual completing form: Brittini Nix

Telephone: 770-963-7451

E-mail: brittni.nix@daculaga.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: Inland Pass: A Planned Mixed Use Development

Location (Street Address, GPS Coordinates, or Legal
Land Lot Description): 862 Harbins Road (located in Land Lots 299 & 300 of the 5th District)

Brief Description of Project: A Planned Mixed Use Development incorporating retail, office industrial, apartments, senior living, and a community park.

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input checked="" type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools | <input type="radio"/> Truck Stops |
| <input type="radio"/> Housing | <input type="radio"/> Waste Handling Facilities | <input type="radio"/> Any other development types |
| <input type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): Residential: 500 units (180 Senior Living, 320 Multifamily); Commercial: 62,387 SF (8 buildings)

Developer: WWP Acquisition, LLC c/o Anderson, Tate & Carr, P.C.

Mailing Address: 1960 Satellite Blvd, Suite 4000

Address 2:

City:Duluth State: GA Zip:30097

Telephone: 770-822-0900

Email: mglouton@atclawfirm.com

Is property owner different from developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner: IMCC Harbins, LLC c/o Inland Mortgage Capital, LLC

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information: Project Name:
Project ID:

☒ Rezoning
The initial action being
☐ Variance
requested of the local
☐ Sewer
government for this project:
☐ Water
☐ Permit
☐ Other

Is this project a phase or
part of a larger overall
project? ☐ (not selected) ☐ Yes ☒ No

If yes, what percent of the
overall project does this
project/phase represent?

Estimated Project Completion Dates: This project/phase: Senior Living/Multifamily - 2024
Overall project: 2025

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Developments of Regional Impact

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DRI #3207

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Dacula
Individual completing form: Brittini Nix
Telephone: 770-963-7451
Email: brittini.nix@daculaga.gov

Project Information

Name of Proposed Project: Inland Pass: A Planned Mixed Use Development
DRI ID Number: 3207
Developer/Applicant: WWP Acquisition, LLC c/o Andersen, Tate & Carr, P.C.
Telephone: 770-822-0900
Email(s): mglouton@atclawfirm.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)
☐ (not selected) ☒ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?
☐ (not selected) ☒ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out: \$124,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$1,800,000

Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?
☐ (not selected) ☐ Yes ☒ No

If yes, please describe (including number of units, square feet, etc):

Water Supply

Name of water supply provider for this site: Gwinnett County

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.232279 MGD

Is sufficient water supply capacity available to serve the proposed project?
☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required?
Gwinnett County has a project to bring a 16" water line to the southwest corner of the project.

Wastewater Disposal

Name of wastewater treatment provider for this site: Gwinnett County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.197437 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required? Outfall sewer will be required approximately 1,120 lf (0.21 miles) to the existing pump station.

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.) Daily Trips - 10,553 ; AM Peak - 784 trips (472 entering, 312 exiting); PM Peak - 719 trips (306 entering, 413 exiting)

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: Traffic insatlment at Harbins Road and West Drowning Creek Road / Inland Pass main driveway.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 3,328 tons/year

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 49.9%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: In addition to preserving a large portion of the property for park buffers and open space, the project will include water quality and stormwater management basins per the guidelines of the Georgia Stormwater Management Manual.

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds?

☐ (not selected) ☒ Yes ☐ No
2. Significant groundwater recharge areas?

☐ (not selected) ☐ Yes ☒ No
3. Wetlands?

☐ (not selected) ☐ Yes ☒ No
4. Protected mountains?

☐ (not selected) ☐ Yes ☒ No
5. Protected river corridors?

☐ (not selected) ☐ Yes ☒ No
6. Floodplains?

☐ (not selected) ☒ Yes ☐ No
7. Historic resources?

☐ (not selected) ☐ Yes ☒ No
8. Other environmentally sensitive resources?

☐ (not selected) ☐ Yes ☒ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:
No affect - property located within Alcovy and Apalachee watersheds.

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INLAND PASS DRI
City of Dacula
Natural Resources Group Comments
March 16, 2021

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The proposed project is in the Apalachee River watershed which is not a water supply watershed within the Atlanta Region or the Metropolitan North Georgia Water Planning District and is not subject to the Part 5 Water Supply Watershed Criteria of the 1989 Georgia Planning Act.

Both the site plan and the USGS coverage for the project area show Drowning Creek, a tributary to the Apalachee, crossing the property. While the creek floodplain is shown, neither the City of Dacula Stream Buffer ordinance buffers, nor the State 25-foot Sediment and Erosion Control buffer, are shown. While the creek runs entirely through the proposed community park and no development is nearby, the buffers should still be shown. Any unmapped streams on the property may also be subject to the City and State buffers. Any unmapped waters of the state will also be subject to the State 25-foot Sediment and Erosion Control buffer.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #3207
DRI Title Inland Pass Mixed-Use
County Gwinnett County
City (if applicable) Dacula
Address / Location The proposed project site location is on Harbin Road near the southeastern intersection of Harbins Road at University Parkway (US 29/SR 316).

Proposed Development Type:

Description: A Development of Regional Impact (DRI) review of a proposed mixed-use project in the City of Dacula on Harbins Road near the southeastern corner of the intersection with University Parkway (US 29/SR 316). The 73.8-acre project proposes 320 multifamily apartments, 180 senior units, a 48,387-SF anchor supermarket, up to 33,000 SF of additional retail, and up to 100,000 SF of office space. The local trigger is a rezoning from Central Business District (C-3) and Light Industry District (M-1) to Planned Mixed-Use Development (PMUD).

Build Out : 2024 (residential) and 2025 (remainder of development)

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied [Click here to enter text.](#)
Date March 18, 2021

TRAFFIC STUDY

Prepared by Croy Engineering

Date

March 18, 2021

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☒ YES *(provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

The traffic analysis noted three programmed projects from the RTP (PI #s 0013901, 0006924, and 0016070) on Table 6 (page 20). Other projects relatively close to the project area are: PI 0013895 (SR 316- New Interchange at Hurricane Trail- Includes CD System to Fence Rd.), PI 0013897 (SR 316 Interchange at US 29), PI 0013902 (SR 316- New Interchange at Kilcrease Rd (Bartow County)), and PI 0010555 (Winder West Bypass: Phase 3- Interchange at SR 316 (Bartow County)).

☐ NO *(provide comments below)*

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES *(identify the roadways and existing/proposed access points)*

The proposed project site will have four access points on Harbins Rd. The development's prescribed location is shown in the southeastern corner of Harbins Rd and University Pkwy (US 29/SR 316), which University Pkwy (US 29/SR 316) is a regional thoroughfare.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES (identify the roadways and existing/proposed access points)

The development's prescribed location is shown in the southeastern corner of Harbins Rd and University Pkwy (US 29/SR 316), which University Pkwy (US 29/SR 316) is a regional truck route.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest station more than one mile away)

☐ RAIL SERVICE WITHIN ONE MILE (provide additional information below)

Operator / Rail Line

Nearest Station [Click here to enter name of operator and rail line](#)

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity

- ☐ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

Bicycling Access*

- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route follows high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

- ☐ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☒ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☐ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE* (nearest bus, shuttle or circulator stop more than one mile away)
*See note below on future planned service

☐ SERVICE WITHIN ONE MILE (provide additional information below)

Bus Route(s) Express Route 120 (

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)
☐ 0.10 to 0.50 mile
☐ 0.50 to 1.00 mile

Walking Access ☐ Sidewalks and crosswalks provide sufficient connectivity
☐ Sidewalk and crosswalk network is incomplete
☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
☐ Low volume and/or low speed streets provide sufficient connectivity
☐ Route uses high volume and/or high speed streets
☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Note: While there is currently no fixed route bus service within 1 mile of the project, it will soon be served by Gwinnett County Transit Express Route #120, which will terminate at a new park-and-ride being built within walking distance of the DRI at the intersection of Harbins Road and University Parkway (SR 316). This has the potential to be an amenity used by residents and workers of the DRI if quality, comfortable pedestrian accommodations are completed from the DRI to the new transit facility.

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

GRTA Express Route 416 operates within the jurisdiction in the Downtown Dacula area (near the intersection of Harbins Rd. and Fence Rd.) which is just north of the proposed development.

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility

[Click here to provide name of facility.](#)

Distance

☐ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access*

- ☐ Dedicated lanes or cycle tracks provide connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (*connections to adjacent parcels are planned as part of the development*)
- ☐ YES (*stub outs will make future connections possible when adjacent parcels redevelop*)
- ☒ NO (*the site plan precludes future connections with adjacent parcels when they redevelop*)
- ☐ OTHER (*Please explain*)

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☒ YES (*sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network*)
- ☐ PARTIAL (*some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct*)
- ☐ NO (*walking and bicycling facilities within the site are limited or nonexistent*)
- ☐ NOT APPLICABLE (*the nature of the development does not lend itself to internal walking and bicycling trips*)
- ☐ OTHER (*Please explain*)

There are no existing sidewalks on Harbins Rd. where the development will exist. However, it is proposed to add sidewalks on both sides of the main driveway (Site Driveway #1) leading to the commercial, residential, and community park. Sidewalks will also be placed around the buildings.

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☒ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☒ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

- ☐ UNKNOWN *(additional study is necessary)*
- ☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

[Click here to enter text.](#)

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

[Click here to enter text.](#)

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

Confirm with the local government if the development's access points meet the standards regarding the distance between each proposed driveway, and the distance between the intersection of Harbin Rd. at University Pkwy. and the Outparcel #1/2 driveway.

Clarify if the ability for truck traffic delivering to the site will be able to navigate to their destination effectively and efficiently.



Figure 2: Inland Pass (DRI #3207) Conceptual Site Plan (As of 02.12.2021)