

DATE: November 3, 2022

TO: Mayor Trey King, City of Dacula
ATTN TO: Brittini Nix, Director of Planning and Economic Development, City of Dacula
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's 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 final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Harbin 2 DRI 3700

Submitting Local Government: City of Dacula

Date Opened: October 19, 2022

Date Closed: November 3, 2022

Description: A DRI review of a proposal to construct a mixed-use development with 137,300 SF of commercial space, 304 multi-family units, and 53 townhouses on a 54-acre site on Harbins Road south of University Parkway in the City of Dacula.

Comments:

Key Comments

The Atlanta Region's Plan assigns the Developing Suburbs growth management designation to the project site. The project is partially aligned with Developing Suburbs policy recommendations which state "There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses." It could be better aligned through retention of additional undisturbed areas around Palm Creek and through the management of the substantial amount of proposed open wetlands/preservation area for conservation purposes.

The mixed-use aspect of the project is supportive of regional multi-modal transportation and placemaking policies.

The project is expected to generate approximately 3,913 daily new vehicular trips; several improvements to mitigate project generated vehicular traffic are identified in the TIS.

No EV charging spaces appear to be included; provision of adequate EV charging spaces would be supportive of regional EV infrastructure policies.

The proposed walking trail adjacent to preserved natural areas is supportive of regional multi-modal transportation and environmental policies.

Incorporation of green stormwater and heat island mitigation designs for the approximately 1,056 surface car parking spaces proposed would be supportive of regional environmental policies.

The proposed project property is located within the Alcovy River Water Supply Watershed. Development in the Gwinnett portion of the Alcovy Watershed is subject to the requirements of the DNR Part 5 Water Supply Watershed Minimum Criteria or of any alternate criteria adopted by the City and approved by Georgia EPD. Care should be taken to ensure that any applicable City or State watershed protection requirements are met by the project.

Gwinnett County Department of Transportation submitted a number of comments and recommendations which are detailed below.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation with accompanying policy recommendations to all areas in the region. This DRI site is designated Developing Suburbs; associated policy recommendations are provided at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation Access and Mobility Group comments are attached.

The project is expected to generate approximately 3,516 daily new vehicular trips; several improvements to mitigate project generated vehicular traffic are identified in the TIS.

No EV charging spaces appear to be included; provision of adequate EV charging spaces would be supportive of regional EV infrastructure policies.

Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resources Comments

ARC's Natural Resources Group comments are attached.

The proposed project property is located within the Alcovy River Water Supply Watershed, which is a small (less than 100 square mile) watershed and is a public water supply source for the City of Monroe in Walton County. Although outside the Atlanta Region and the Metropolitan North Georgia Water Planning District, the Monroe intake is only a few miles from the Gwinnett County line, making development in the Gwinnett portion of the watershed subject to the requirements of the DNR Part 5 Water Supply Watershed Minimum Criteria or of any alternate criteria adopted by the City and approved by Georgia EPD.

Under the Georgia Planning Act of 1989, all development in a public water supply watershed is subject to the Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01). The minimum criteria in a small water supply watershed include: a limit on impervious surfaces of either 25 percent of the watershed area or the existing amount, whichever is greater; buffer requirements on perennial streams that include a 50-foot undisturbed buffer and 75-foot impervious setback on streams that are more than 7 miles upstream of the closest intake; and requirements for hazardous materials and hazardous waste. The City of Dacula has a watershed protection district for the Alcovy watershed that includes the State criteria.

The USGS coverage for the project area shows Palm Creek running along a short portion of the western/southwestern side of the project property and an unnamed intermittent tributary running along a portion of the southern side of the project property to its confluence with Palm Creek. The submitted site plan shows both mapped streams as well as an unnamed intermittent stream on either side of the existing lake and running along the western side of the property before it joins Palm Creek. The site plan shows and identifies the 25-foot State Sediment and Erosion Control buffer as well as the 50-foot undisturbed buffer and additional 25-foot (total 75-foot) impervious surface setback required by the City of Dacula Stream Buffer Ordinance on all streams except for the portion of the intermittent stream upstream of the existing lake. While this is in an open space area, the 25-foot State buffer should be shown on this portion of the stream. The City buffers should also be shown if the stream meets the minimum requirements of the City of Dacula buffer ordinance.

Except for walking trails, which are allowed in the buffers under the City ordinance, no intrusions into the mapped buffers are shown on the submitted project plan. However, some of the proposed development on the plans is very close to the 75-foot setback in several areas on the site plan. The City ordinance also requires that grading and earthmoving be minimized within the 75-foot setback. Grading within the setback may require variances from the City, as would any impervious intrusions. Any unmapped streams on the property may be subject to the City of Dacula Stream Buffer Ordinance and State 25-foot Sediment and Erosion Control buffer. Any unmapped waters of the state will also be subject to the State 25-foot Sediment and Erosion Control buffer.

Other Environmental Comments

Additional retention of existing trees on the site would be desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation. A substantial portion of the site along Palm Creek is shown as open space and water quality protection buffer areas. Designation of this area as managed open/conservation space could meaningfully reduce the overall impact of the project. There may be potential opportunities for linking these fragmented undeveloped areas with adjacent undeveloped or protected areas to ensure their maintenance and potential use for recreation or habitat preservation.

The project can 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.

The proposed walking trail adjacent to preserved natural areas is supportive of regional multi-modal transportation and environmental policies.

Incorporation of green stormwater and heat island mitigation designs for the approximately 1,056 surface car parking spaces proposed would be supportive of regional environmental policies.

The Gwinnett County Department of Transportation provided the following comments and recommendations:

1. Construct a sidewalk along the entire frontage of West Drowning Creek Road.
2. Construct a continuous deceleration lane along the entire frontage of West Drowning Creek Road.
3. Construct a continuous center turn lane along West Drowning Creek Road from Driveway 1 to the intersection of Harbins Road.
4. Realign West Drowning Creek Road to match the approach of the opposing driveway at the intersection of Harbins Road.
5. Construct a continuous deceleration lane along Harbins Road from West Drowning Creek Road to Driveway 5.
6. Construct a continuous center turn lane along the entire frontage of Harbins Road.

Atlanta Region's Plan Growth Policy Considerations: Developing Suburbs

The Atlanta Region's Plan identifies Developing Suburbs as areas in the region where suburban development has occurred, and the conventional development pattern is present but not set. These areas are characterized by residential development with pockets of commercial and industrial development. These areas represent the extent of the urban service area. There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses. Limited existing infrastructure in these areas will constrain the amount of additional growth that is

possible. Transportation improvements are needed within these Developing Suburbs, but care should be taken not to spur unwanted growth.

The project is partially aligned with Developing Suburbs policy recommendations which state “There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses.” It could be better aligned through retention of additional undisturbed areas around Palm Creek, the provision of a management mechanism for the substantial amount of proposed open space/wetlands preservation area, and utilization of green infrastructure in surface parking areas. City of Dacula leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, and natural systems.

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

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	GWINNETT COUNTY
CITY OF LAWRENCEVILLE	CITY OF AUBURN	BARROW COUNTY

For questions, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



Developments of Regional Impact

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DRI #3700

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: 7709637451

E-mail: brittini.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: Harbin 2

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): R5278 002, R5278 002B, and R5278 006

Brief Description of Project: A Planned Mixed-Use Development comprised of five (5) office/commercial/retail out parcels (15.67 acres), 304 multi-family units and 53 townhouses (22.02 acres), and open space (13.39 acres).

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.): 357 residential units (22.02 acres); 5 out parcels (15.67 acres)

Developer: WWP Acquisition, LLC

Mailing Address: 1960 Satellite Blvd, Suite 4000

Address 2:

City:Duluth State: GA Zip:30097

Telephone: 770-339-0475

Email: mglouton@atclawfirm.com

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

If yes, property owner: David E. McMillan; Jerry C. Johnson

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?

Gwinnett County

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:

The initial action being requested of the local government for this project:

☒ Rezoning

☐ Variance

☐ Sewer

☐ Water

☐ Permit

☒ Other Annexation

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: 2027

Overall project: 2027

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Developments of Regional Impact

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Thank you for submitting your application. The DRI Application Number is 3700. To view the application at any time, you can go to <http://apps.dca.ga.gov/DRI/AppSummary.aspx?driid=3700>. Please contact your RDC if you have any questions or need to change any of the information on this form.

DRI #3700

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: 7709637451
Email: brittini.nix@daculaga.gov

Project Information

Name of Proposed Project: Harbin 2
DRI ID Number: 3700
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: \$1,000,000

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)? 157,404 GPD

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?

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)? 136,873 GPD

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? New pump station with an estimated 4,500 LF forcemain

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.) 422

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: Pending traffic study: turn lanes into the site, removes site's new trips from through traffic

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1231 tons

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 52%

is projected to be impervious surface once the proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The project will preserve a large open space area providing natural protection to the onsite streams and wetlands. Additionally, the project will construct an onsite water quality and stormwater management facility to mitigate the runoff from the project's developed areas 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: The proposed uses are allowed with no restrictions within the Alcovy Watershed.

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HARBIN 2 DRI
City of Dacula
Natural Resources Group Comments
October 24, 2022

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 City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The proposed project property is located within the Alcovy River Water Supply Watershed, which is a small (less than 100 square mile) watershed and is a public water supply source for the City of Monroe in Walton County. Although outside the Atlanta Region and the Metropolitan North Georgia Water Planning District, the Monroe intake is only a few miles from the Gwinnett County line, making development in the Gwinnett portion of the watershed subject to the requirements of the DNR Part 5 Water Supply Watershed Minimum Criteria or of any alternate criteria adopted by the City and approved by Georgia EPD.

Under the Georgia Planning Act of 1989, all development in a public water supply watershed is subject to the Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01). The minimum criteria in a small water supply watershed include: a limit on impervious surfaces of either 25 percent of the watershed area or the existing amount, whichever is greater; buffer requirements on perennial streams that include a 50-foot undisturbed buffer and 75-foot impervious setback on streams that are more than 7 miles upstream of the closest intake; and requirements for hazardous materials and hazardous waste. It is our understanding that the City of Dacula has a watershed protection district for the Alcovy watershed that includes the State criteria.

Stream Buffers

The USGS coverage for the project area shows Palm Creek running along a short portion of the western/southwestern side of the project property and an unnamed intermittent tributary running along a portion of the southern side of the project property to its confluence with Palm Creek. The submitted site plan shows both mapped streams as well as an unnamed intermittent stream on either side of the existing lake and running along the western side of the property before it joins Palm Creek. The site plan shows and identifies the 25-foot State Sediment and Erosion Control buffer as well as the 50-foot undisturbed buffer and additional 25-foot (total 75-foot) impervious surface setback required by the City of Dacula Stream Buffer Ordinance on all streams except for the portion of the intermittent stream upstream of the existing lake. While this is in an open space area, the 25-foot State buffer should be shown on this portion of the stream. The City buffers should also be shown if the stream meets the minimum requirements of the City of Dacula buffer ordinance. Except for walking trails, which are allowed in the buffers under the City ordinance, no intrusions into the mapped buffers are shown on the submitted project plan. However, some of the proposed development on the plans is very close to the 75-foot setback in several areas on the site plan. The City ordinance also requires that grading and earthmoving be minimized within the 75-foot setback. Grading within the setback may require variances from the City, as would any impervious intrusions. Any unmapped streams on the property may be subject to the City of Dacula Stream Buffer Ordinance and State 25-foot Sediment and Erosion Control buffer. 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 #3700
DRI Title Harbins 2 Mixed-Use Development
County Gwinnett County
City (if applicable) Dacula
Address / Location Southwest corner of Harbins Road and West Drowning Creek Road.

Proposed Development Type:

Proposal to construct a mixed-use development with 137,300 SF of commercial space, 304 multi-family units, and 53 townhouses on a 54-acre site on Harbins Road south of University Parkway in the city of Dacula.

Build Out: 2026

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Marquitrice Mangham
Date November 1, 2022

TRAFFIC STUDY

Prepared by Croy Engineering
Date September 1, 2022

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)*

Atlanta Regional Commission's RTP; pg. 17 in traffic study

☐ NO *(provide comments below)*

[Click here to provide comments.](#)

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)*

Access to the site is not provided via roads identified as Regional Thoroughfares.

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*)

Access to the site is not provided via roads identified as Regional Truck Routes.

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

No rail service is planned in the vicinity of the project.

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)

☐ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) [Click here to enter name of operator\(s\).](#)

Bus Route(s) [Click here to enter bus route number\(s\).](#)

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)

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

Note: A future Park-and-Ride lot is under design to be located northwest of SR 316 at Harbins Road according to the study.

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 Xpress

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*

Note: Gwinnett County's Countywide Trails Master Plan identifies the "Harbins Greenway" as a proposed off-road trail according to the study.

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*)

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):

None at this time.

From: [Donald Shockey](#)
To: [Arnold, Michelle](#); [Elizabeth Davis](#)
Cc: [Oberholtzer, Jerry](#); [Sever, Tom](#); [Hodges, Brent](#); [December Weir](#)
Subject: RE: GRTA Letter of Understanding for DRI 3700 Harbins 2
Date: Wednesday, October 26, 2022 1:15:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Thank you Michelle. We'll include these in the Final Report.

Best,

Donald

Donald P. Shockey, AICP, LEED GA

Plan Review Manager, Community Development

Atlanta Regional Commission

P | 470.378.1531

DShockey@atlantaregional.org

atlantaregional.org

International Tower

229 Peachtree Street NE | Suite 100

Atlanta, Georgia 30303

From: Arnold, Michelle <Michelle.Arnold@gwinnettcountry.com>
Sent: Tuesday, October 25, 2022 3:10 PM
To: Elizabeth Davis <edavis1@ATLtransit.ga.gov>; Donald Shockey <DShockey@atlantaregional.org>
Cc: Oberholtzer, Jerry <Jerry.Oberholtzer@gwinnettcountry.com>; Sever, Tom <tom.sever@gwinnettcountry.com>; Hodges, Brent <Brent.Hodges@gwinnettcountry.com>; December Weir <dweir@atltransit.ga.gov>
Subject: RE: GRTA Letter of Understanding for DRI 3700 Harbins 2

Hello, Donald and Beth, I hope that you are doing well. Regarding Harbins 2 DRI, please find our transportation improvements from the County's perspective.

1. Construct a sidewalk along the entire frontage of West Drowning Creek Road.
2. Construct a continuous deceleration lane along the entire frontage of West Drowning Creek Road.
3. Construct a continuous center turn lane along West Drowning Creek Road from Driveway 1 to the intersection of Harbins Road.
4. Realign West Drowning Creek Road to match the approach of the opposing driveway at the intersection of Harbins Road.
5. Construct a continuous deceleration lane along Harbins Road from West Drowning Creek Road to Driveway 5.
6. Construct a continuous center turn lane along the entire frontage of Harbins Road.

Thanks!

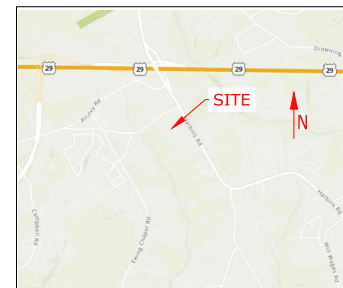


PROJECT INFORMATION	
EXISTING ZONING	RA 200 Gwinnett County
PROPOSED ZONING	PUMD City of Dacula
SITE AREA (ACRES)	53.96 AC
LAND AREA RW GCDOT DEDICATION	0.29 AC
PRIVATE ACCESS ESMT	3.58 AC
REQUIRED OPEN SPACE (25% OF 53.96)	13.49 AC
PROVIDED OPEN SPACE (25%)	13.49 AC
SITE AREA AFTER OPEN SPACE IS PROVIDED	40.47 AC
RESIDENTIAL LAND USE AREA PROPOSED	22.02 AC (54.4%)
VARIANCE TO INCREASE FROM 40% TO 54.4% OF REMAINING AREA	
PROPOSED RESIDENTIAL DENSITY	16.21 DU/AC
VARIANCE TO INCREASE FROM 11.02 AC TO 16.21 DU/AC	
PROPOSED NUMBER OF RESIDENTIAL UNITS	357 UNITS

OUT PARCEL 1	
SITE AREA	2.23 AC
OPEN SPACE AREA ALLOTMENT	0.00 AC
OUT PARCEL 2	
SITE AREA	1.71
OPEN SPACE AREA ALLOTMENT	0.00 AC
OUT PARCEL 3	
SITE AREA	2.37 AC
OPEN SPACE AREA ALLOTMENT	0.00 AC
OUT PARCEL 4	
SITE AREA	4.27 AC
OPEN SPACE AREA ALLOTMENT	0.41 AC
OUT PARCEL 5	
SITE AREA	5.04 AC
OPEN SPACE AREA ALLOTMENT	0.62 AC
PARCEL 6 TOWNHOME TRACT	
SITE AREA	2.97 AC
NUMBER OF UNITS	53 UNITS
OPEN SPACE AREA ALLOTMENT	0 AC
PARKING PROVIDED	159 SPACES
PARCEL 7 APARTMENT TRACT	
TOTAL SITE AREA	23.98 AC
RESIDENTIAL LAND USE AREA	19.05 AC
OPEN SPACE AREA ALLOTMENT	4.93 AC
NUMBER OF UNITS	304 UNITS
PARKING PROVIDED	611 SPACES

OPEN SPACE PARCEL 'A'	
TOTAL SITE AREA	6.97 AC
OPEN SPACE AREA ALLOTMENT	6.97 AC
OPEN SPACE PARCEL 'B'	
TOTAL SITE AREA	0.54 AC
OPEN SPACE AREA ALLOTMENT	0.54 AC
PROPOSED SETBACKS	
FRONT - ARTERIAL OR COLLECTOR ST	50'
FRONT - LOCAL STREET	10'
FRONT - INTERNAL STREET	5'
SIDE	5'
REAR	25'
PROPOSED MAXIMUM HEIGHT	60'

LANDSCAPE STRIPS	
ADJACENT TO PUBLIC STREET R/W	10'
LANDSCAPE BUFFERS	
BETWEEN SINGLE FAMILY & COMMERCIAL	50'
BETWEEN SINGLE FAMILY & MULTI-FAMILY	50'



VICINITY MAP

NOT TO SCALE

OUT PARCEL 4
OFFICE / COMMERCIAL / INSTITUTIONAL
+/- 4.27 AC

DRI #3700

REV: 7-12-2022
REV: 7-6-2022
REV: 6-17-2022
DATE: 5-12-2022

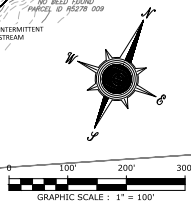
HARBIN 2 MIXED-USE DEVELOPMENT DACULA GEORGIA

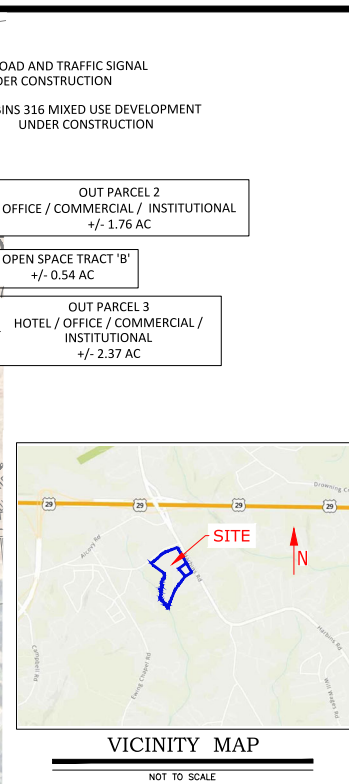
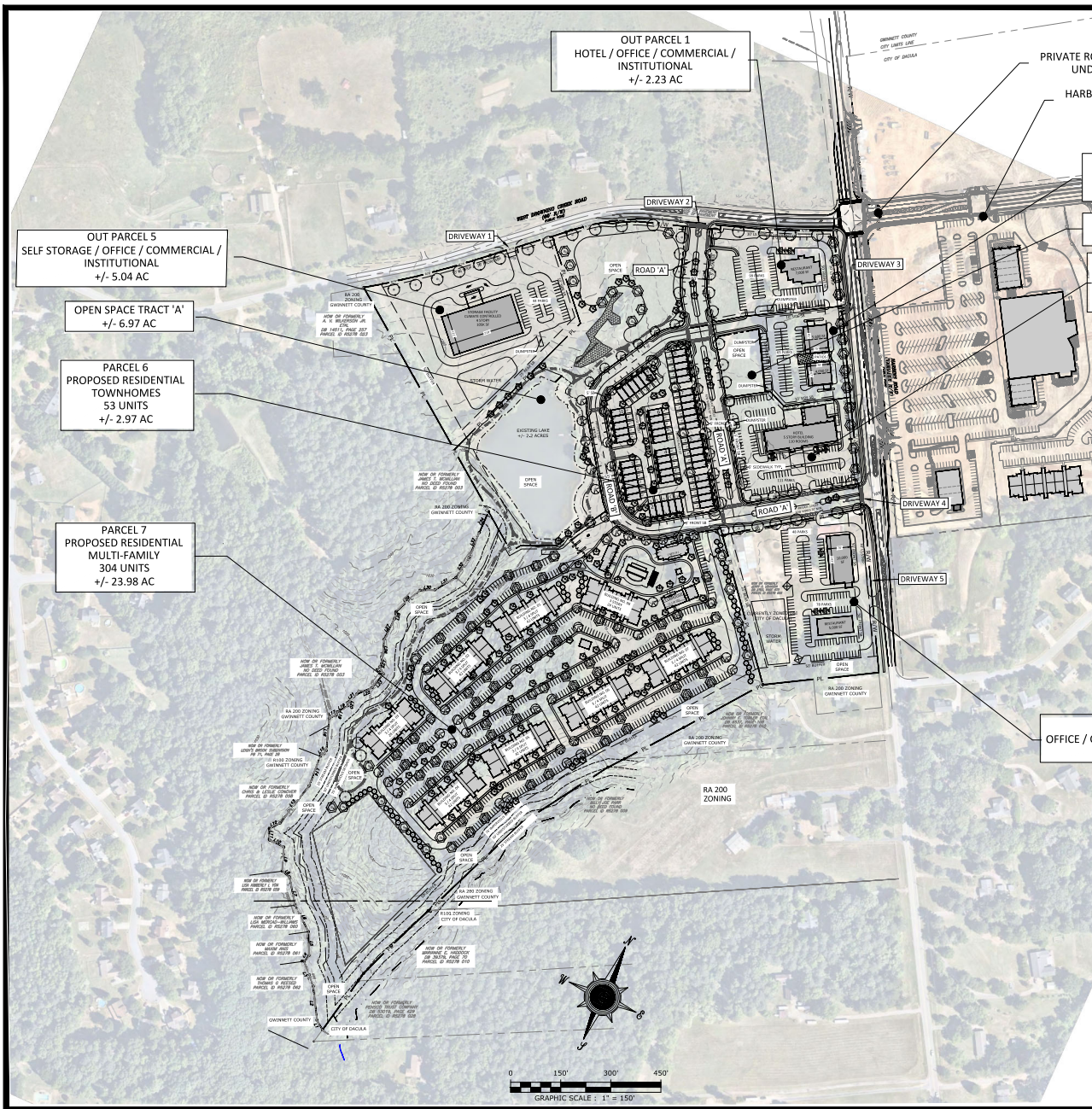
LOCATED IN LAND LOTS 277 & 278, DISTRICT 5, DACULA, GWINNETT COUNTY, GA
OWNER AND/OR DEVELOPER:

WWP ACQUISITION, LLC
1958 MONROE DRIVE NE ATLANTA, GEORGIA 30324, PHONE: 404-872-8666
CONCEPTUAL MASTER PLAN

DOULGERAKIS CONSULTING ENGINEERS, INC.
planning * civil engineering * sanitary engineering
400 Abbey Court, Alpharetta, Georgia 30004, phone: 770-763-9800

NOTES:
1. TRAFFIC CONSULTANT SERVICES PROVIDED BY:
CROY
200 CROSBY PARKWAY NORTH
BLISS RD, SUITE 113
MARIETTA, GA 30067
770-971-9407





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