



Appendix 4 Community Assessment Review

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

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

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

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

1. Development Patterns

a. Development Patterns Issues

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

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

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

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

(2) Unattractive commercial or shopping areas -

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



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

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

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



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

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

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

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

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b. Development Patterns Opportunities

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

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

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

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

2. Community/Sense of Place

a. Community/Sense of Place Issues

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

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

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



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

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

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

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

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

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

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

b. Community/Sense of Place Opportunities

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

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

3. Zoning Process/Government Regulations

a. Zoning/Regulations Issues

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

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

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

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

b. Zoning/Regulations Opportunities

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



4. Preservation, Protection and Conservation

a. Preservation/Conservation Issues

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

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

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

b. Preservation/Conservation Opportunities

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



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

5. Mobility

a. Mobility Issues

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



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

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

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

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

b. Mobility Opportunities

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

6. Economic Development

a. Economic Development Issues

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

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

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

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

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

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

b. Economic Development Opportunities

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

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

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

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

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

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7. Financing

a. Financing Issues

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

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

b. Financing Opportunities

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

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

8. Assessment and Data

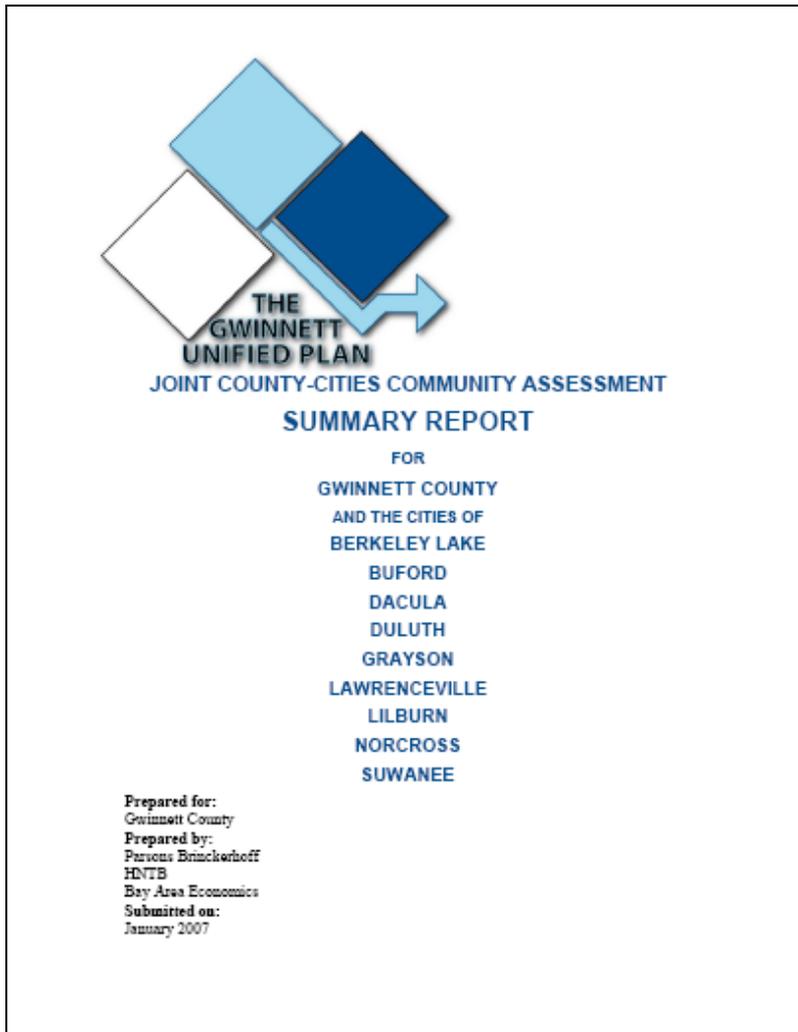
The Community Assessment was prepared as part of the Joint Gwinnett County and Cities Community Assessment prepared by consultants and the Gwinnett County Planning Department staff. The study provided a thorough review of existing conditions, trends, threats, issues, and opportunities that could assist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

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

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

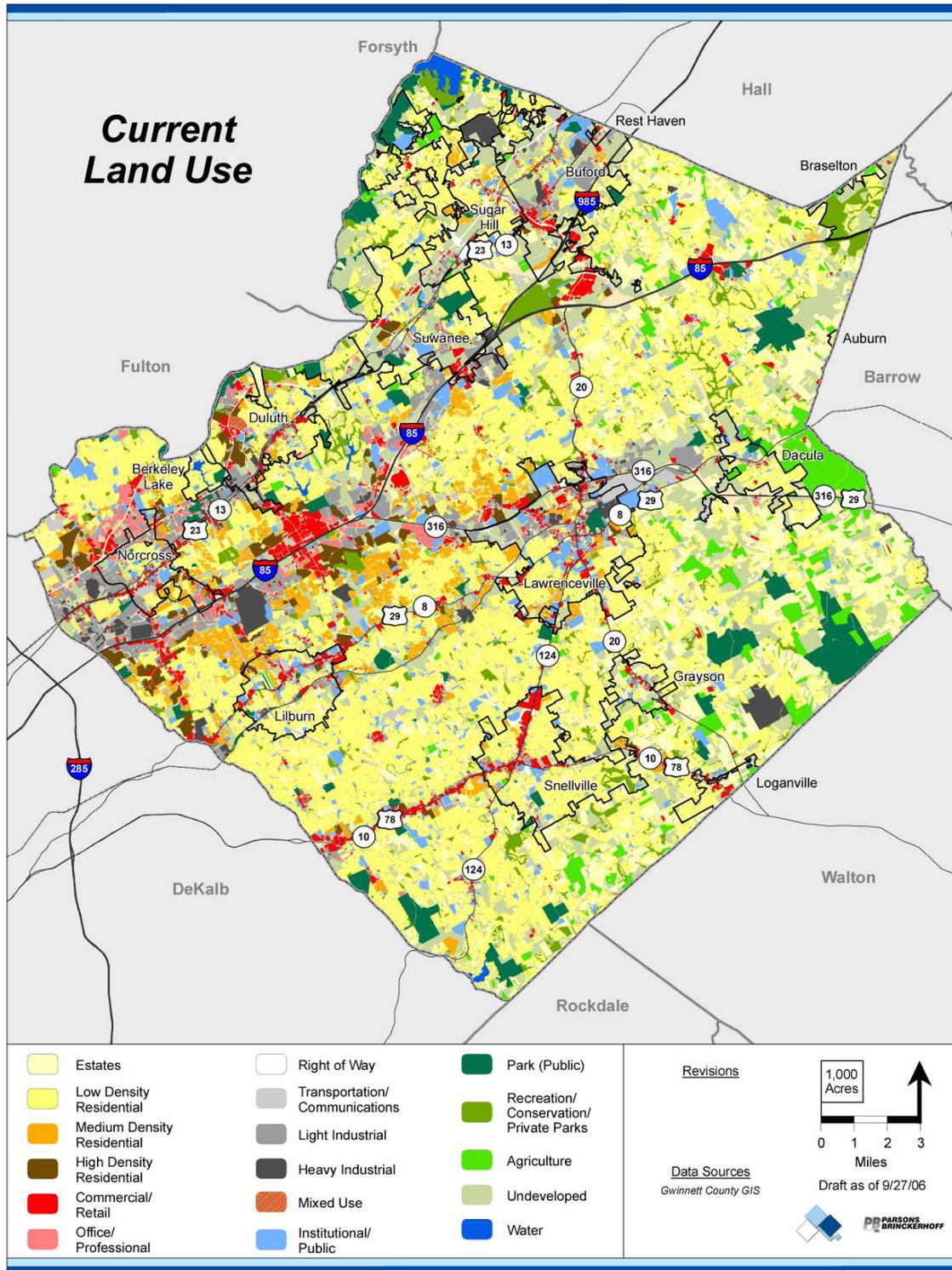


The Current Land Use map, the two Areas of Special Attention for the City of Dacula maps, and the Existing Character Area map for Dacula were used to help define existing character, resources, and the baseline for developing Dacula's unique "Community Vision." Other maps of major importance included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

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

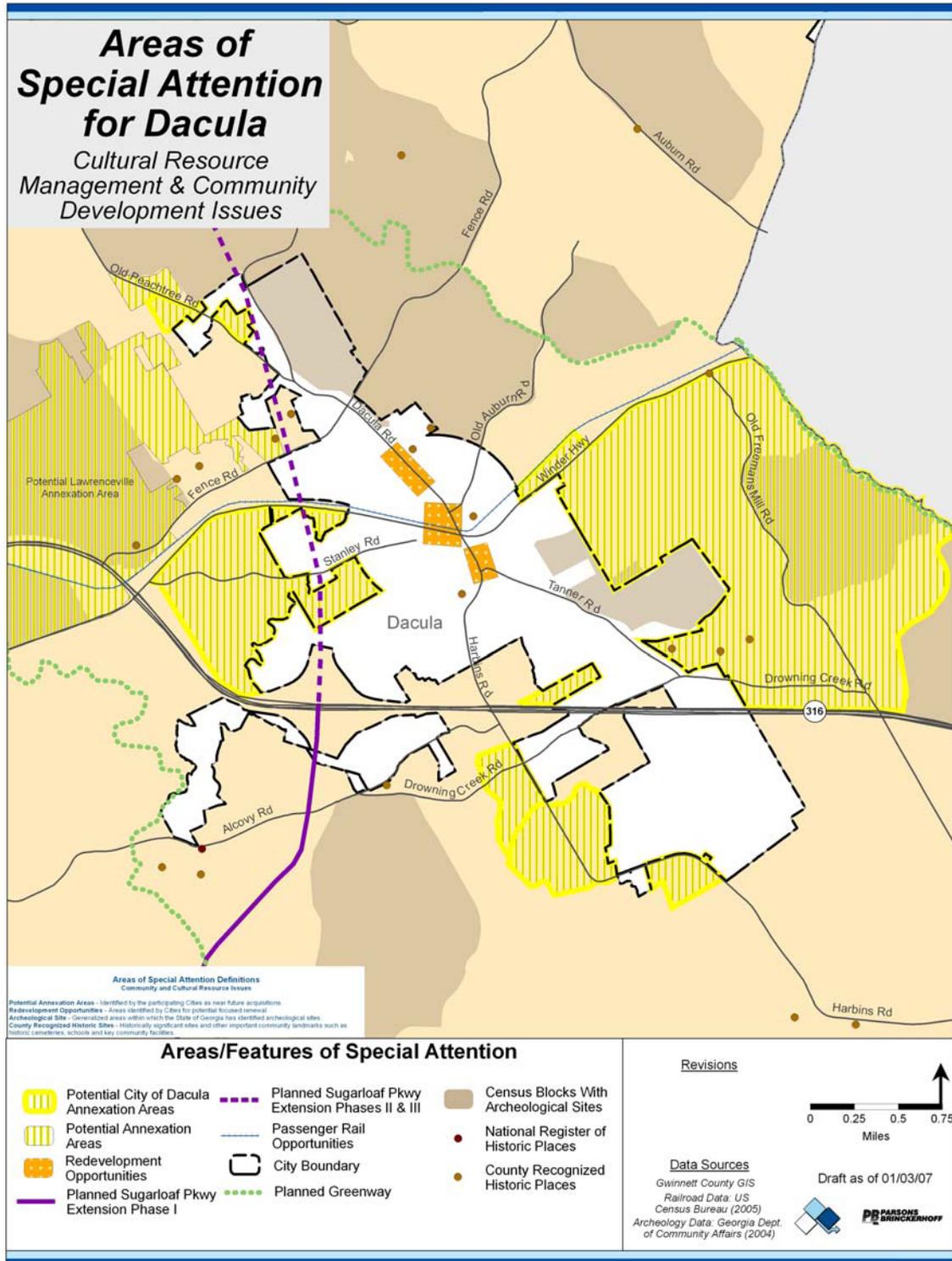
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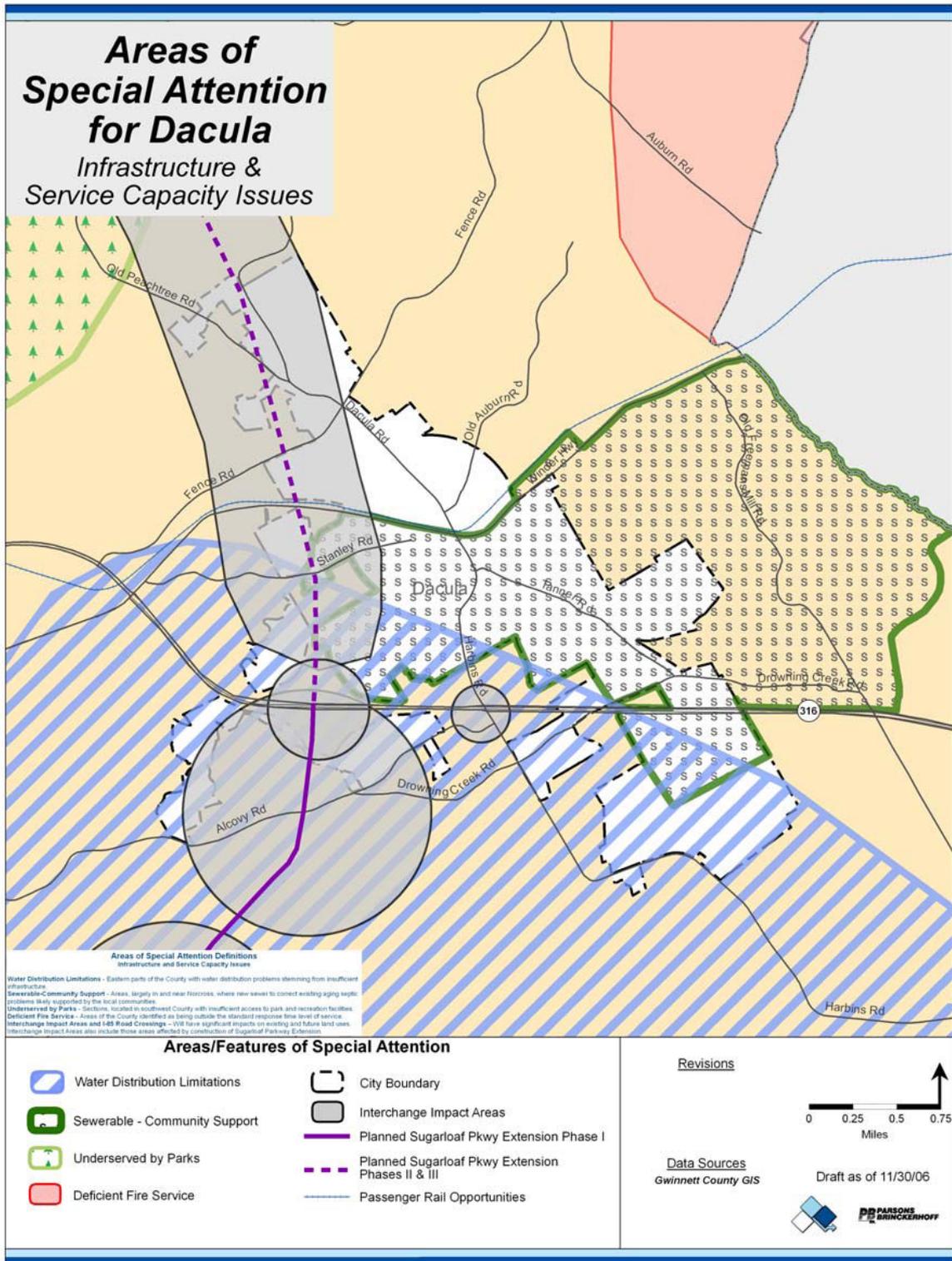
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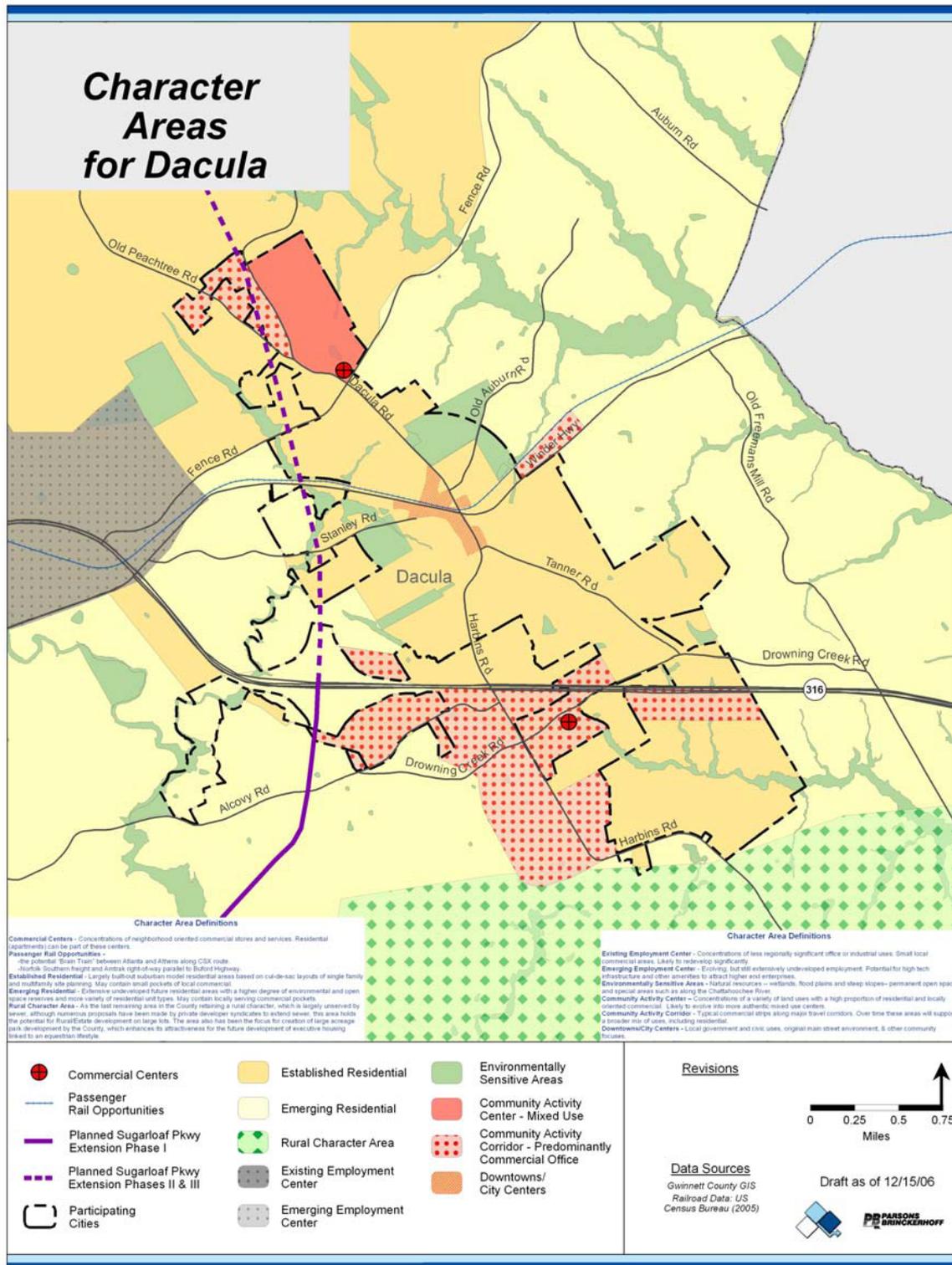
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