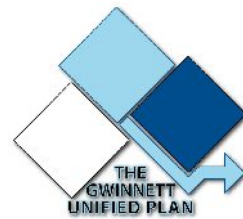


Gwinnett County Unified Plan

Presentation to the
Suwanee 2030 Comprehensive Plan

Task Force

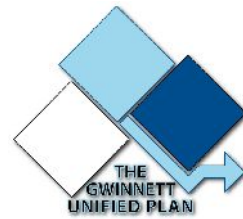
May 17, 2007



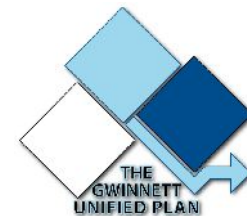
Today's Program

- What Makes it A Unified Plan?
- Project Schedule
- Status of the Community Assessment
- Preliminary Findings
 - Socioeconomic Characteristics
 - Economic Development
 - Housing
 - Transportation
- Scenario Development
- Next Steps
- Questions and Answers

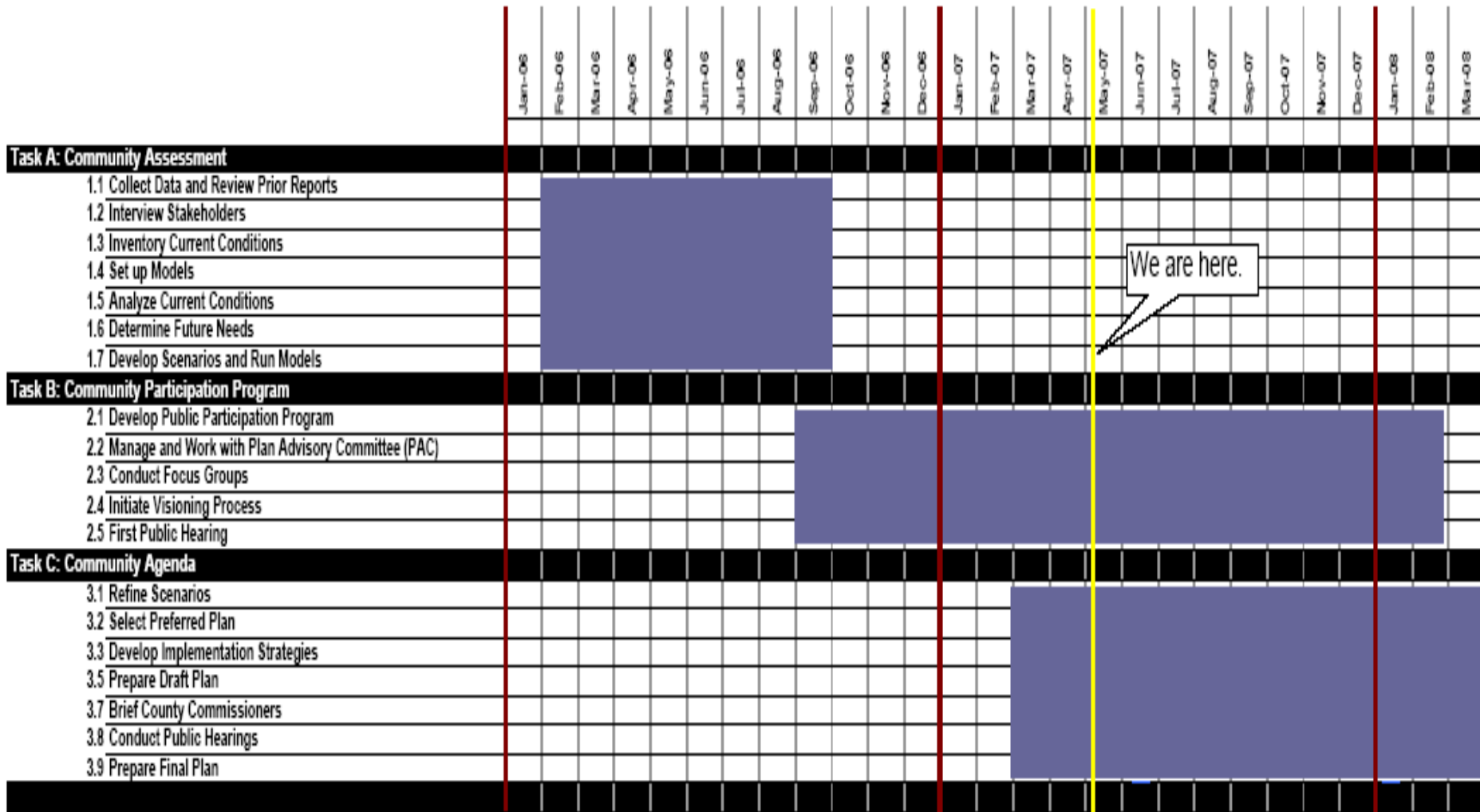
Unified Plan Is the Simultaneous Update of Three Plans



- Gwinnett County 2020 Comprehensive Plan
- Gwinnett County Comprehensive Transportation Plan
- Gwinnett County Consolidated Plan



Where We Are In the Process



Plan Components

Department of Community Affairs Plan Components

- Community Assessment
- Community Participation Plan
- Community Agenda



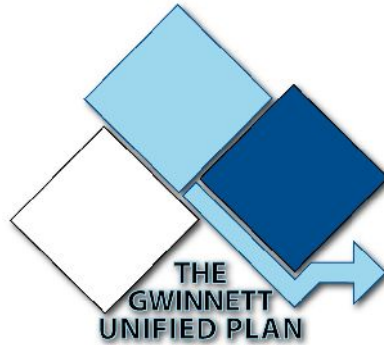
- Issues and Opportunities
- Analysis of Existing Development Patterns
- Analysis of Consistency with Quality Community Objectives
- Supporting Analysis of Data and Information

The State planning requirements use a three step planning process. The first step, the Community Assessment, has four components. Gwinnett County and nine municipalities cooperated in the joint development of the Community Assessment.



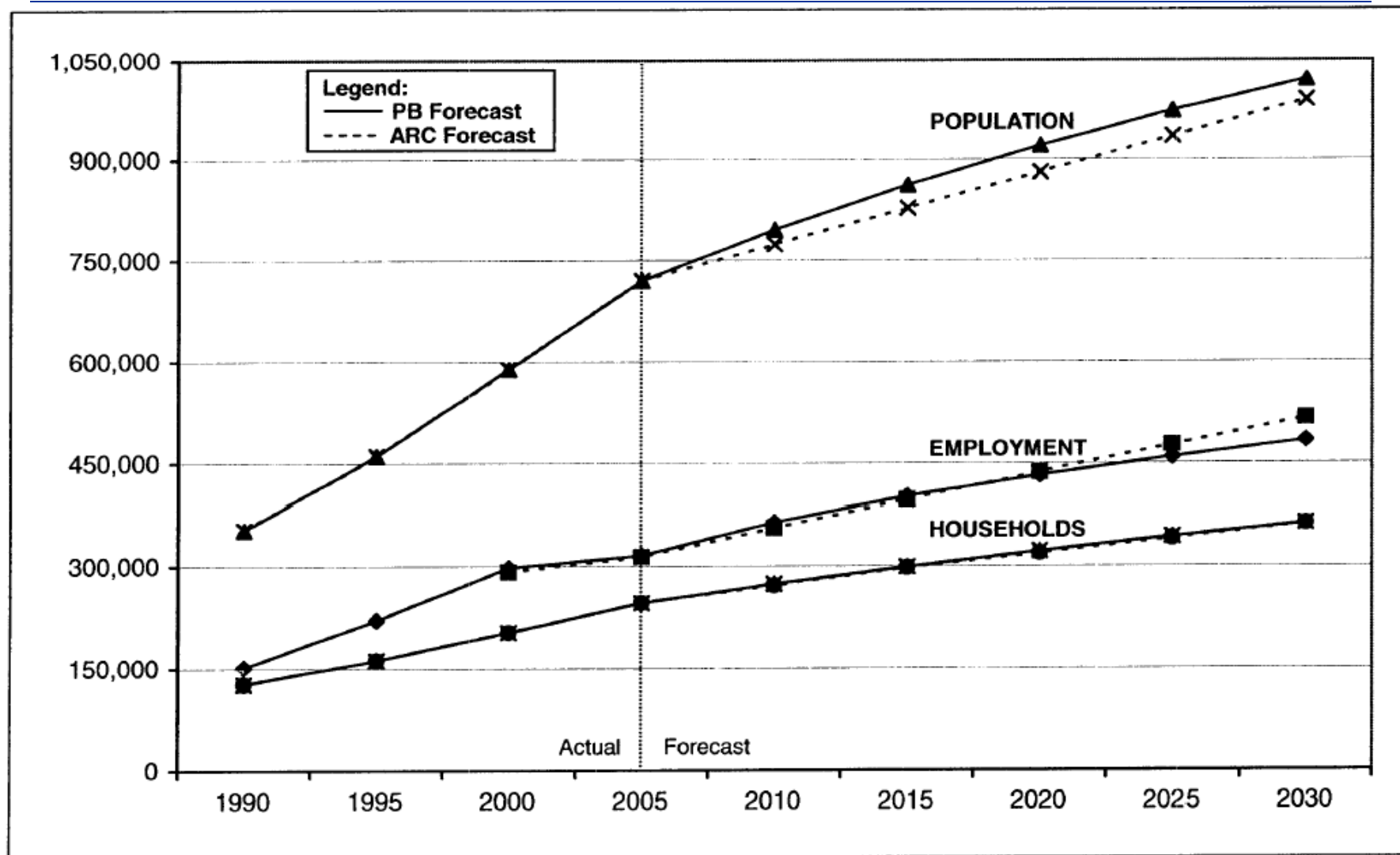
Status of the Community Assessment

- County submission
- Cities submissions
- State review process and timeline

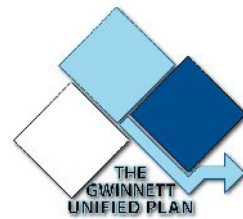


Selected Preliminary Findings

Continued but slower growth...

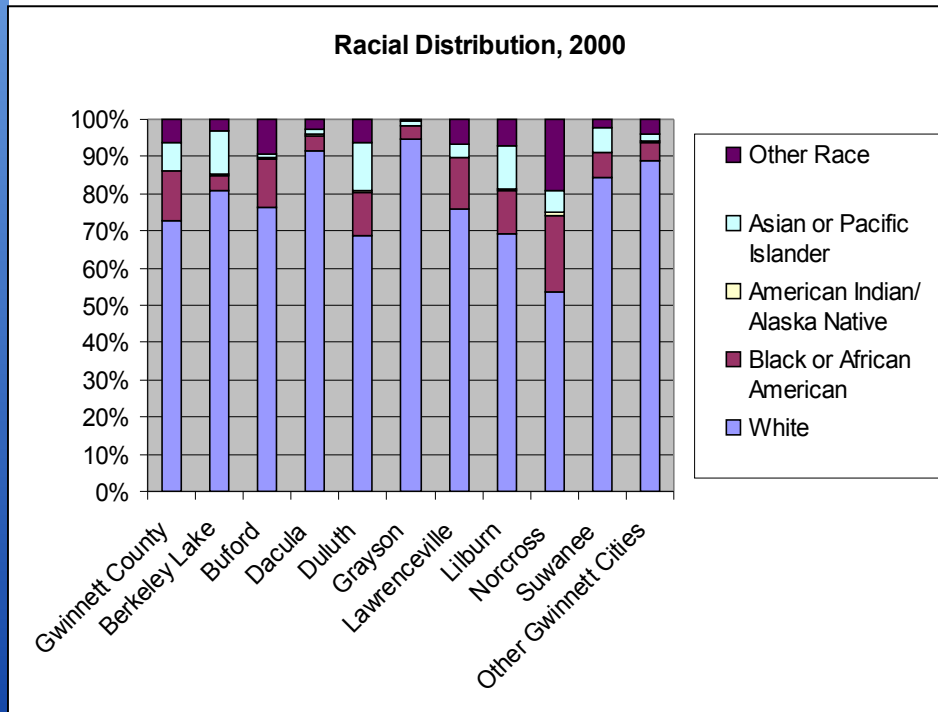


Population and Demographics

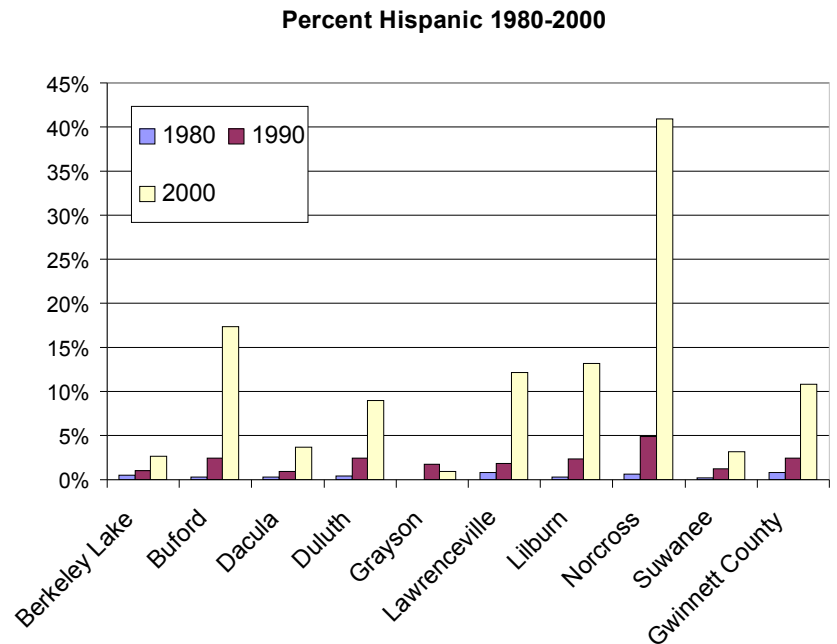


Gwinnett and its Cities have varying levels and types of diversity*

Gwinnett and its Cities have all seen a dramatic increase in the Hispanic population*



Source: 2000 Census (SF3)

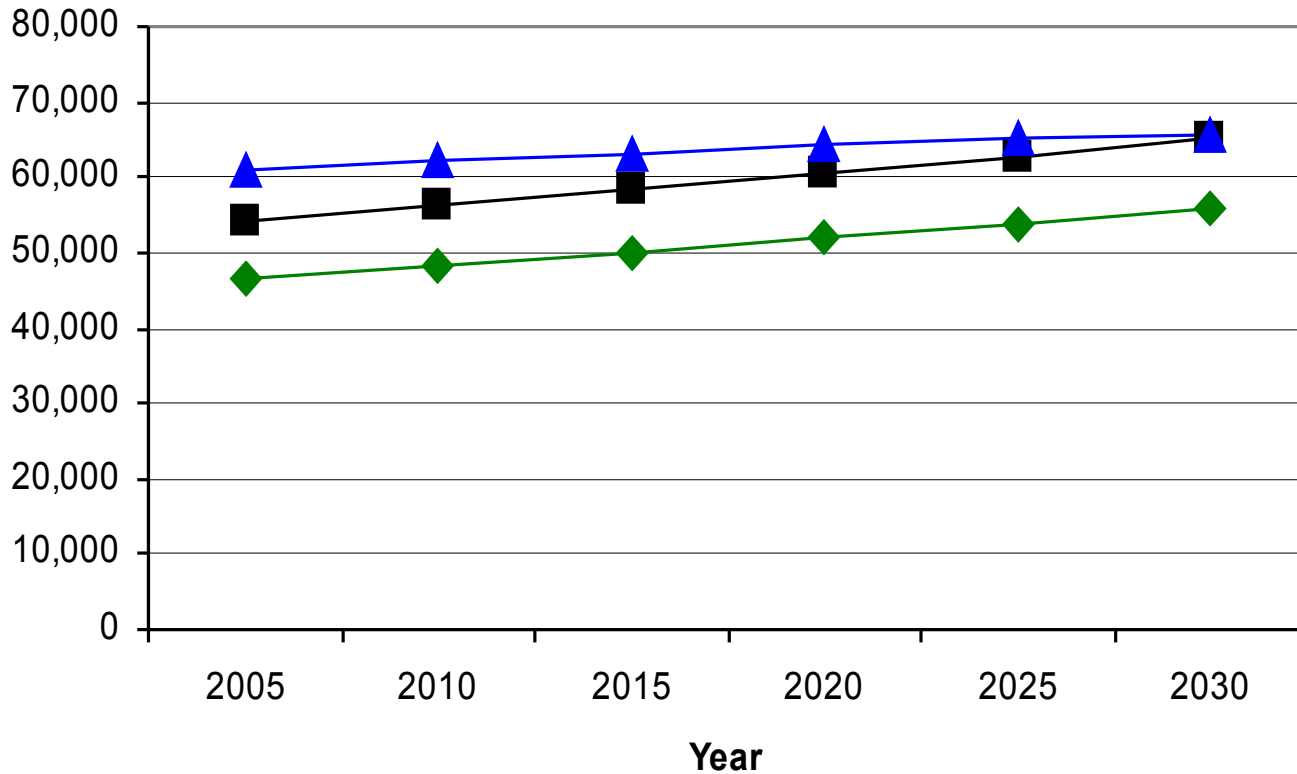


Source: 1980 Census, 1990 Census, 2000 Census (SF3)

*The Census does not define Hispanic as a race so this information is presented separately.

Population and Demographics

Median Household Income in Constant 2005 Dollars

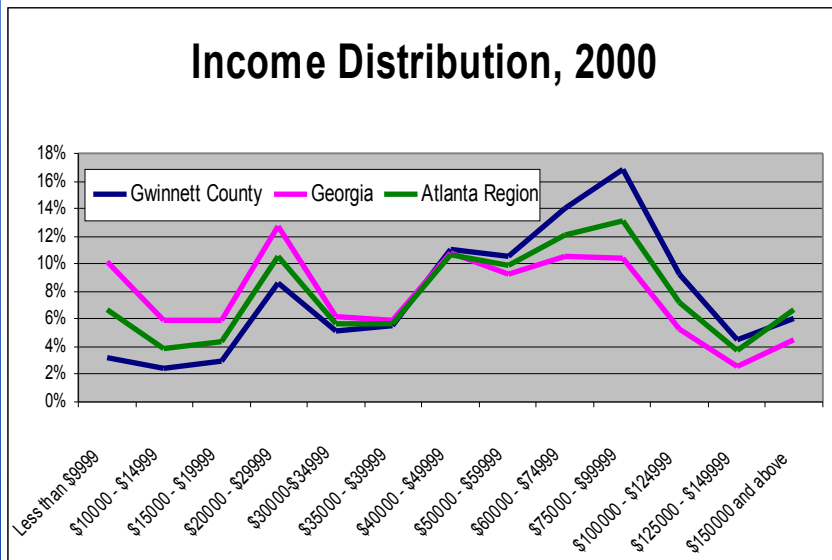


◆ U.S. ■ Atlanta Region ▲ Gwinnett County

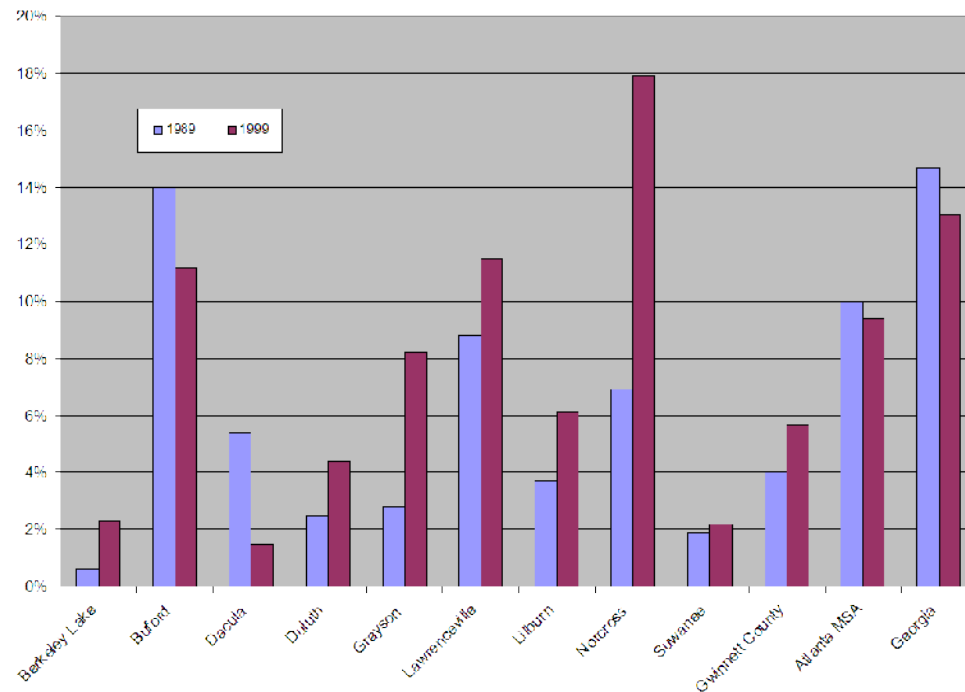
Income and Poverty Levels

Gwinnett has a larger percentage of higher incomes than the State or Region

The percentage of the population living below the poverty level is increasing in some places

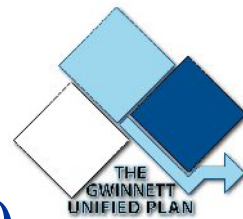


Percentage of Population Below the Poverty Level

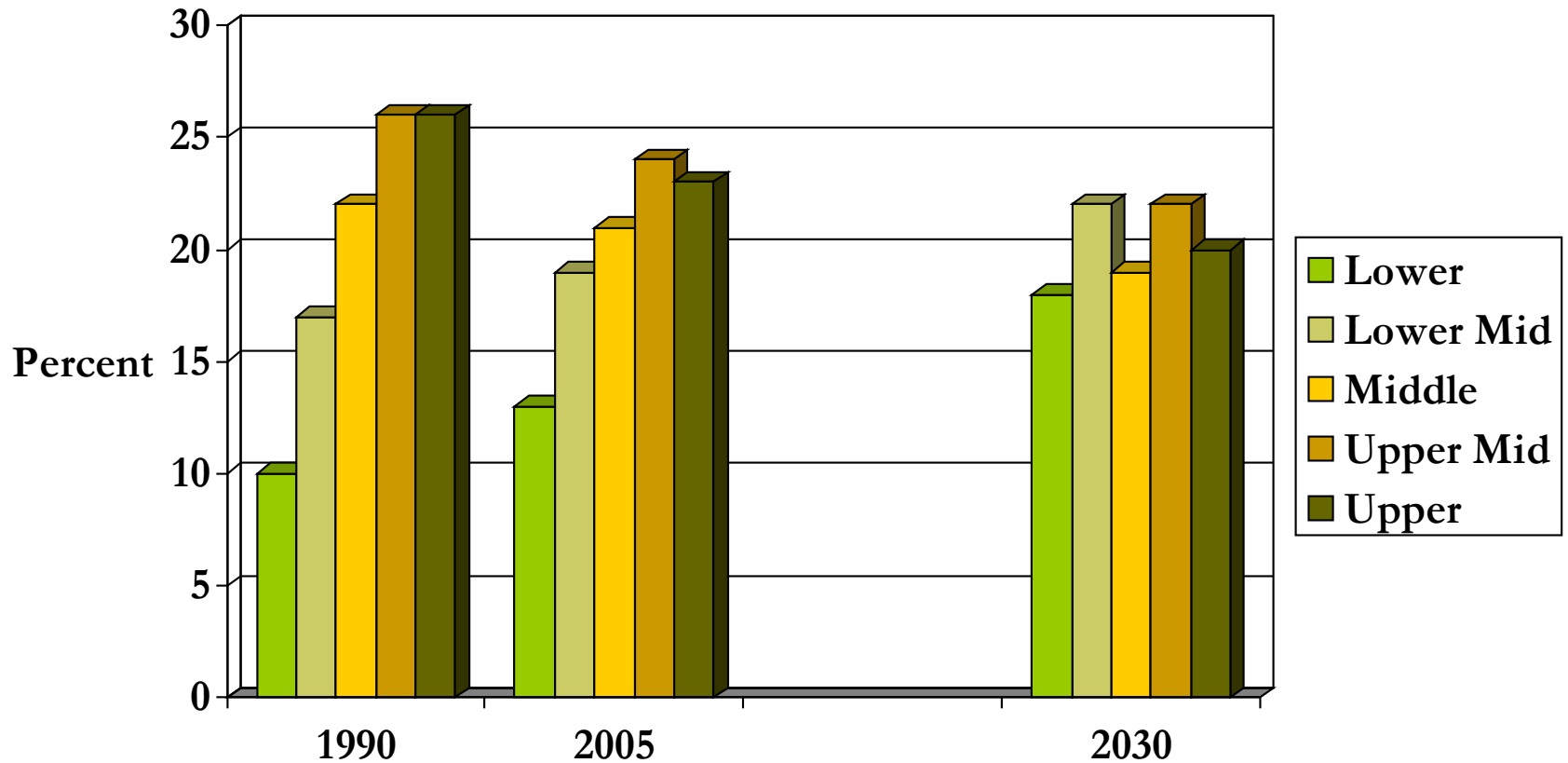


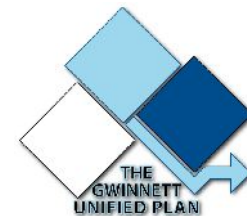
Based on Current Trends

Incomes Levels Converge by 2030



Households in Each Population Quintile as a Percent of Total Households





Economic Development

The County's largest employers are public sector, distribution, and technology based:

Employer	Number of Employees
Gwinnett County Public Schools	18,226
Gwinnett County Government	4,586
Gwinnett Health Care System	4,229
Wal-Mart	4,163
Publix *	3,250
United States Postal Service	2,760
State of Georgia	2,159
Kroger *	1,981
Primerica	1,682
Scientific-Atlanta (Cisco)	1,624
* Full-Time Equivalents	

*84 percent of Gwinnett's residents are private wage and salary workers

*10 percent are federal, state or local government workers

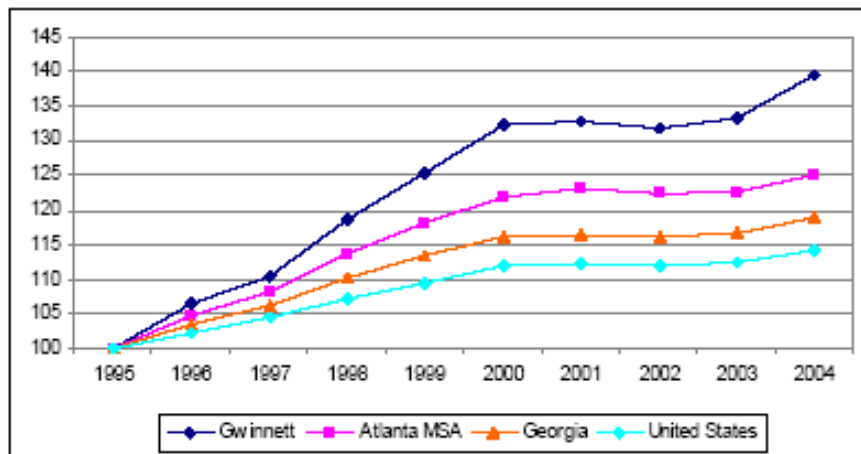
*6 percent are self-employed

Economic Development

Gwinnett's job growth is stronger than that of the Atlanta MSA, Georgia, or the US.

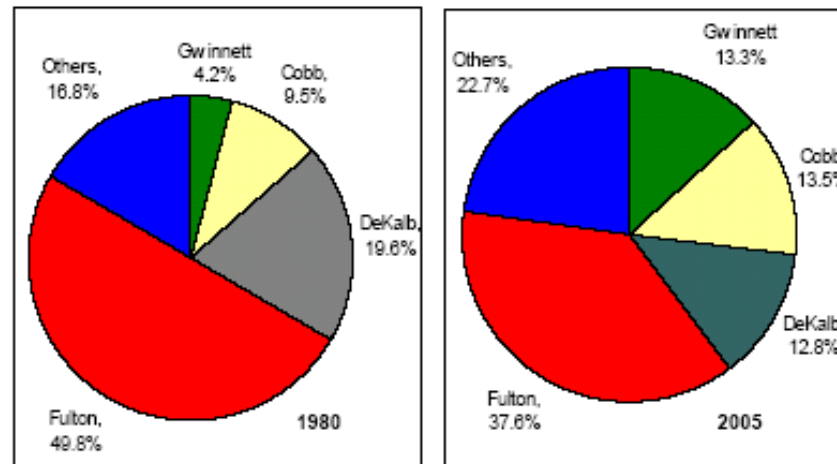
Gwinnett's contribution to the gross metro product (the sum of all goods and services) has increased significantly since 1980.

Total Employment Growth Index, 1995 to 2004



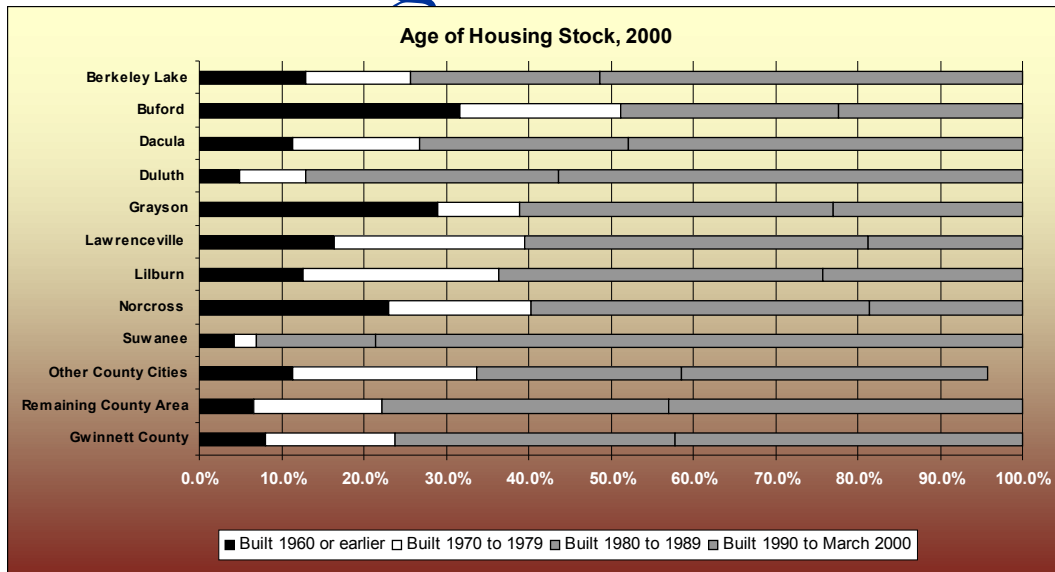
Source: Bureau of Economic Analysis

Atlanta MSA Gross Metro Product, 1980 and 2005



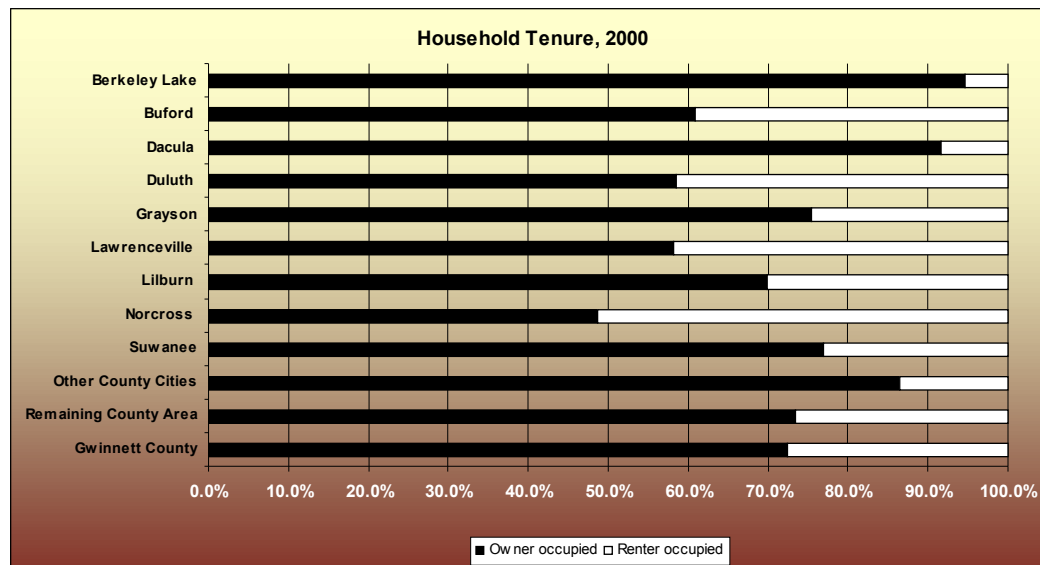
Source: Gwinnett County Department of Financial Services, Economic Analysis Division

Housing



A majority of the housing stock in the County and its Cities was built after 1980.

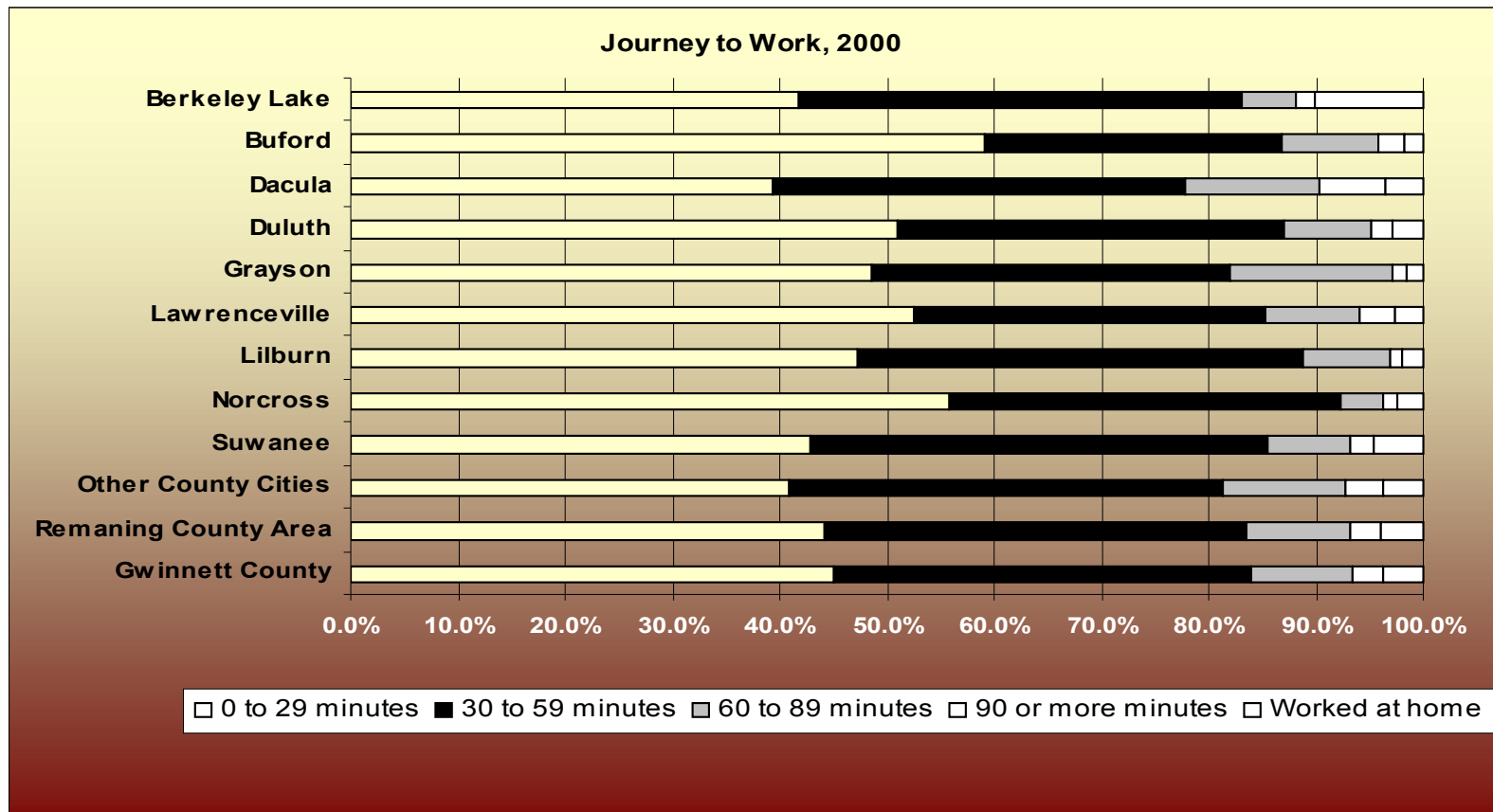
The majority of residents in Gwinnett and its Cities' own their own homes. Cities with higher numbers of multifamily housing tend to have more renter-occupied households.



Transportation



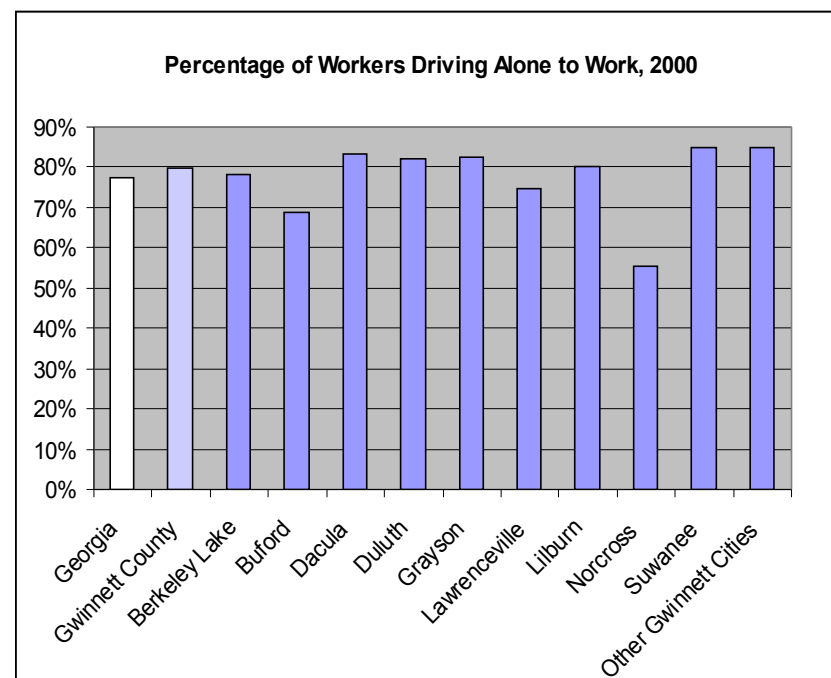
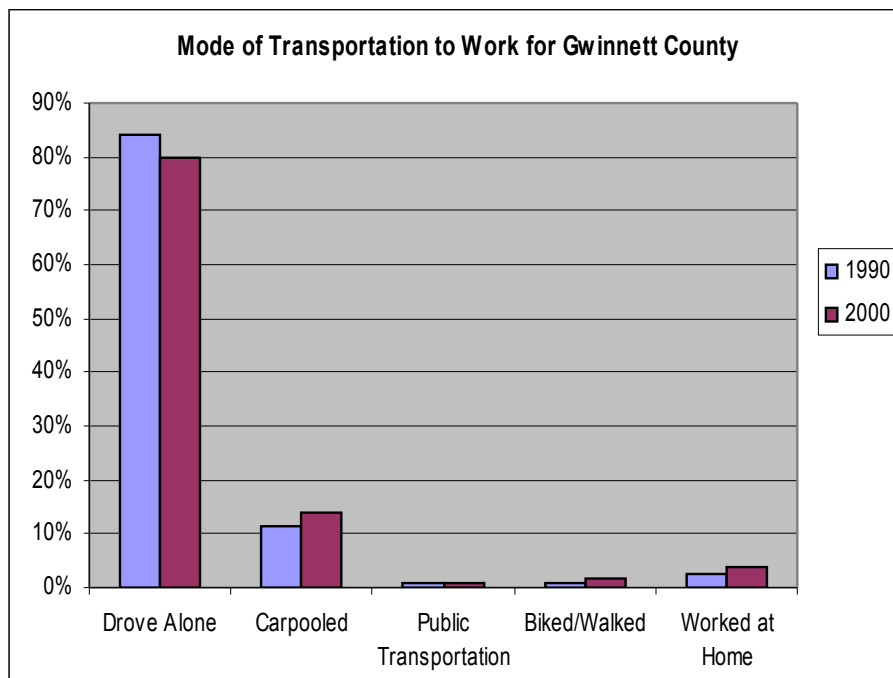
Gwinnett residents have an average commute time of 30.8 minutes. The US average is 24.3 minutes.

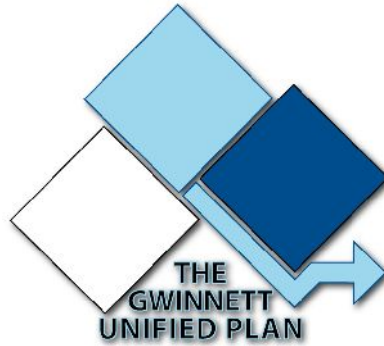


Source: 1990 and 2000 Census (SF3) and 2003 US Census American Community Survey

Transportation

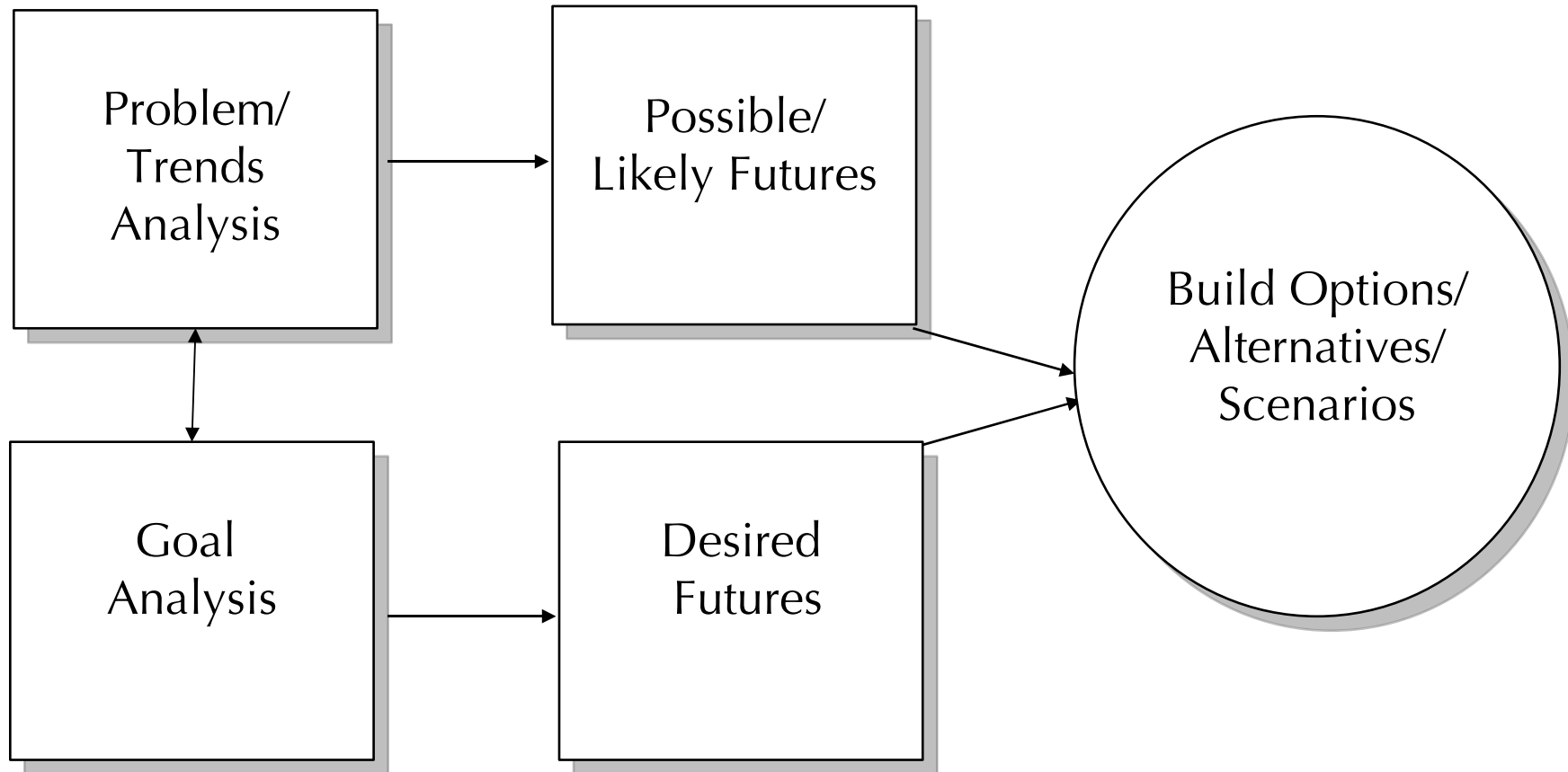
Most of Gwinnett's residents drive to work alone, although there was a decrease from 1990 to 2000.

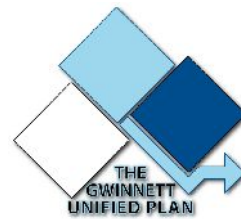




Scenario Development

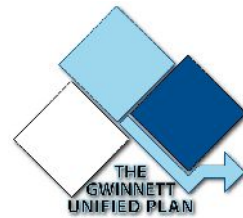
The Scenario Process





Scenario Building Blocks

- National/regional/local economic change
- Pace of change
- Immigration into County
- Public reactions to changed circumstances
- Traffic management initiatives
- Infrastructure vs. amenities choices



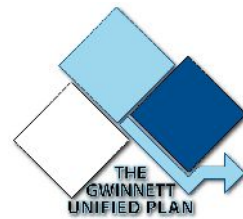
Middle of the Pack Scenario

- Existing economic trends continue
- Region continues to prosper
- Gwinnett: 47% population growth & 53% more jobs
- Congestion inhibits economic development
- Sewer throughout the entire County
- Diverse community, no majority group
- Development typically fairly low density
 - A few pockets of increased density



International Gateway Scenario

- US economy is strong; Atlanta Region experiences massive job growth
- Gwinnett: 76% more people & 106% more jobs
- MARTA extension, “Brain Train”, and I-85 corridor rail line are constructed
- International and multicultural segments of workforce grow
- High-rises at key nodes & mixed-use development along major road corridors
- Successful redevelopment of older areas



Brake and Downshift Scenario

- Entire Atlanta Region's growth slows
- Gwinnett: only 30% more people & 27% more jobs
- more transient population -- fewer long-term residents
- Because of Regional slowdown average incomes decline
- Traffic Congestion continues to worsens
- Neighborhood reinvestment sharply limited

Role of the Cities & County Tested Through Modeling



Option 1

- Cities grow and new cities emerge from affluent “pods”
- Cities become “enclaves” that attract people seeking more urban “identity”
 - similar to what is happening in Fulton County
- Cities react quicker its citizens’ concerns
- County actions make it less attractive relative to Cities

Option 2

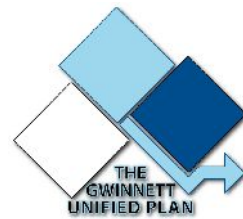
- County and State policy change so that annexations don’t happen as easily
- County takes steps to increase attractiveness relative to Cities



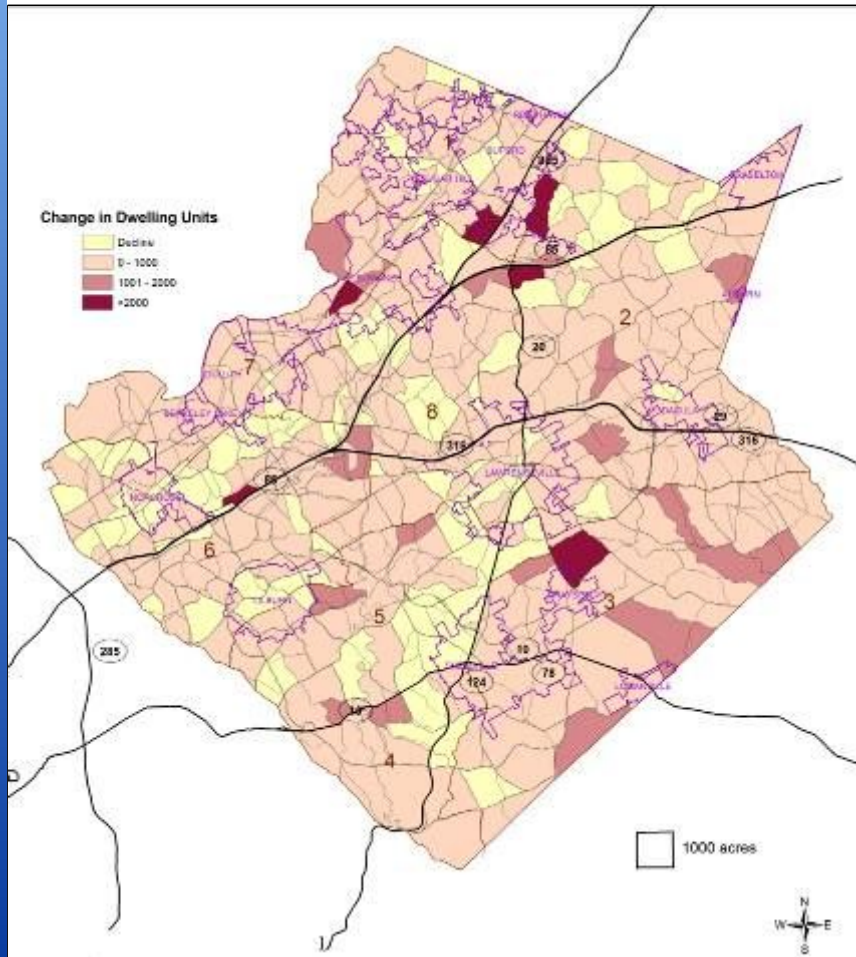
Each Scenario Will Be Modeled For:

- Land Use Change
- Impact on Utility System
- Impact on Transportation System
- Impact on Tax Digest

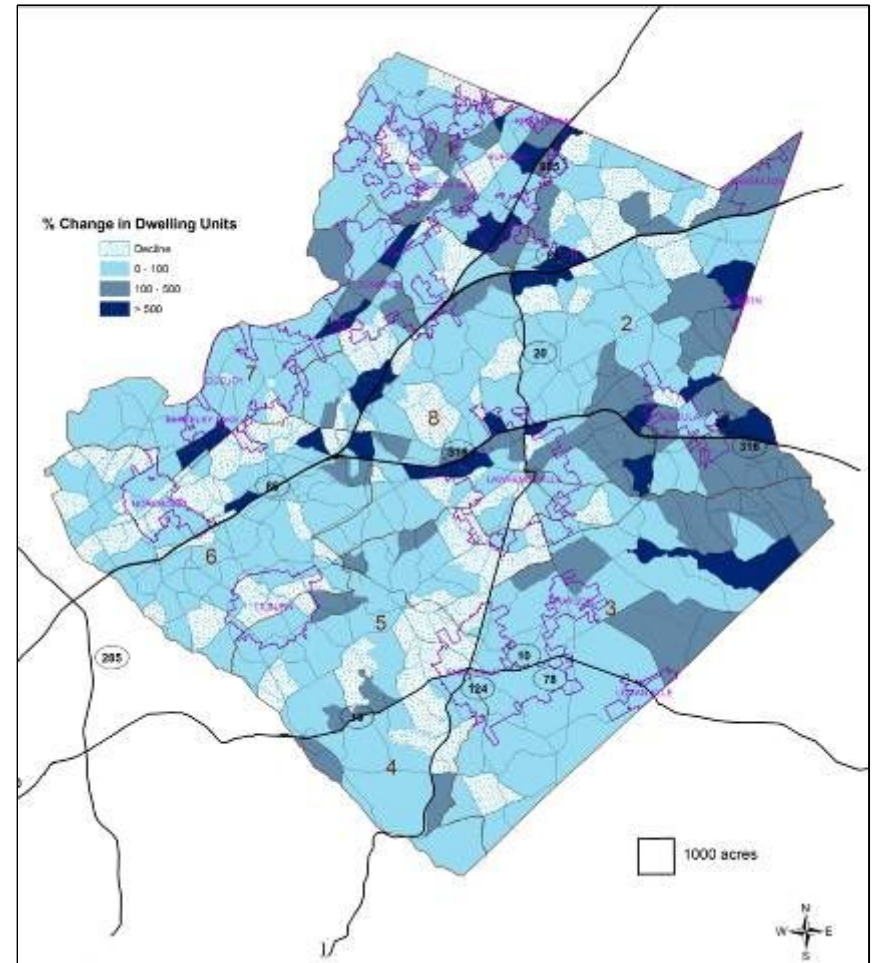
Allocations at the TAZ level Middle of the Pack Scenario



Absolute change in dwelling units



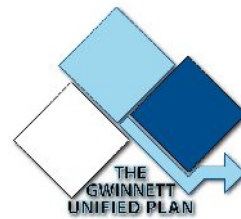
Percent change in dwelling units





Fiscal Impact

- Existing Model (WebFIT)
 - FIT focus is on revenue and expenditures in aggregate
 - Focus on land use change
- Revised model
 - Look at cost of services allocations by land use change
 - Focus
 - ▣ Each service expenditure
 - ▣ Each revenue source
 - ▣ Based on area designation change not whole county



Alternatives Based on Fiscal Results

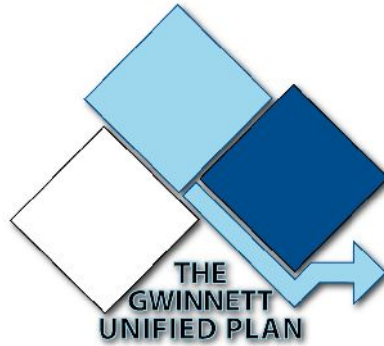
- Financing alternatives
 - Millage Rates
 - Tax Allocation Districts
 - Debt financing
 - Reassess pay-as-go system
 - Alternative fees
 - Impact
 - Usage

	Single Family (Dwelling Basis)	Multifamily (Dwelling Basis)	Residential Total (Dwelling Basis)	Commercial (Acreage Basis)	Commercial Total (Acreage Basis)
<u>Expenditure</u>					
Total Administration	\$240.50	\$1,168.60	\$240.43	\$873.74	\$359.73
Total Tax Commissioner	26.62	129.34	26.61	80.68	33.22
Total Justice	130.70	635.10	130.67	627.46	258.33
Total Sheriff	166.71	810.08	166.67	1,177.10	484.63
Medical Examiner	3.05	14.81	3.05	0.00	0.00
Total CS	184.84	898.15	184.79	392.76	161.71
Total Planning,Transportation & Utilities	878.44	4,268.42	878.21	1,694.02	697.45
Total Police & Fire	320.82	1,558.92	320.74	2,960.37	1,218.83
Total Non-Departmental Expenses	116.69	567.01	116.66	466.33	191.99
<u>Revenue</u>					
Real/Personal Property Taxes	587.26	2,853.56	587.11	5,618.16	1,850.33
Motor Vehicle Taxes	78.90	383.38	78.88	355.93	117.22
All Other Property Taxes	11.80	57.34	11.80	339.14	111.69
Insurance Premium Taxes	80.05	388.95	80.03	0.00	0.00
All Other Taxes	33.37	162.13	33.36	745.99	245.69
Business License	6.96	33.81	6.96	578.49	190.53
Total Other Licenses & Permits	2.07	10.04	2.07	426.86	140.59
Total Intergovernmental Revenue	19.28	93.67	19.27	64.80	21.34
Total Judicial Revenue	70.90	344.51	70.88	303.65	100.01
Building Permits/Fees	27.38	133.03	27.37	182.49	60.10
Tax Commissions	24.35	118.33	24.35	232.97	76.73
E-911 Fees and Charges	30.19	146.71	30.18	213.73	70.39
Street Lighting Assessment Fees	22.14	107.60	22.14	37.04	12.20
Other Charges for Services	27.06	131.47	27.05	104.23	34.33
Water and Sewer Sales and Fees	657.81	3,196.39	657.65	2,253.79	742.28
Other Sales and Rental	53.62	260.52	53.60	438.32	144.36
Total Miscellaneous	22.26	108.15	22.25	199.19	65.60
Reserve (Loss)	(\$312.99)	(\$1,520.84)	(\$312.91)	\$3,822.34	\$577.51

The Final Recommended Plan Will Strive to Achieve the Best and to Avoid the Worst as Identified by the Scenarios

Final plan will be a composite of land uses and policies designed to:

- Promote a desired quality of life,
- Maintain a strong economy
- Reduce congestion, and
- Avoid the pitfalls identified by the scenario process.



Questions?