



Executive Director's Report

December 7, 2022

The CID continues to experience redevelopment in the Corridor. New and renovated businesses such as car dealers to long standing vacant buildings are becoming open with new approaches to the utilization of the building. The former Fork and Tunes is in the process of an adaptive reuse of the building.

A member of the Board of Directors and staff made a presentation to the Gwinnett County Transportation Citizens Project Advisory Committee (SPLOST) on December 1st. While the presentation has been sent to all Board Members, a copy is provided in Attachment A.

During the presentation, we provided examples of types of projects that have been implemented in the corridor. A discussion of the many partners the CID has engaged to see a project fully funded and completed.

The SPLOST presentation was developed by Axis Infrastructure, GwDOT and CID staff. The only funding requested by Evermore CID was for the Ross-Paxton-Killian Hill-Hewatt project. We have suggested a unique approach to this \$20 M project. We have requested that the project be broken into two phases. The first phase would be to engineer the entire project, acquire ROW and construction of Ross-Paxton-Killian Hill. The second phase would be to acquire ROW and construction from the roundabout and Killian Hill to Hewatt Road in order to connect to the Evermore North Blvd at Hewatt Road.

If we are successful in obtaining Phase I funding in this SPLOST cycle, we would work to obtain Federal funds to augment local and CID funds for Phase II. This approach would give our most critical need funding while preparing the corridor for the next phase of the connector road.

The 2023 CID budget will be presented for consideration during the regular Board Meeting. Board members have been provided with a draft budget previously. (See the Operating and Capital Budgets in Attachment B). Some highlights in this budget are as follows:

As has been discussed, the CID is taking advantage of the interest rates currently offered for Treasury Bills. We anticipate a return about \$150,000 versus the prior year return of \$15,000.

We are focused on a mixture of terms for these assets. We are using both 3 month and 6-month T-bills. This decision will result in having the correct amount of needed operating funds but maximizes the return on investments.

Our property tax revenues came in at \$1.326M in FY2022 compared to a budget of \$1.125M. This is a 15.6% increase from the prior year's budget. Due to anticipated appeals, we have conservatively budgeted \$1.3M for FY2024.

The revised Capital budget Summary includes the addition of \$160k in interest income due to the change to short-term T-Bills and the higher interest rate for investment purposes on all the set aside capital funds for planned capital projects as indicated in the operating fund.

Collector Road Phase III Evermore North Blvd. (Hewatt-Parkwood-Britt):

The Gwinnett County Department of Transportation will receive the new responses to the bid requests for this project. The schedule is December 8, 2022. There is a 30-day evaluation period, then the actual construction should begin in the second quarter of 2023.

While the decision will result in a delay of the project, in the words of one of the key decision makers: "This is a very complex project." We are confident that the efforts made by Gwinnett County are the best decisions that will result in the very best project upon completion.

General Comments:

The CID continues to be a supporter of Leadership Gwinnett. The CID was represented as a facilitator for Infrastructure Day. The panelists were Chairpersons Charlotte Nash and Wayne Hill. Their collective insight into the past provided the participants with a foundation on which the remainder of the day was based. They were also open about what they would like to see in the future for Gwinnett and issues they would have liked to have impacted during their tenure.

The CID continues to be engaged in the ongoing meetings with Piedmont Eastside and the Snellville Police Department. The Piedmont organization has prioritized the safety of its patients and staff. During the meetings, both organizations discuss issues and how they continue to work together to resolve those issues. Obviously, they must work together because of the impact of, or on, other agencies in the provision of quality services. Both organizations endeavor to see this ongoing relationship continue and improve to the benefit of the community they serve.

Partnership Gwinnett held its annual peer tour to Greenville, South Carolina. There were more than 60 Gwinnett participants. Most importantly, more than 30 of those participants were elected officials. As the Mayor of Greenville stated, this has been an evolving plan over the past 35 years. While there were a broad range of approaches to the implementation of the plan, it was obvious that this Mayor, who had been in office for more than 25 years, continued to be engaged in all aspects of development and redevelopment. He was very open about the failures as well as the many successes.

Susan Canon, Director of Gwinnett County Department of Planning and Development met to discuss ways her office could assist the CID. High on the priority list was any assistance which expedites the approval process for projects within the corridor were discussed. We discussed the UDO and its recent revisions. While the CID has had an overlay district designation, it appears the UDO is structured as to eliminate another level of requirement such as an Overlay District designation. As always, if there is a demonstrated need level of requirement for an Overlay District designation, the CID can apply to the county to implement such a designation.