



Executive Director's Report

January 27, 2010

As we begin the new year, the focus of the CID will be to execute a comprehensive plan of economic development and issues impacting property and business owners, while focusing on advancing the infrastructure along the corridor. All of this is taking place against a backdrop of difficult economic times for our members and businesses.

Below, please note the status of some of the activities of Evermore CID and its partners:

Stadium Study and Related activities:

An agreement between the SMMA and the Evermore CID has been drafted and presented for Board consideration. As the Stadium Feasibility Study begins, Evermore CID will hold meetings and move the day-to-day operations to the Pro Shop. A vast number of initial contacts have taken place between many interested parties. With a USTA sanctioned event awarded to the Metro Atlanta area, the facility would be a prime location.

As efforts begin to evolve in US-78 Corridor, we hope the corridor will become noted as the "Green Corridor". The idea of merging the Tennis Stadium's rebirth with a multi-modal transportation hub can change the face of the entire region.

Meetings with potential supporters of the transition have been very positive. We have met with Federal, State and County officials to assess the interest in the project.

At an Open House for CIDs, U.S. Senator Johnny Isakson pledged his support and interest in seeing that the highest and best use of the Stadium would be realized. He has since had his Field Staff personnel visit the facilities and offer suggested funding sources and processes to the CID staff. He committed to listening to the results of the Feasibility Study. His support will be important to the ultimate outcome of the facility.

Community Response to Announced Target Super Store Closing

We have exhausted every avenue in our attempt to retain the Super Target Store. Our Economic Development Director has worked diligently on this effort to save the Target Store to no avail. We have contacted persons who might have some influence with the Senior Decision Makers at Target. All of these attempts have been rebuffed by Target or we simply received no response at all. Some of you might have notice that some of the merchandise has been removed from the store.

We have been told that the store will be closed completely on January 31st.

Status of McGee/Cambridge Realignment

The only delay currently experienced on this project is the Letter of Agreement between the city of Snellville and Gwinnett County. (I have been in touch with Snellville's City Manager) Once this agreement has been signed, ROW acquisition will be a top priority. GS&P submitted the right of way plans for Cambridge at McGee to GDOT in December for review. We have received a ROW cost estimate from GS&P as well. The State is in the process of verifying the right of way cost estimates through their right of way provisioner.

The next steps are to get GDOT approval of the right of way plans, and then right of way acquisition can begin, if all of the agreements have been coordinated with GDOT and Gwinnett. We are requesting GDOT conduct a quick review of the right of way plans. It takes a few weeks for GDOT to complete their review. Unfortunately, we have just learned that the ROW plans that were supposed to have been sent to the State are still in the Gwinnett County ROW office. Steps have taken to move this process along.

We were told that the ROW plans to GDOT were sent the week before Christmas, only to learn today (January 22) that the plans have not been submitted to GDOT. We are hoping to have comments back from GDOT in the 2nd or 3rd week in February. Colin Houpperman with GDOT District 1 is going to try and expedite the right of way review process so that we get ROW approval or comments as soon as possible. The plans from GS&P were submitted to Gwinnett for their review. We are waiting on comments from Gwinnett and GDOT on approval on the right of way plans.

Currently, GDOT has to approve the GS&P ROW plans internally. The concept report is being routed for signatures and final approval from the GDOT offices of right of way, environmental and programming. Once all the signatures are obtained, it will be approved, probably within a month.

The Notice of Location and Design Approvals for the project have been posted as required by law in the Gwinnett Daily Post.

Status of the Yellow River Pedestrian Bridge:

The request for Federal funding has been approved and necessary agreements have been executed to allow the bridge project to be let. Gwinnett Department of Transportation is awaiting GDOT approval to let the bids. Once GDOT approval is received, the CID Board will be notified.

Status of the Hwy 78 Improvement Project:

The construction phase of the project is completed on schedule. The clean up, final grading and some utility work are continuing. There has been a stop work order on the Landscaping. The project is continuing even though rain has impacted the construction.

A meeting with GDOT and contract will occur in the latter part of this week, as detailed below.

Monitoring of Landscape Installation:

We have been in touch with GDOT in reference to the installation of landscaping across the corridor. Harold Mull, members of the GDOT team and the contractor will meet in the CID office on January 28th. We will be discussing a number of issues to include landscaping, draining and other hazards that have been demonstrated since the construction has ended. If you are aware of any other issues, please advise our office.

FY-2010 Budget:

As you are aware, we have continued to verify exact funds and funding sources. Previously, funding sources have been identified in our project notebooks, but the follow up to actually ensure that those funds are placed in the TIP have not been verified. The budget that was sent out to you is a draft. Members of the Board have attended budget briefing held in the CID office or have received a copy of the Budget.

Bill Gower and the CID staff have completed the proposed FY-2010 Budget. This is a frugal and responsible budget that reflects the absolute needs and priorities of the Board of Directors. While the Board will have an opportunity to modify and adopt the budget, we are confident that all critical components are represented in the proposed budget.

Because the Evermore CID reduced its millage rate during these difficult economic times, we have continued to reflect the conservative nature of the Board in the proposed budget. Our highest priority is to focus on economic development and the provision of services to the members of the CID.

This budget does, however, continue our efforts to move the priority projects forward in a most deliberate manner. This process is continuing to maintain or build our reserves.

One of the primary features of the 2010 Budget that distinguishes it from other budgets is the total number of projects that are being advanced. If the project expenditures were subtracted from the budget, we would show that we have actually reduced operating expense in FY-2010.

Gwinnett Transit along US 78:

Initial discusses have begun to consider the possibility of a BRT system along US 78. While this issue has been in the Transportation Master Plan for some time, with GRTA having three locations in the corridor, now is the time to look at other possible linkages.

General Comments:

There are two primary issues that have occupied most of our time during the past month. They are: 1) the study of the stadium and developing an approach to carry out the research related to the feasibility of a multi-purpose facility and a multi-modal transportation hub and 2) the preparation of the 2010 budget that has required verification of funds and assessment of needs of the CID to advance projects in the corridor.

The revenues generated by the property taxes are higher than expected, thus mitigating the full impact of a 20% reduction in the tax millage of the CID. The Evermore CID will have adequate funding and continue to build up its reserves. But, in FY-2011, I do believe the CID will have to be careful in its commitments in order to have a balanced budget.