

Where We Live Aerial

Residents will be asked to identify where they live and work location by placing colored dots on the map.

Gwinnett County 2030 Unified Plan

What is the Unified Plan?

- Integrates the **Comprehensive Plan**, which focuses on land use and development issues, and the **Consolidated Plan**, which addresses community development, housing, and homeless needs, into a single document.
- The **Comprehensive Transportation Plan** is a stand alone document, coordinated with the Comprehensive and Consolidated Plans. A summary of the CTP becomes the transportation chapter of the Unified Plan.

Overview of Important Milestones

Data Collection and Analysis	Summer 2006
Develop Scenarios	Summer 2006
Set Up Models	Summer/Fall 2006
Determine Future Needs	Fall 2006
Public Information Meetings	Fall 2006
First Public Hearing	Fall 2006
Public Visioning Process	Fall 2006
Refine Scenarios	Winter 2007
Assess Fiscal Implications	Winter 2007
Prepare Draft Plan	Spring 2007
Public Information Meetings	Spring/Summer 2007
Second Public Hearing	Fall 2007
Submit Plan to Agencies	Fall 2007
Formal Adoption of Unified Plan	Winter 2008



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

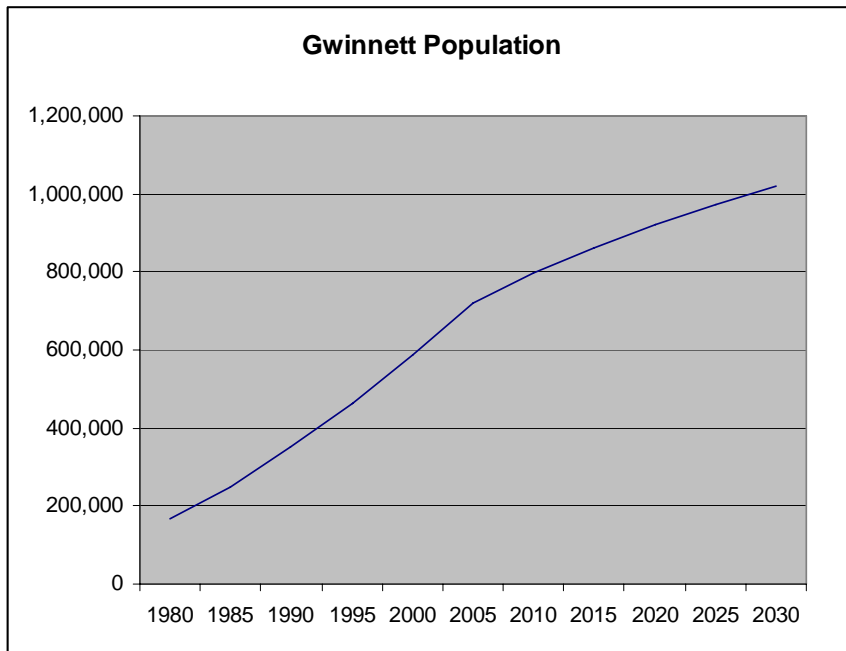
The State planning requirements use a three step planning process. The first step, the Community Assessment, has four components.

Why are We Here Tonight?

- Share information and highlights from the Community Assessment
- Gather your thoughts on the Issues and Opportunities facing the County
- Solicit feedback on the Character Area and Areas of Special Attention Maps

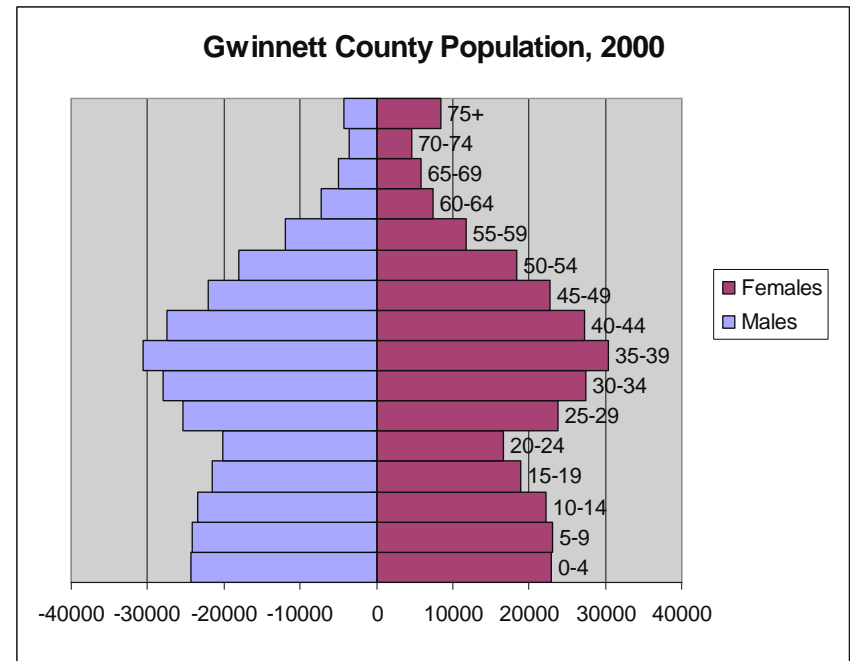
Population and Demographics

Gwinnett's population growth is slowing, but still growing.



Source: 1980 Census, 1990 Census, 2000 Census, Census Projections, Dr. Tom Hammer (2006)

Gwinnett is a family-oriented County; the number of residents 55 and older residents is increasing.

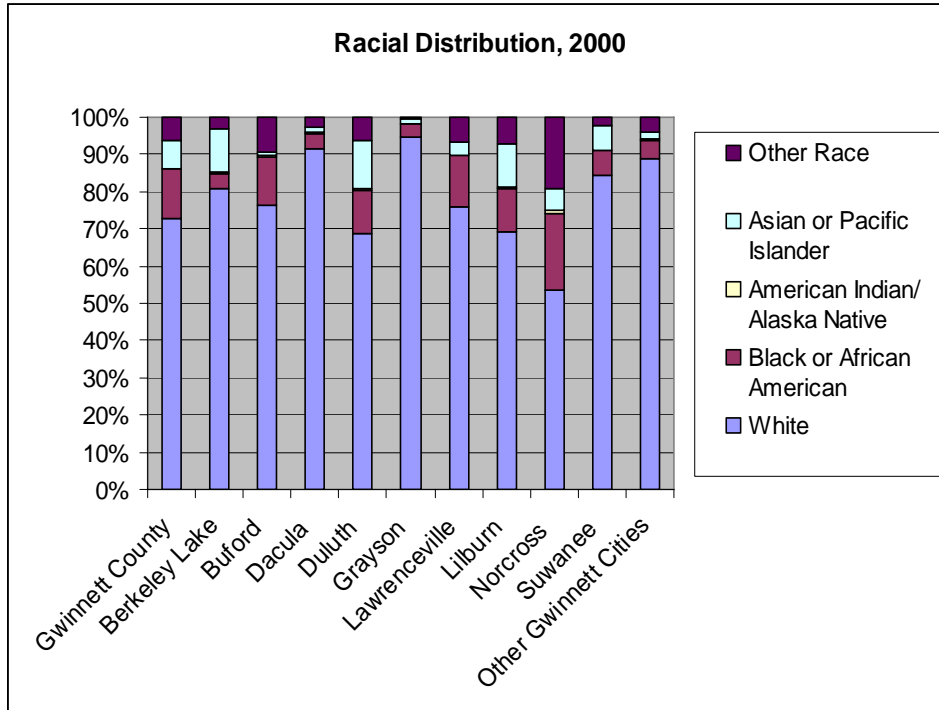


Source: 2000 Census (SF3)

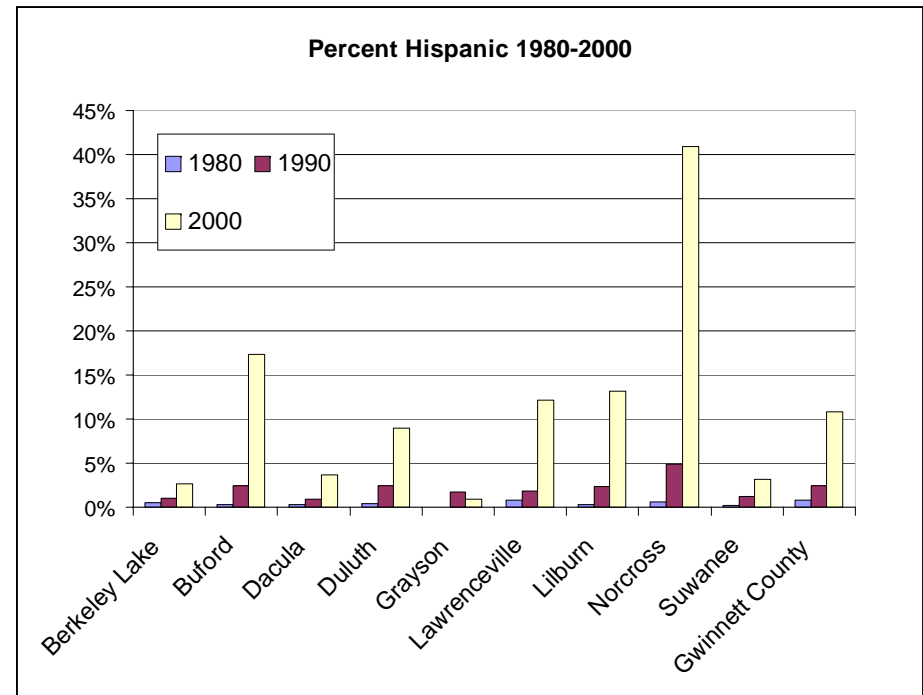
Population and Demographics

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*



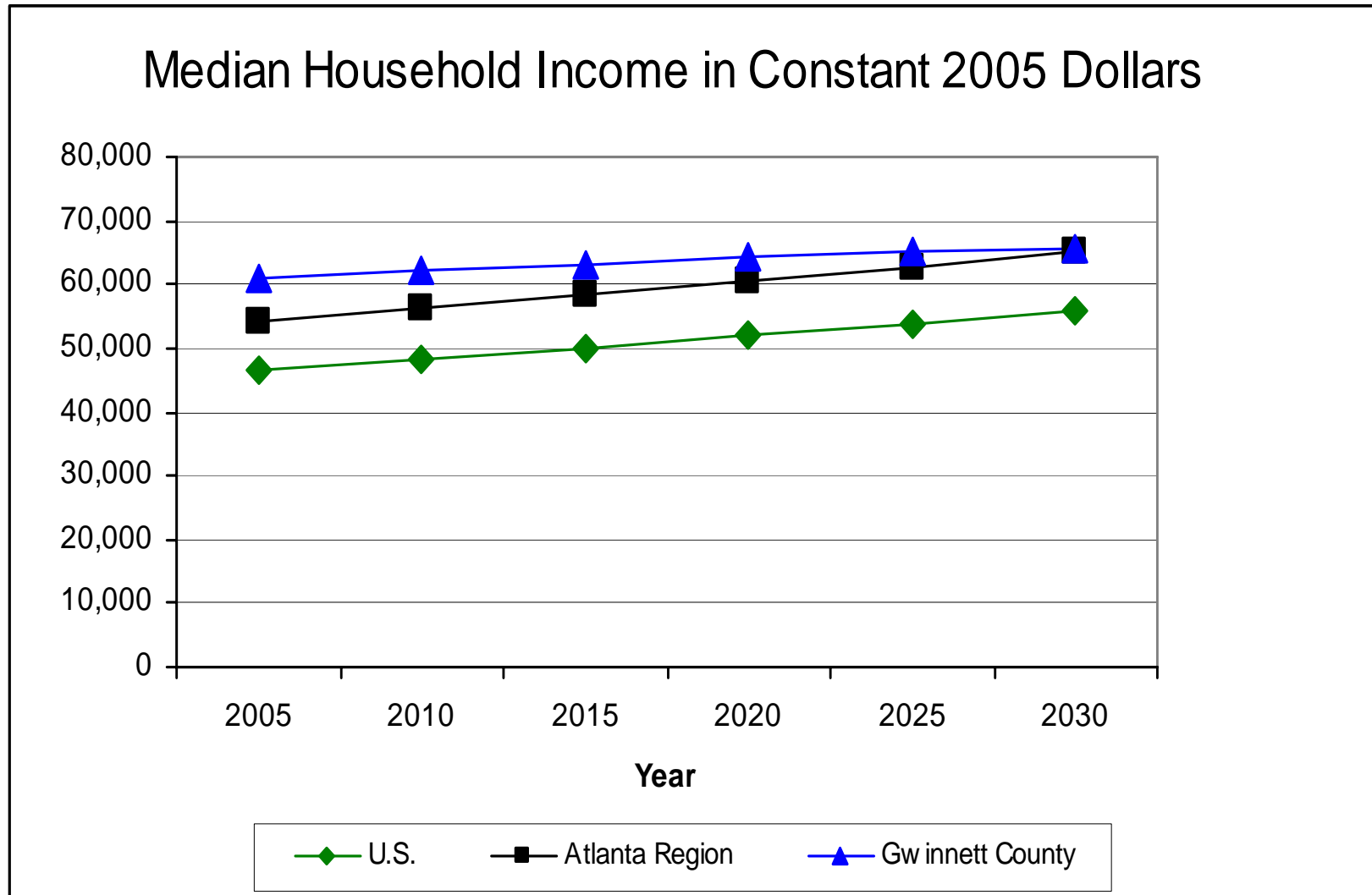
Source: 2000 Census (SF3)



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

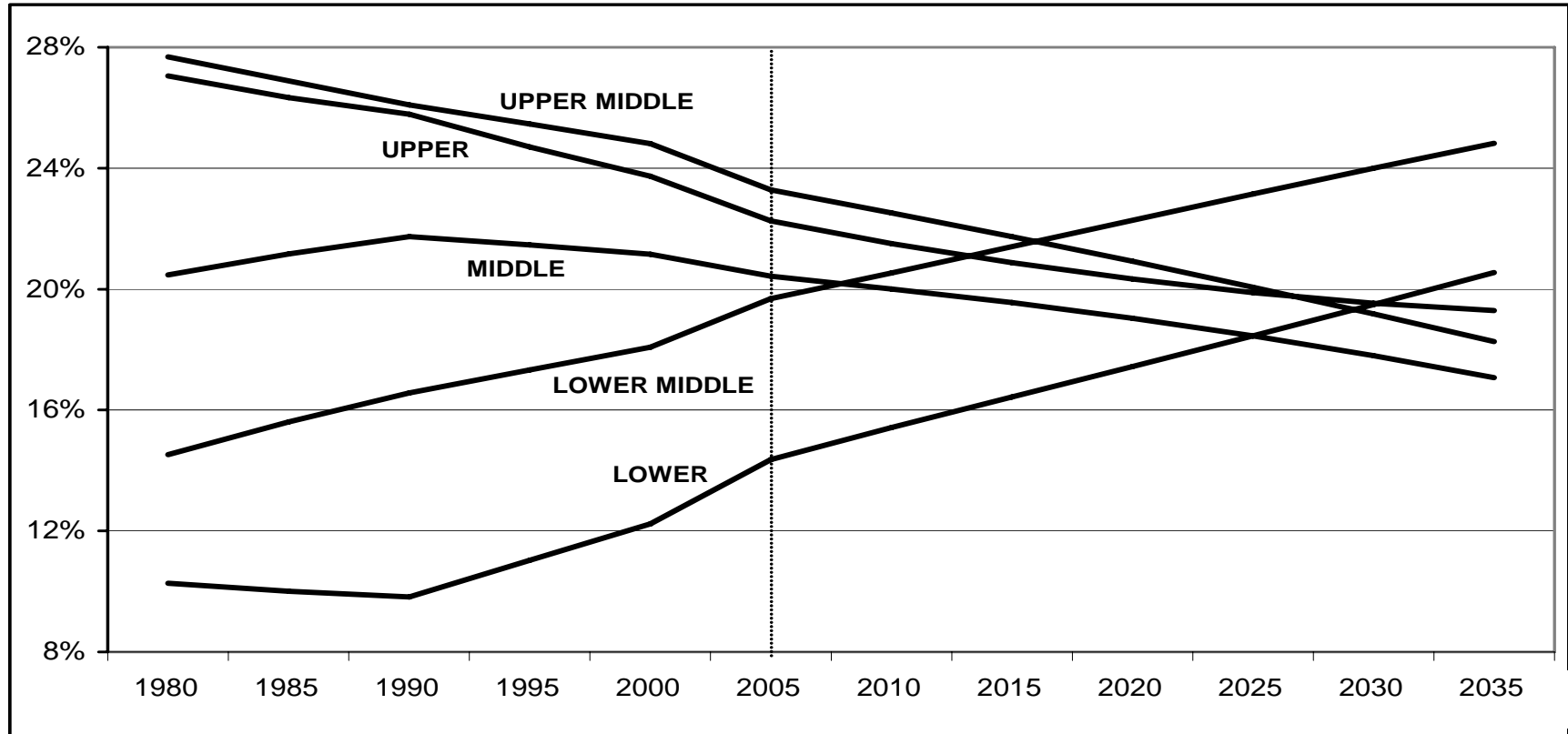
*The Census does not define Hispanic as a race so this information is presented separately.

Population and Demographics



Population and Demographics

Figure 2. GWINNETT COUNTY HOUSEHOLDS IN EACH REGIONAL INCOME QUINTILE AS A PERCENT OF TOTAL GWINNETT 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

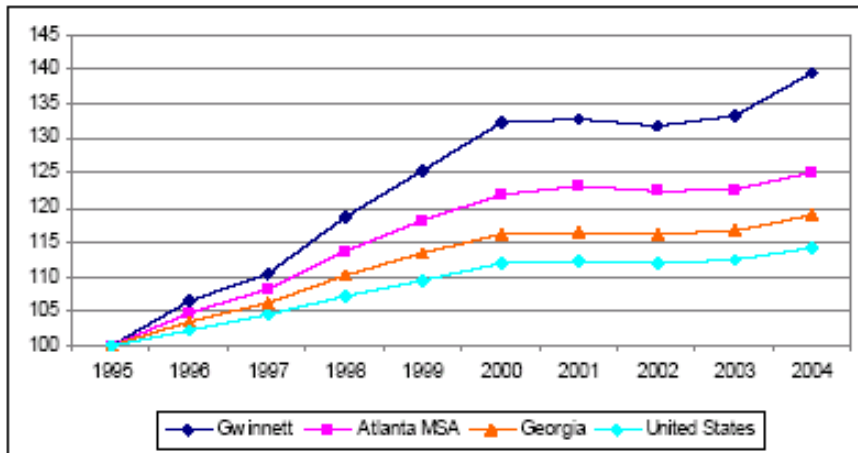
*6 percent are self-employed

Economic Development

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

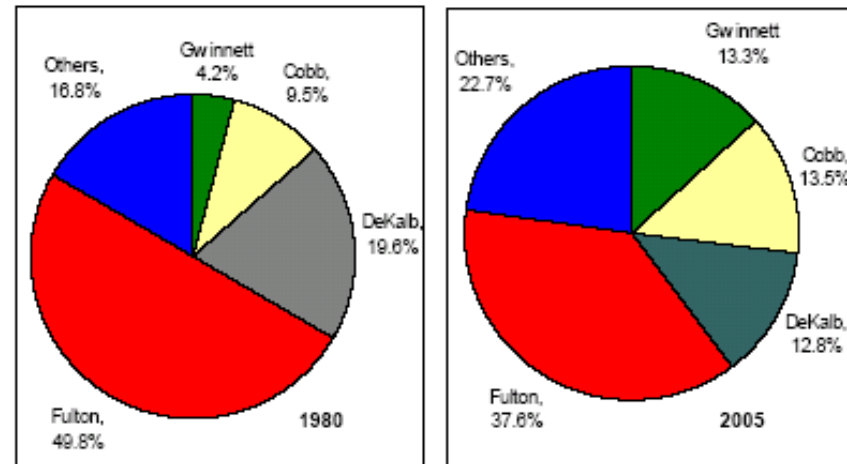
Gwinnett's contribution to the gross metro product (the sum of all goods and services) has increased significantly since 1980.

Total Employment Growth Index, 1995 to 2004



Source: Bureau of Economic Analysis

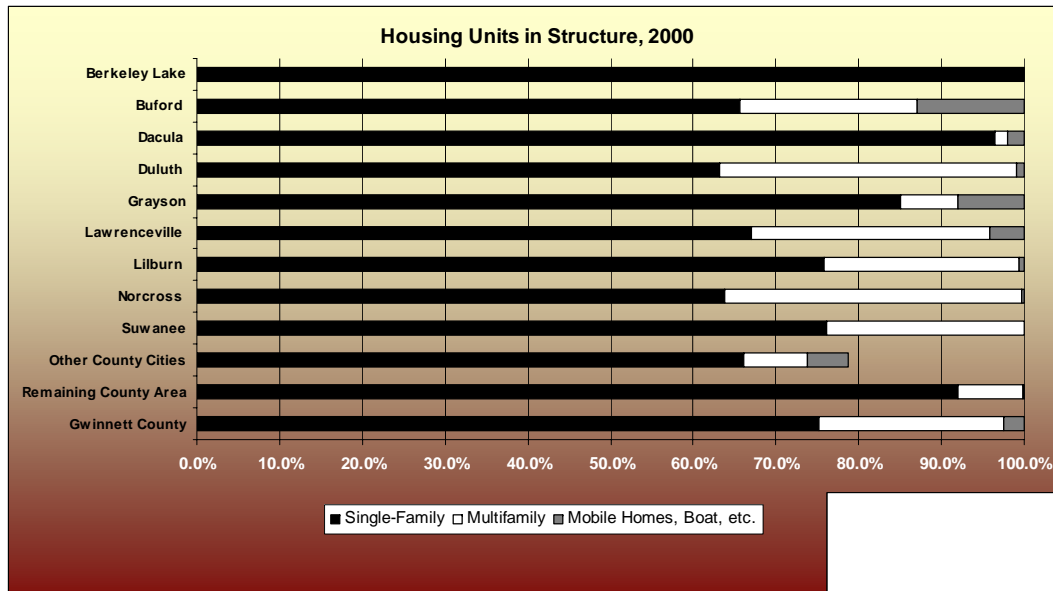
Atlanta MSA Gross Metro Product, 1980 and 2005



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

Source: Market Street Services, Economic and Demographic Profile, July 2006

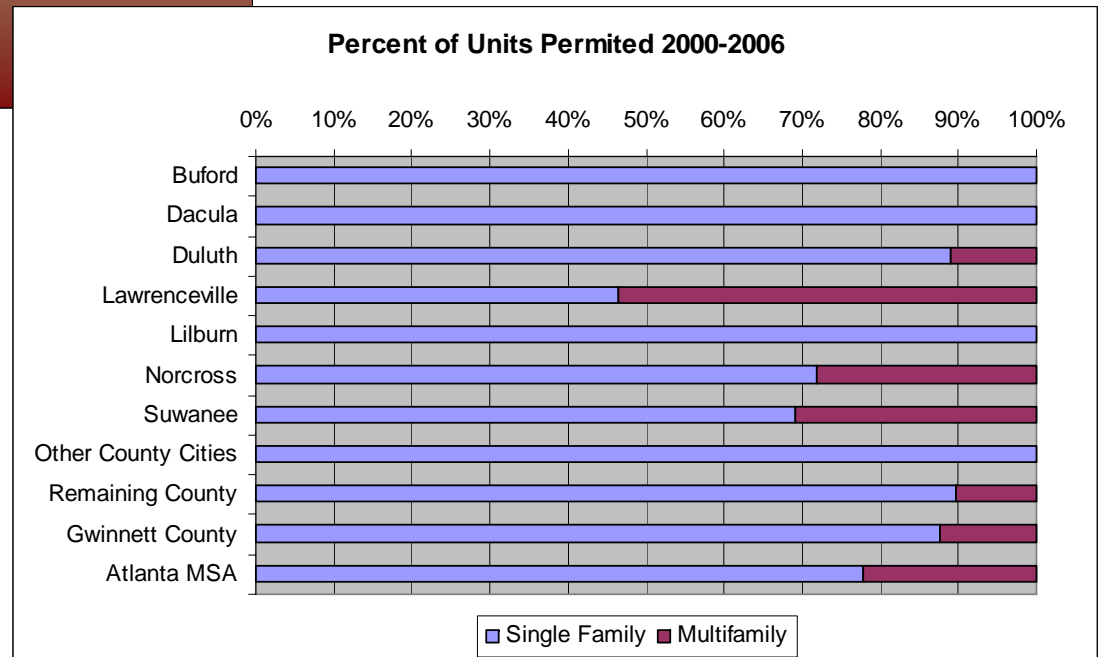
Housing



Single-family detached housing constitutes the highest percentage of the housing stock – existing and permitted – in the County and its Cities.

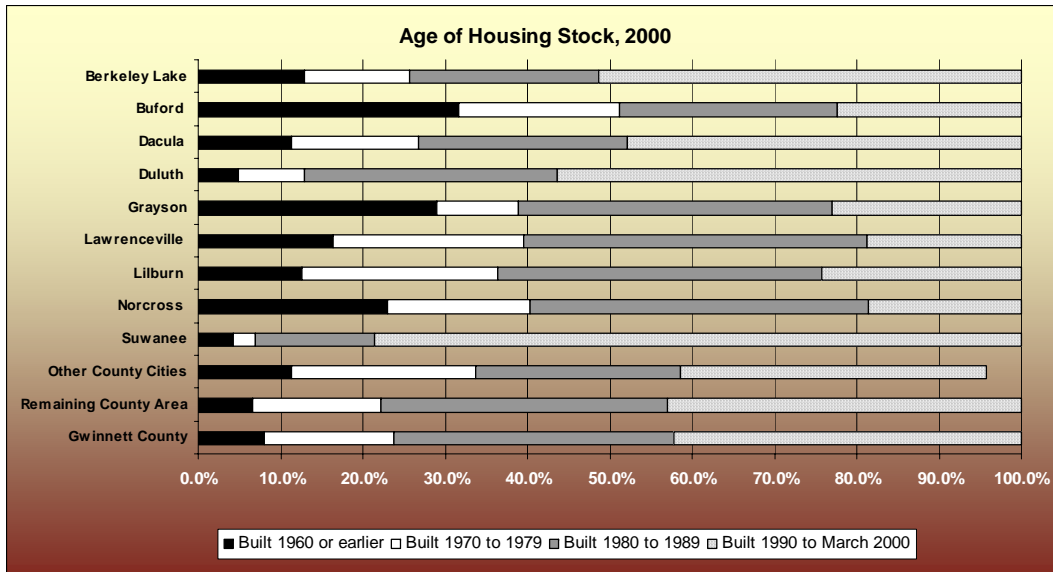
Note: The Housing Unit Chart will be revised to show the number of townhouses.

Source: US Census 2000 and State of Cities Data System Building Permit Database



No data reported for the Cities of Berkeley Lake or Grayson

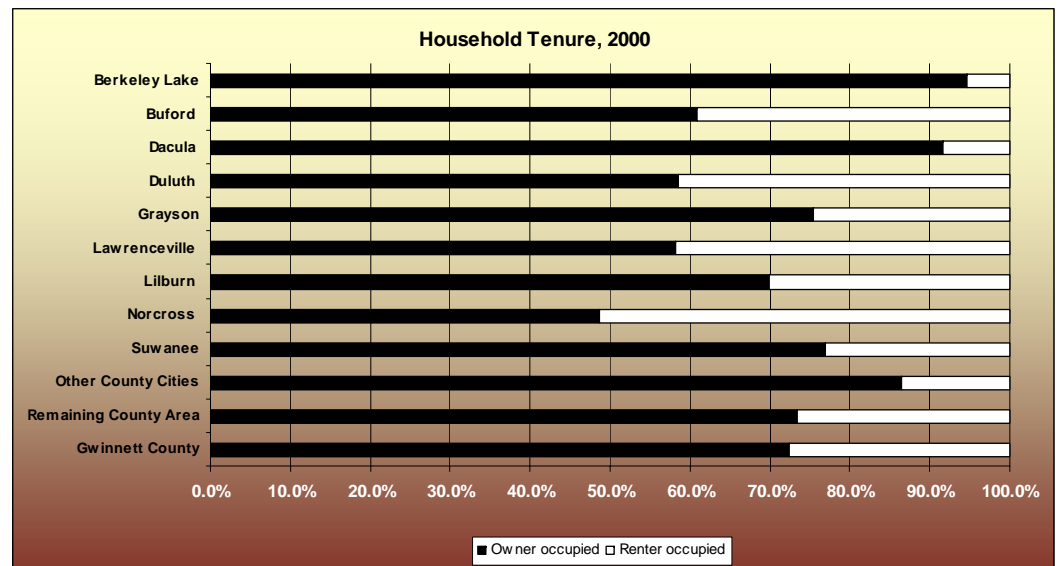
Housing



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.

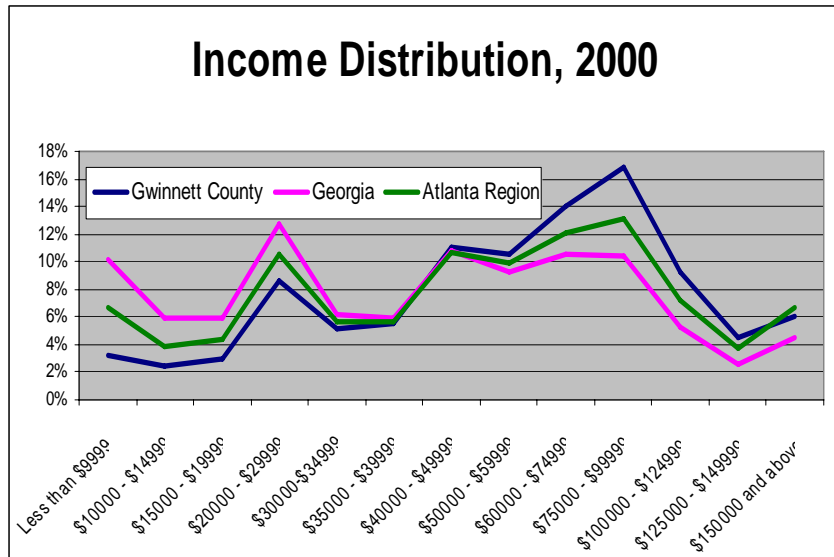
Source: US Census 2000



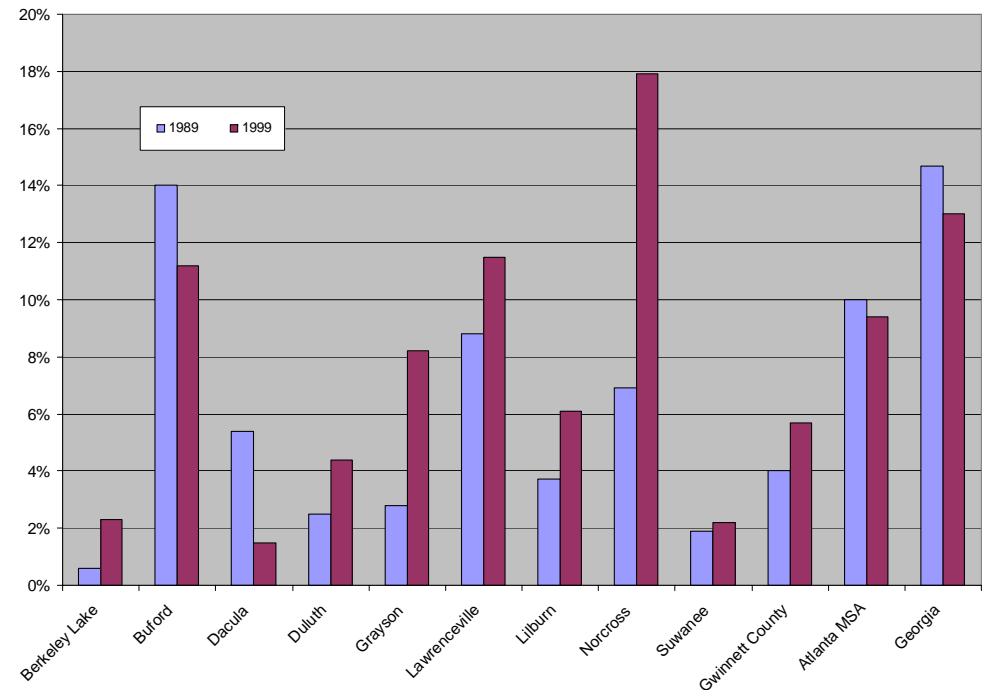
Income and Poverty Levels

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

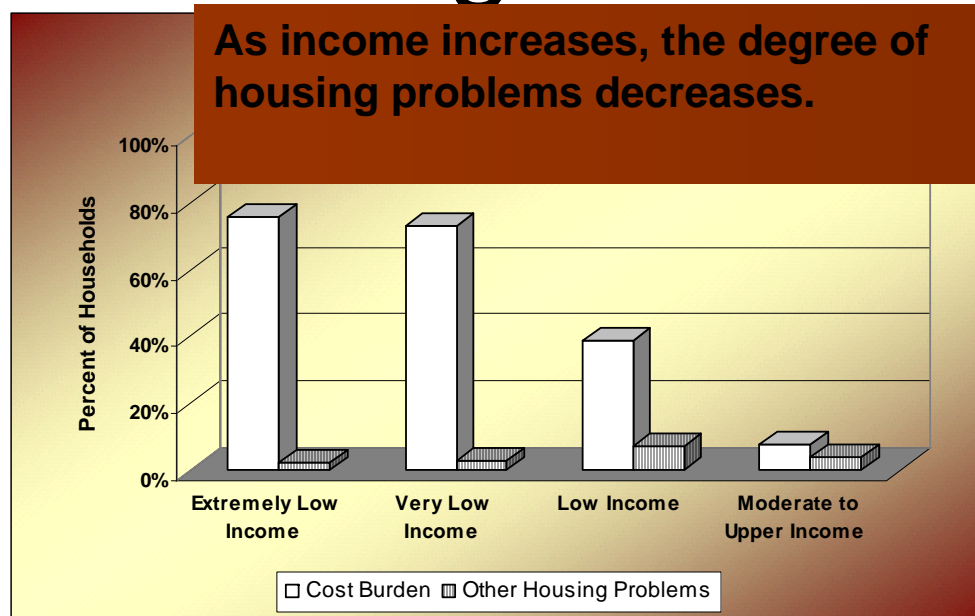


Percentage of Population Below the Poverty Level



Source: 2000 Census (SF3)

Housing – The Affordability Gap



The Georgia Department of Labor lists various occupations paying less than \$15.73 an hour, the hourly wage required to afford a two-bedroom at fair market rent while working 40 hours a week. This requires workers to earn \$32,718 or higher to afford a fair market rental apartment

Source: *Comprehensive Housing Affordability Strategy Datebook; Bay Area Economics, 2006*

Cost burdened= is paying more than 30% of household income on housing.

Other housing problems included:

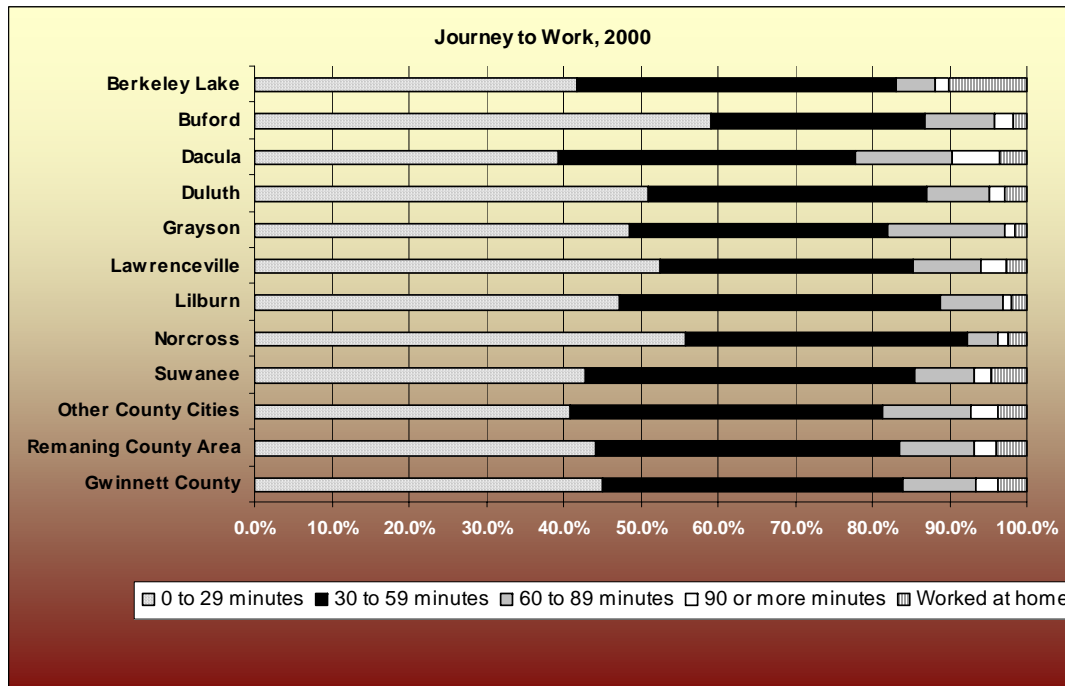
- living more than one per room
- occupying a unit with physical defects (e.g., lacking complete kitchen or bathroom facilities).

27% of Gwinnett's households have housing problems.

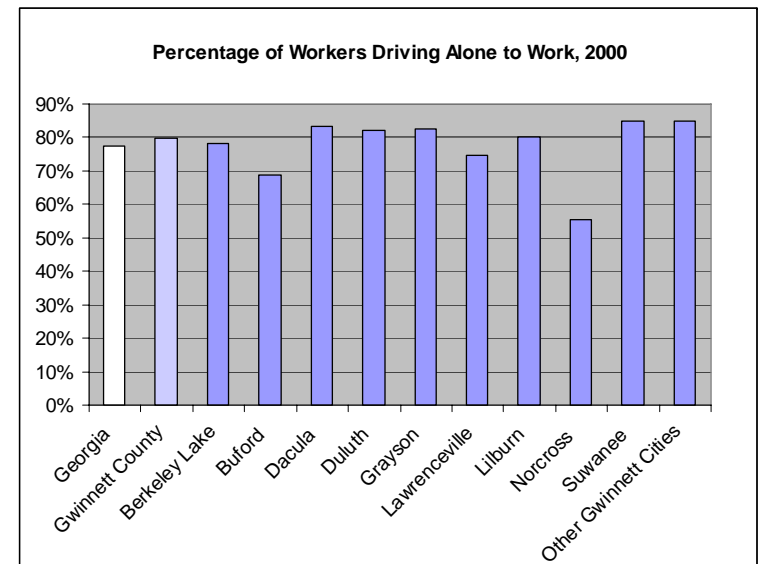
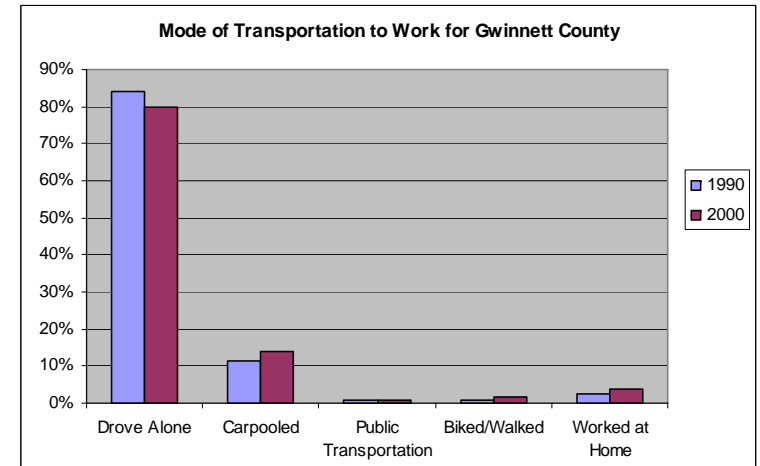
Source: Georgia Department of Labor; Bay Area Economics, 2006

Transportation

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

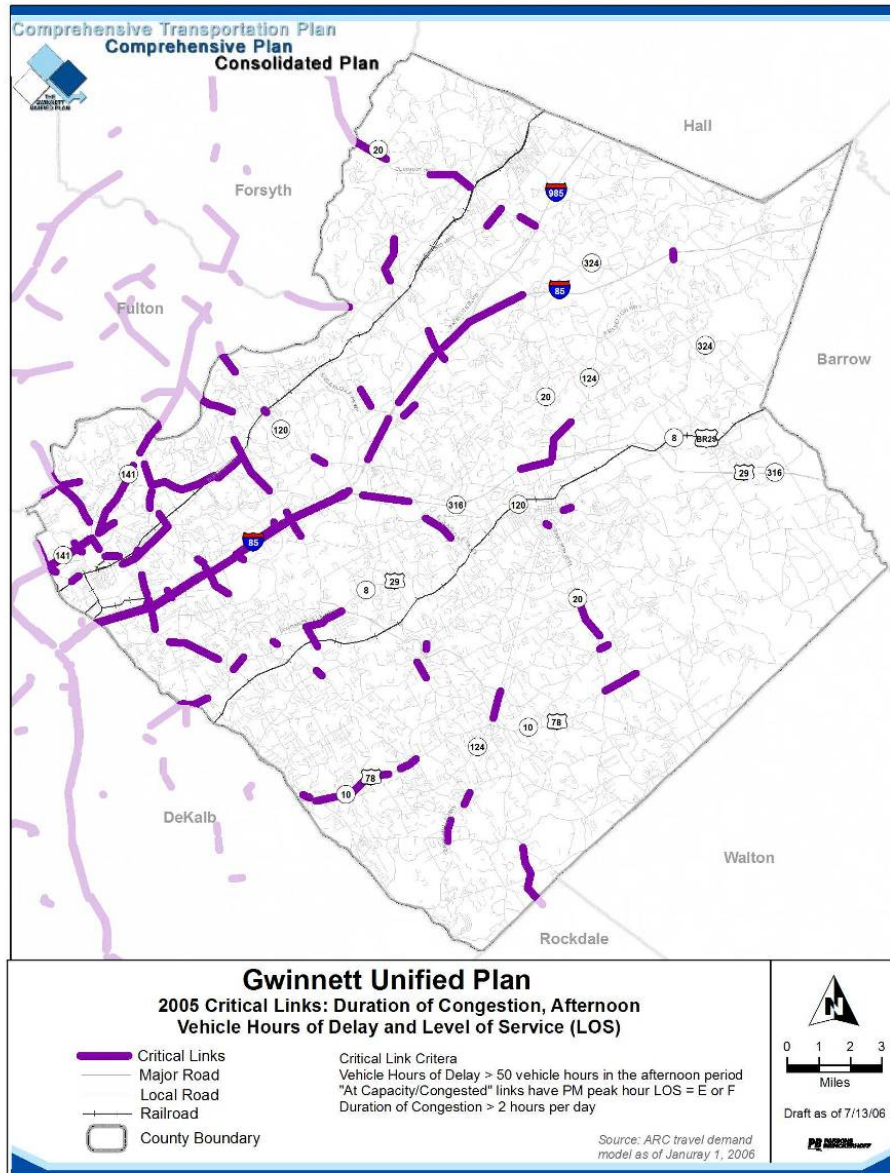


Most of Gwinnett's residents drive to work alone, although there was a decrease from 1990 to 2000.



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

Transportation



The heavy purple lines indicate links in the transportation network that have more than 50 vehicle hours of delay in the afternoon period, have a PM peak hour level of service that is highly congested, and experience at least 2 hours of congestion a per day.

Issues and Opportunities Elements

Summarizes the most important issues the Unified Plan will need to address when developing priorities and approaches and are organized around the following elements:

- Population and Demography
- Land Use and Development Patterns
- Economic Development
- Transportation
- Housing and Social Services
- Natural and Cultural Resources
- Facilities and Services
- Intergovernmental Coordination

Please add to and modify the Issues and Opportunities, which are available on the sheets on the table below. Drop in the comment box on the way out the door, mail to the address listed, or post your comments on the Unified Plan website.

Homeless in Gwinnett

Who Are Gwinnett's Homeless?

- Most Gwinnett Homeless – Mothers & Children
- School System reports approximately 3,000 homeless children [K-12]
- Concentrated in I-85 corridor near Norcross and in Lawrenceville area
- Insufficient short-term and longer-term housing for homeless

Character Area Definitions

Environmentally Sensitive Areas - Natural resources -- wetlands, flood plains and steep slopes-- permanent open space and special areas such as along the Chattahoochee River.

Major Parks - Large, permanent regional parks

Major Activity Center - concentrated mix of commercial, employment, and some residential developments. Likely to evolve into more authentic mixed use centers .

Community Activity Center – Concentrations of a variety of land uses with a high proportion of residential and locally oriented commercial. Likely to evolve into more authentic mixed use centers.

Community Activity Corridor - Typical commercial strips along major travel corridors. Over time these areas will support a broader mix of uses, including residential.

Downtowns/City Centers Local government and civic uses, original main street environment, & other community focuses.

Major Employment Center - Regionally significant concentrations of office and industrial activities

Existing Employment Center - Concentrations of less regionally significant office or industrial uses. Small local commercial areas. Likely to redevelop significantly.

Emerging Employment Center - Evolving, but still extensively undeveloped employment. Potential for high tech infrastructure and other amenities to attract higher end enterprises.

Commercial Centers - Concentrations of neighborhood oriented commercial stores and services. Residential (apartments) can be part of these centers.

Established Residential - Largely built-out suburban model residential areas based on cul-de-sac layouts of single family and multifamily site planning. May contain small pockets of local commercial.

Emerging Residential - Extensive undeveloped future residential areas with a higher degree of environmental and open space reserves and more variety of residential unit types. May contain locally serving commercial pockets.

Scenic Sites - Locations from which to view major landmarks such as Stone Mountain, the Chattahoochee River and Lake Lanier.

Passenger Rail Opportunities -

- the potential “Brain Train” between Atlanta and Athens along CSX route.

- Norfolk Southern freight and Amtrak right-of-way parallel to Buford Highway.

Character Area Map

Areas of Special Attention Definitions

Infrastructure and Service Capacity Issues

Interchange Impact Areas and I-85 Road Crossings – Will have significant impacts on existing and future land uses. Interchange Impact Areas also include those areas affected by construction of Sugarloaf Parkway Extended.

I-85 Study Area - Impact area of the current upgrading and congestion relief study along key highways.

Sewerable-Supported - Areas, largely in and near Norcross, where new sewer to correct existing aging septic problems likely supported by the local communities

Sewerable-Resisted - Areas, largely between Lilburn and Snellville, where new sewer to correct existing aging septic problems likely not supported due to dislike of higher densities needed to make improvements cost effective.

New Sewer Capacity - Area near the Gwinnett Arena scheduled for major increase in sewer capacity.

Water Distribution Limitations - Eastern parts of the County with water distribution problems stemming from insufficient infrastructure.

Underserved by Parks - Sections, located in southwest County with insufficient access to park and recreation facilities.

Fire Service Deficiency - Areas of the County identified as being outside the standard response time level of service.

Community and Cultural Resource Issues

Community Investment Priority Areas - Locations meeting HUD standards for housing and social services grants.

Crime Hot Spots – Areas (identified by the Police) with a significant concentration of reported crime incidents.

Livable Community Initiative Areas (LCI) - Active LCI projects within Suwannee, Buford, Lilburn, Norcross, Duluth and along the I-85/316 split.

Community Improvement Districts (CID)- Areas in which local property owners agree to additional taxes for local improvement projects.

- Gwinnett Place CID,
- Highway 78 CID,
- Southwest Gwinnett Village CID.

•**Archeological Site** - Generalized areas within which the State of Georgia has identified archeological sites..

Local Historic District and County Recognized Historic Sites - Historically significant sites and other important community landmarks such as historic cemeteries, schools and key community facilities.

Potential Annexation Areas - Identified by the participating Cities as near future acquisitions.

Redevelopment Opportunities - areas identified by cities for potential focused renewal.

Areas Of Special Attention Map

- Cultural Resource Management and Community Development Issues

Areas Of Special Attention Map

- Infrastructure and Service Capacity Issues