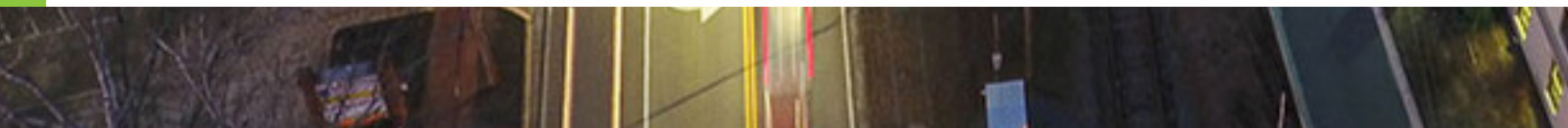


Town Center & Highway 92

Livable Centers Initiative Update

Fall 2021



Acknowledgments

Thank you to all who devoted their time and leadership in the creation of the Town Center & Highway 92 LCI Update. This plan would not be made possible without the community's guidance, support, and enthusiasm in crafting a shared vision for Woodstock.

City Of Woodstock Mayor & City Council

Donnie P. Henriques, Mayor of Woodstock
Warren Johnson, City Council - Ward 1
David Potts, City Council - Ward 2
Colin Ake, City Council - Ward 3
Tracy K. Collins, City Council - Ward 4
Brian Wolfe, City Council - Ward 5
Rob Usher, City Council - Ward 6

Project Management Team

Niwana Ray, City Planner
Katie O'Connor, Senior City Planner
Coty Thigpen, Assistant City Manager
Brian Stockton, Downtown Development Authority Executive Director
Rachel Will, Atlanta Regional Commission

Consultant Team

MKSK
Toole Design
bae

The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily of the Department of Transportation, State of Georgia or the Federal Highway Administration.

Prepared in cooperation with the Department of Transportation, Federal Highway Administration and the Atlanta Regional Commission.

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Section 01

Introduction

The following pages explore the purpose of the plan, the focus of the plan, and how the Woodstock Community shaped the plan.

Welcome to the

Town Center & Highway 92 LCI Update

The plan explores strategies to firmly establish downtown as a viable employment center, signature retail district, and livable community.

Over the past two decades, the downtown area has been thoughtfully planned and developed into a vibrant civic destination that anchors both community life and economic development in Woodstock.

However, Woodstock's tremendous success in developing a vibrant downtown over the past 15 years has been accompanied by some of the challenges of growth. Increased traffic congestion, sustained development pressure, perceived and real parking constraints, and maintaining the walkability and charm that is the signature of downtown Woodstock are among the hurdles that have emerged from Woodstock's pioneering downtown redevelopment efforts.

This plan looks ahead to the next decade and puts forth strategies and recommendations to firmly establish the area as a viable employment center, signature retail district, and livable community.

5 Guiding Principles

For the Future of Downtown

1. Downtown is... **The Heart of Woodstock**
2. Downtown is... **More than the Core**
3. Downtown is... **Accessible & Connected**
4. Downtown is... **Green & Thriving**
5. Downtown is... **Inclusive & Attainable**



Where We've Been

Background

A look at where we've been to guide where we're going.

The settlement of Woodstock began in the early 1830s along waterways like Little River, Rose Creek, Rube's Creek and Noonday Creek. The proximity to the waterways helped pioneers farm the land and become self-supporting. During the Civil War the Woodstock area escaped war damage largely in part by the lack of rail line so there was no major target that attracted the war soldiers.

In 1879, the railroad and depot were established creating opportunities for cotton farmers to ship their cotton to mills all over. The railroad helped Woodstock become an official city by creating activity and a hub for rail transport. The city was official December 8, 1897, with boundaries that placed the depot at the exact center of Woodstock. The current depot that once served passengers and freight was built in 1912. It served the rail until the 1950s and is continuing to serve the community as a home to a restaurant, Freight Kitchen & Tap.

Businesses like cotton brokers, bankers, blacksmiths, and barbers characterized the west side of Main Street, while cotton warehouses and industrial uses were along the eastern side. The Rope Mill was established on Little River, and some remains are still present today. With businesses thriving and the mill creating jobs for many, homes, churches and schools began to take place all over town, including some farms in Woodstock. However, many of the homes that were established in the early years are now gone and currently the oldest house in Woodstock is the Dean House on East Main Street, built in 1875.

The way that Woodstock was first settled and built defined the way Downtown functions and looks now, giving way for opportunities for connectivity improvements and establishing a unified vision for Main Street. The waterways that were once used to farm and begin establishments can now serve as methods for mobility and placemaking along the creek edge.

Preservation Woodstock, Inc. and woodstockga.gov





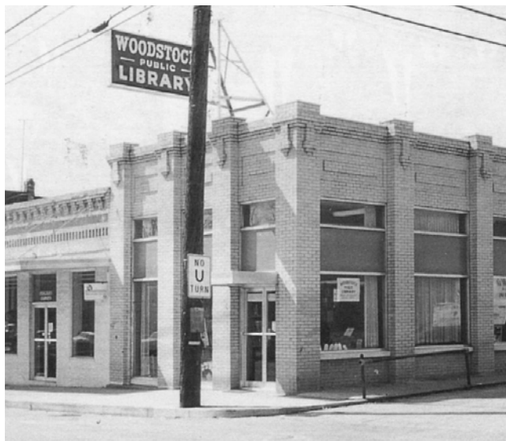












Opposite Page: Historic & Current Imagery of the Study Area. Conceptual Rendering from 2013 Town Center LCI Plan.

What is Driving Us

Approach & Process

The plan builds on the local strengths and authentic qualities of the Woodstock community.

Each community is a unique and complex landscape that requires highly-nuanced solutions rooted in data-based analysis and robust community engagement. The Town Center and Highway 92's Livable Centers Initiative Update builds on the local strengths and authentic qualities of the Woodstock community. It's physical, programmatic, and policy recommendations position Woodstock for long-term fiscal health and equitable growth. Lastly, it anchors every recommendation around creating a place for people. By maintaining a relentless focus on the people-first qualities of downtown and the Highway 92 area, it provides a foundation for the successful development of all segments of the real estate market and continues to expand and develop a walkable, livable village at the heart of the Woodstock community.

The Town Center & Highway 92 Livable Centers Initiative Update was broken up into 5 phases over 11-months:

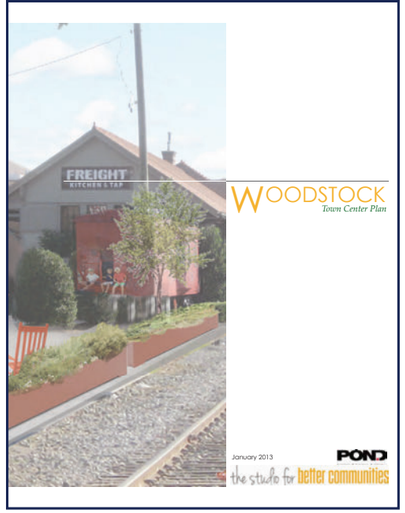
Phase 1: Existing Conditions & Assessment
The planning team developed an understanding of the current physical conditions, and previous planning studies within Woodstock that create a framework for this plan.

Phase 2: Housing & Market Analysis
The planning team assembled and analyzed the demographic, real estate, and housing data to form a foundation for evaluating the demand for all types of development.

Phase 3: Public Input
The planning team gathered public input through the entire process to understand the goals of the community and build consensus on a shared vision for the future of Woodstock.

Phase 4: Update Plan
The planning team connected the analysis and public input to create the strategies, recommendations, and initiatives that will become the plan itself.

Phase 5: Project Deliverables
The planning team incorporated all work to date and the preferred strategies of the community to create a cohesive, user-friendly planning document to guide policy and future decision making.

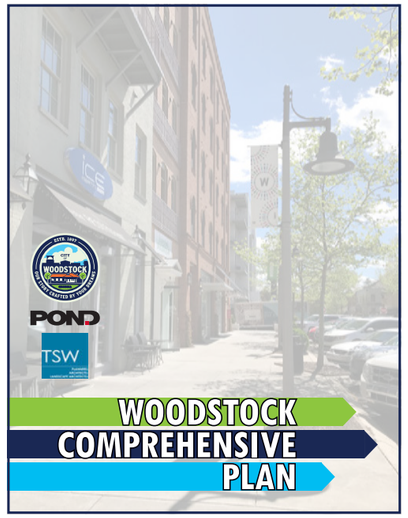






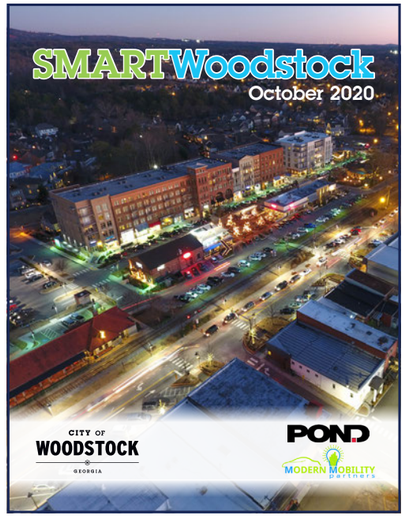
























Opposite Page: Key Previous Planning Studies & Select Graphics

Shaping the Future

Community Engagement

Throughout the process the team talked, listened, explored, and collaborated with the community.

Community involvement and engagement was a fundamental part of the Town Center & Highway 92 LCI Update approach. The success of the public engagement was a critical step in building understanding, support, and ownership of the plan that will ultimately lead to effective implementation across time. The early stages of the project served as a time for learning and collaboration. It was here that we engaged with the public and stakeholders to share the issues and considerations important to the community. This knowledge, and the relationships built through the process, guided our planning effort as we developed ideas and strategies to address the issues and build on the opportunities. The testing of those ideas, through further community collaboration, ultimately has shaped the consensus-based direction for the LCI Update recommendations.

The goal of the process is the formation of a shared and living vision. To reach this goal, the engagement process cast a wide net, which included residents, business owners & employees, members of the development community, key stakeholders, elected officials, and agency partners. Our approach blended traditional methods with fresh approaches adapted to hands-on engagement together with 24-hour community information and dialogue on web-based platforms.

More than 600 members of the Woodstock community helped shape the plan through:

- Engagement with the project website (woodstocklciplan.com) which has served as the digital home for all LCI related materials.
- Small focus groups with residents, business owners, property owners, community groups, and agency partners.
- An online Vision Survey that received 485 responses.
- An In-person Big Ideas Community Workshop at the Woodstock Arts Event Green coupled with a complementary online survey.
- An In-person Recommendations Community Workshop at the Woodstock Arts Event Green coupled with a complementary online survey.

Opposite Page: Images from our Community Workshop on August 4th

















Top Themes from our community conversations about **Downtown Woodstock**

Best things about downtown Woodstock are the live music venues, outdoor seating in the summer, nightlife and the summer concert series.

The amount of growth over the past few years is great. I love that we have a small-town feel but the amenities keep growing.

...Performers singing and dancing in street...was a wonderful surprise. Seeing it made me think this was an area I could live in.

Downtown is a Great Place to Gather & Visit!

Be a place that families and friends can gather with unique options for food, shopping, and fun!

Focus on the history of Woodstock and the small hometown feel.

A balance between growth and affordability. I want the benefits of living in Woodstock to stay available for everyone who calls this place home.

Guide Development to Support the Character of the Area

Making walking safer, including crosswalks, train tracks area...

A walking/biking "beltline" around the City center that incorporates local art, flora and interactive aspects.

A fully walkable community and an emphasis on developing sustainable practices.

Keep Enhancing Ways to Get From Place to Place

Above: Select quotes from our community engagement process

Top Themes from our community conversations about the **Highway 92 Corridor**

Infusion of some of the natural beauty of the surrounding nature area.

Definitely needs better curb appeal. Trees, sidewalk art features and in general, higher quality store fronts.

Clean up the areas on 92 around the hotels and the shopping centers.

Beautify the Corridor

I would like to celebrate the fact that it is a primary entrance to downtown Woodstock and needs to be beautiful and inviting.

I would like to celebrate an entryway to Downtown Woodstock

I would like to see the creation of a signature and uniform appearance

Highway 92 is a Gateway to Downtown

Continued visual appeal and functionality for those on foot and other modes of transportation.

My vision for Woodstock is to be a town where we want to get out and enjoy the nature by foot and by bike.

Keep roads narrow, traffic slow and make it advantageous to walk!

Look to Bike & Ped Improvements to Enhance Connectivity

Above: Select quotes from our community engagement process

Section 02

7 Big Ideas

The following pages explore the collective vision for a brighter, more vibrant downtown & Highway 92 corridor.

Seven Big Ideas

For the Future of Downtown Woodstock

The Big Ideas present a roadmap for shaping a brighter, more vibrant future for downtown & Highway 92.

The strategies for planning and design of the Town Center and Highway 92 area must be faithful to the cultural, environmental, and civic qualities that are unique to Woodstock. By carefully discerning and then building on these authentic qualities, we can encourage civic pride, community stewardship, and a strong sense of place. This provides the foundation for articulating the competitive strengths of the study area and developing a tailored planning strategy that strengthens the overall competitive position of Woodstock.

The plan's approach to urban development is based on the idea that planning for the public realm must come first. This ensures that the framework for sustained and long-term value is being created. Toward this end, seven "big ideas" for district- and site-specific recommendations emerged that will guide the LCI update. They explore strategies for infrastructure networks, trail systems, public space networks, and high-value development blocks and parcels that can be developed with the appropriate form and character. This approach emphasizes a high quality and consistent public realm, the identification of key development opportunities, and attracting investment that aligns with community goals.

The Big Ideas build on our analysis and community conversations and seek to do the following:

- **Build on the authentic qualities of Woodstock, downtown, and Highway 92.**
- **Unlock future economic growth and build long-term value with key investments in the public realm.**
- **Excite the community and attract the market through signature creative placemaking initiatives.**
- **Leverage catalytic sites for investment and development that aligns with the community's vision.**



SEVEN BIG IDEAS

1
Build on Strengths
Identify the qualities of place and qualities of life that should be preserved, enhanced, and celebrated in the vision for Woodstock's future.

2
Buy Local, Walk Local
Create a built environment and cultivate a business mix that supports local trips made on foot and bike.

3
Park+ Walk=Fun
Decentralize parking areas and connect parking to local businesses and destinations with an enhanced trail network.

4
Connect the Creeks
Transform the Noonday and Rubes Creek Trails into a greenway loop that is both an essential part of the local transportation network and a signature linear park.

5
Envision the Mile on Main
Expand the walkable, civic core of Woodstock from Downtown to the crossroads of Highway 92 and Main Street to create a sustainable, critical mass and mix of business activity and residential living options.

6
Catalyze the Crossroads
Bookend the Main Street corridor with an urban district at the crossroads of Highway 92 and Main Street that complements Downtown Woodstock.

7
Welcome to Woodstock
Cultivate a public realm that is welcoming, flexible, and uniquely Woodstock.

Big Idea #1

Build on Strengths

Identify the qualities of place and qualities of life that should be preserved, enhanced, and celebrated in the vision for Woodstock's future.



My dream is to "continue to be a small, friendly town with lots of unique shops, restaurants and fun places all within walking distance. Continue to develop the fantastic walking trails and sidewalks and outdoor activities."

Community Engagement Feedback

My dream is to "a beautiful, green, pedestrian and family community."

Community Engagement Feedback

Big Idea #1

Build on Strengths

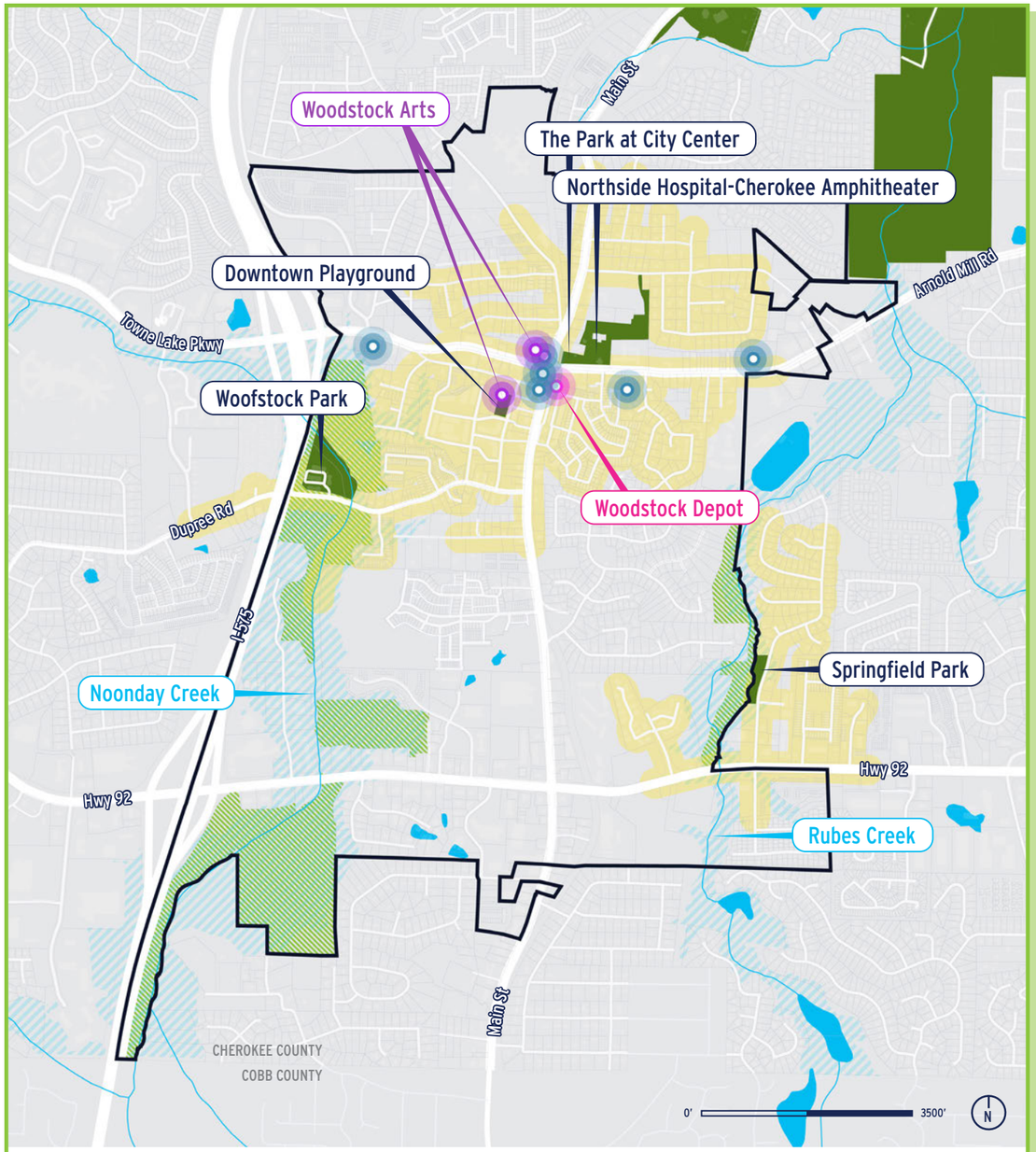
Identify the qualities of place and qualities of life that should be preserved, enhanced, and celebrated in the vision for Woodstock's future.

While interested in the preservation of physical character, charm, scale, and livability, the Woodstock community supports progress, investment, economic competitiveness, and increased opportunity in the Downtown and Highway 92 core. Additionally, the social and cultural qualities of the community – the arts, small & local business community, and green spaces & natural resources – are sources of tremendous civic pride and value for Woodstock. The foundational idea for Downtown and Highway 92 is building on these assets and qualities that resonate with the community to guide the form of future development and priorities for public investment.

> Woodstock is "a great combination of being walkable and in nature combined with small-city conveniences like independent restaurants, bars and shops"
>
> *Community Engagement Feedback*



Visual survey of bicycle and pedestrian facilities within the LCI study area.



Community & Cultural Resources

Community facilities are largely clustered within the historic downtown near the crossroads of Main St, Towne Lake Pkwy, and Arnold Mill Rd. Existing parks are largely clustered in the northern portion of the study area and provide various opportunities for community gathering and outdoor recreation.

- National Register of Historic Places Listed
- Government Building
- Cultural
- 5 Min Walking From Park
- Floodplain
- Hydrology
- Natural Preserve
- Parks

Big Idea #1

Build on Strengths

The recommendations are organized into three categories:

Infrastructure Projects

1.1 | Partner with conservation and outdoor recreation partners to expand the footprint, improve connectivity, and restore the health of wetland and riverine resources.

Policy Recommendations

1.2 | Based on the unique conditions of the Highway 92 arterial and the opportunity to better integrate the corridor into the fabric of the Downtown District, develop new standards for properties along Highway 92 within the Downtown District that balance the goals of walkability and high quality architectural character with the unique constraints of traffic volumes, parking demands, access management, and limited pedestrian crossings.

1.3 | Update development regulations to incentivize Low-impact development, green infrastructure best practices, and urban tree canopy protection/growth.

Placemaking Initiatives

1.4 | Enhance Downtown's presence as the region's premier cultural arts destination by formalizing a pedestrian friendly arts trail linking the Theater at City Center with the Woodstock Arts Event Green and Reeves House.

Case Study

Low Impact Development Incentives

Port Angeles, WA

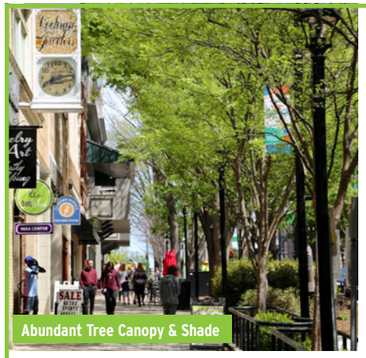
https://www.cityofpa.us/263/Stormwater-Incentives

The coastal city of Port Angeles, WA (pop. 20,000) on the Puget Sound is among many local governments that offer incentives for Low Impact Development measures. These incentives take the form of rebates for new development, redevelopment, or site/building retrofits for LID techniques including permeable pavement and rain gardens.

Houston, TX

On a larger scale, the City of Houston approved a Tax Abatement Incentive Program in December 2020 (https://www.houstontx.gov/council/committees/econdev/20210322/GSI-Tax-Abatement.pdf) to provide property tax abatements for developments or redevelopments providing green stormwater infrastructure that meet criteria for mitigating risk of flooding, reducing heat island effect, improving water quality, encouraging water conservation, or restoring native ecosystems.

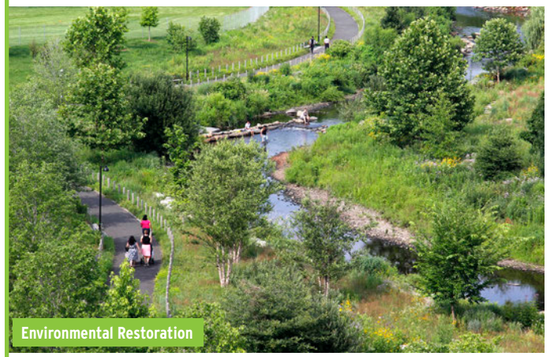



Abundant Tree Canopy & Shade

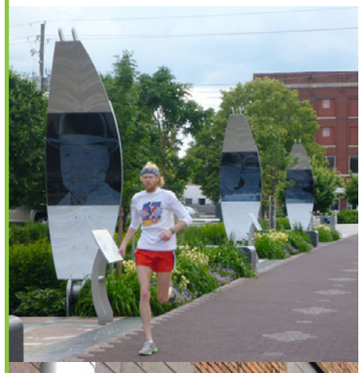


Interpretive Signage


Green Infrastructure


Environmental Restoration


Generous Native Landscaping



Arts & Culture Trail



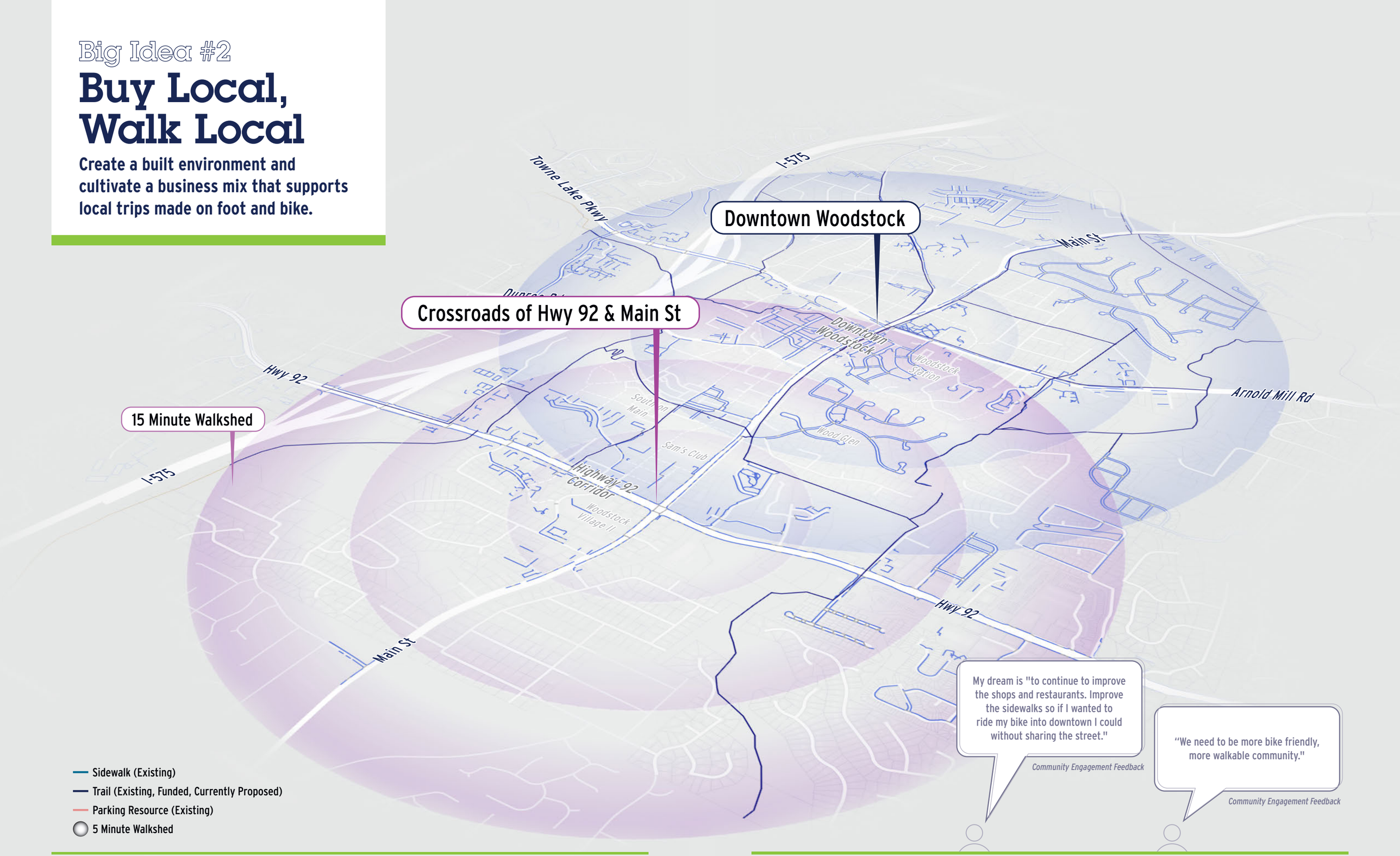
Context-Sensitive & Human-scaled Development

Inspirational for Build on Strengths

Big Idea #2

Buy Local, Walk Local

Create a built environment and cultivate a business mix that supports local trips made on foot and bike.



Big Idea #2

Buy Local, Walk Local

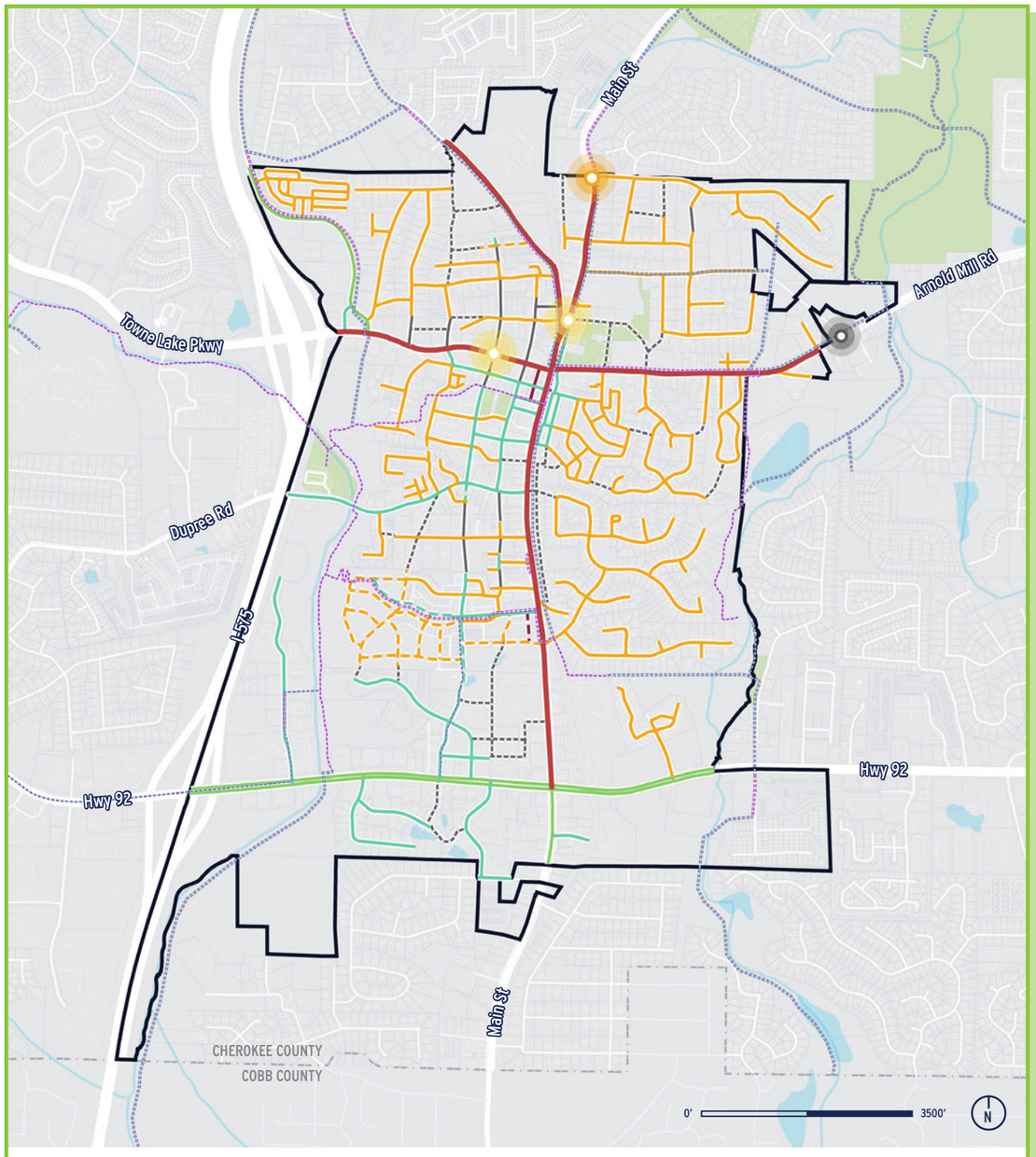
Create a built environment and cultivate a business mix that supports local trips made on foot and bike.

Local walking and biking trips are essential for reducing traffic and parking demand in high-congestion areas of downtown and along key corridors. The likelihood and frequency of these trips are driven by both the safety and connectivity of routes and the density and diversity of land uses that serve as destinations for local trips. Community input identified gaps and needs in the pedestrian/cycling network that must be addressed to facilitate local trips, and the Main Street & Highway 92 real estate market is mature enough to allow for a more proactive approach to business/retail recruiting that better serves the needs of adjacent residents and employees, allowing the car to stay parked at home.

> My dream is a "fully walkable/bikeable town which embraces the arts, attracts and supports a diverse population, celebrates it natural resources, and is a destination for both residents and visitors."
>
> *Community Engagement Feedback*



Visual survey of bicycle and pedestrian facilities within the LCI study area.



Grid Streets

The City of Woodstock has plans to create a more connected roadway network in the study area through the addition of future "Grid Streets." This network, when complete, will foster better bicycle and pedestrian connectivity, reduce traffic, and increase economic development potential.

Street Types
- A Street
- B Street
- C Street
- D Street
- E Street
- GW 1
- GW 2

Future Grid Streets
- Required Street, Location Determined
- Required Street, Location TBD
- B Street Pending Construction
- D Street Pending Construction
- E Street Pending Construction
- Future Trails

Roundabouts
- Constructed
- Planned
- Potential

Big Idea #2

Buy Local, Walk Local

The recommendations are organized into three categories:

Infrastructure Projects

2.1 | Target safety and accessibility pinch points that hamper bicycle and pedestrian connections from neighborhoods within a 20-minute walkshed of Downtown.

Policy Recommendations

2.2 | Develop recruitment strategies in the Office of Economic Development to fill the retail gaps of daily goods and services that better support local bicycle and pedestrian trips by residents.

2.3 | Incentivize Transportation Demand Management (TDM) measures that support walking and bicycling. Such measures could include installation of bike racks, inclusion of changeroom and shower facilities for cyclists, (re) development of a bike share/car share program, and creation of bike/walk incentive program inclusive of employers, retailers, local government, & institutions.

2.4 | Develop a proactive policy guideline based on evolving technologies and lessons from peer cities that leverages micromobility as a potential non-vehicular transportation option while preserving safety and the quality of public space.

Placemaking Initiatives

2.5 | Expand upon the Made Mercantile retail incubator program to further assist small businesses located there and other entrepreneurs looking to take the next step into their own space by working with landlords to identify and provide short-term ready-to-lease space.

Case Study

TDM Measures

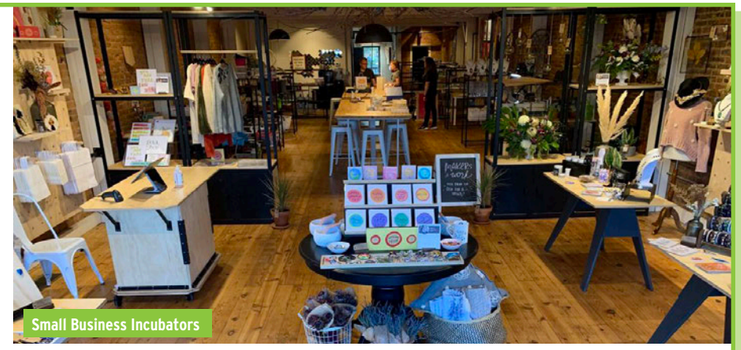
King County, WA Employee Transportation Program

As part of King County's Employee Transportation Program, the County provides special incentives to employees who live outside of transit-served areas and walk or bike to work. For employees that bike or walk for at least 51% of their total commute miles on eight days or more each month, they are eligible for gift cards to popular retailers such as REI or to gas stations such as Union 76. The County budgets for the purchase of these gift cards and distributes based on documented participation. According to Hossein Barahimi, the Employee Transportation Manager for King County, the program has a high level of participation and is beloved by many residents, "Many people go out of their way to participate and ensure they meet the program requirements," says Barahimi.

Employee Transportation Program Manager, Hossein Barahimi, 206-477-5853, ETP@kingcounty.gov

King County Employee Transportation Program


Raised Pedestrian & Bicycle Crossing


Small Business Incubators


Safe and Creative Crosswalks


Micromobility Management Strategies


Curb Extensions & Bulb Outs



Pedestrian & Bicycle Safety Signage


High-visibility, Illuminated Crossings

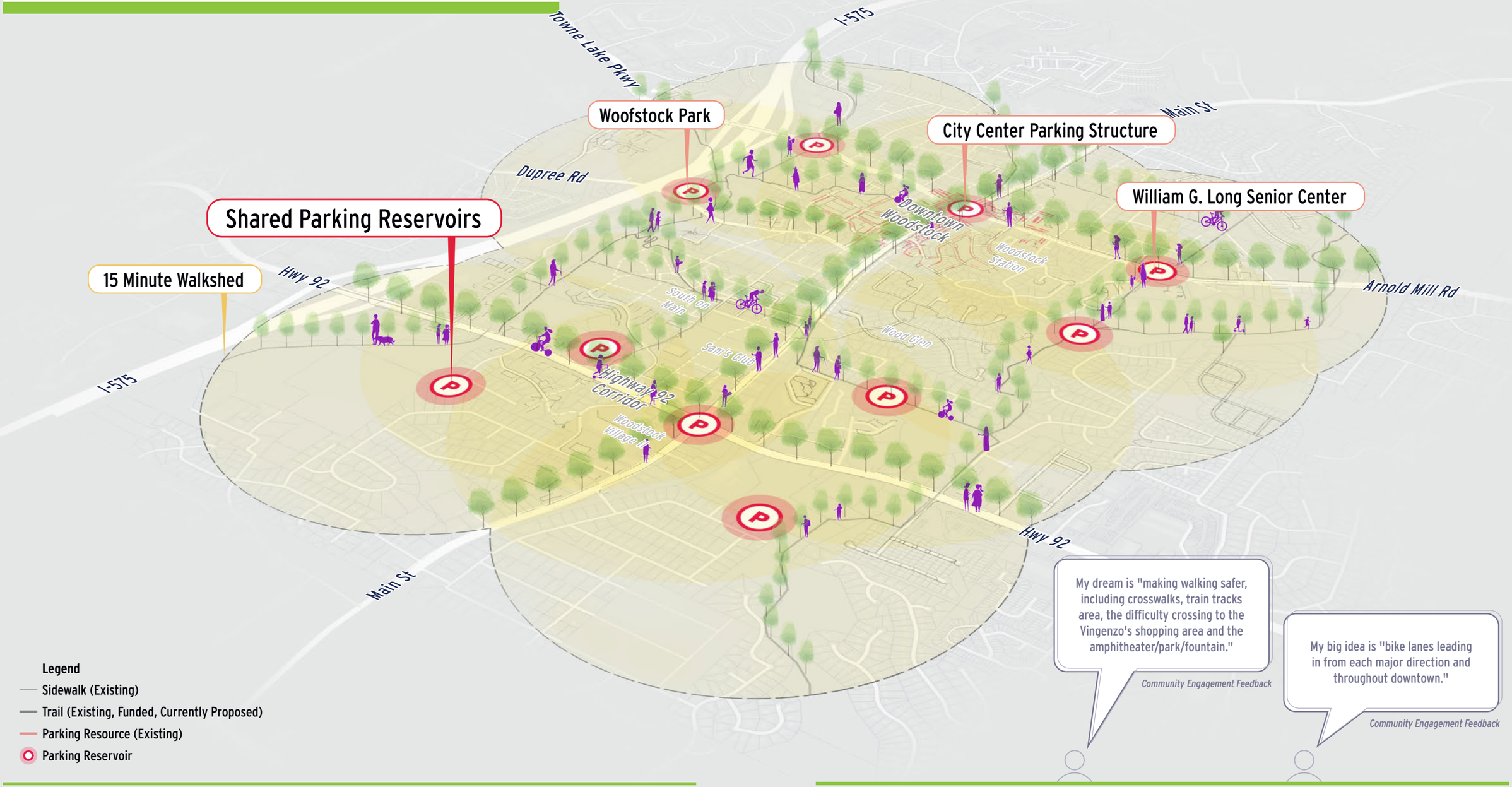

Pedestrian Safety Island

Inspirational Imagery for Buy Local, Walk Local

Big Idea #3

Park+Walk = Fun

Decentralize parking areas and connect parking to local businesses and destinations with an enhanced trail network.



My dream is "making walking safer, including crosswalks, train tracks area, the difficulty crossing to the Vingenzo's shopping area and the amphitheater/park/fountain."

Community Engagement Feedback

My big idea is "bike lanes leading in from each major direction and throughout downtown."

Community Engagement Feedback

Big Idea #3

Park+Walk = Fun

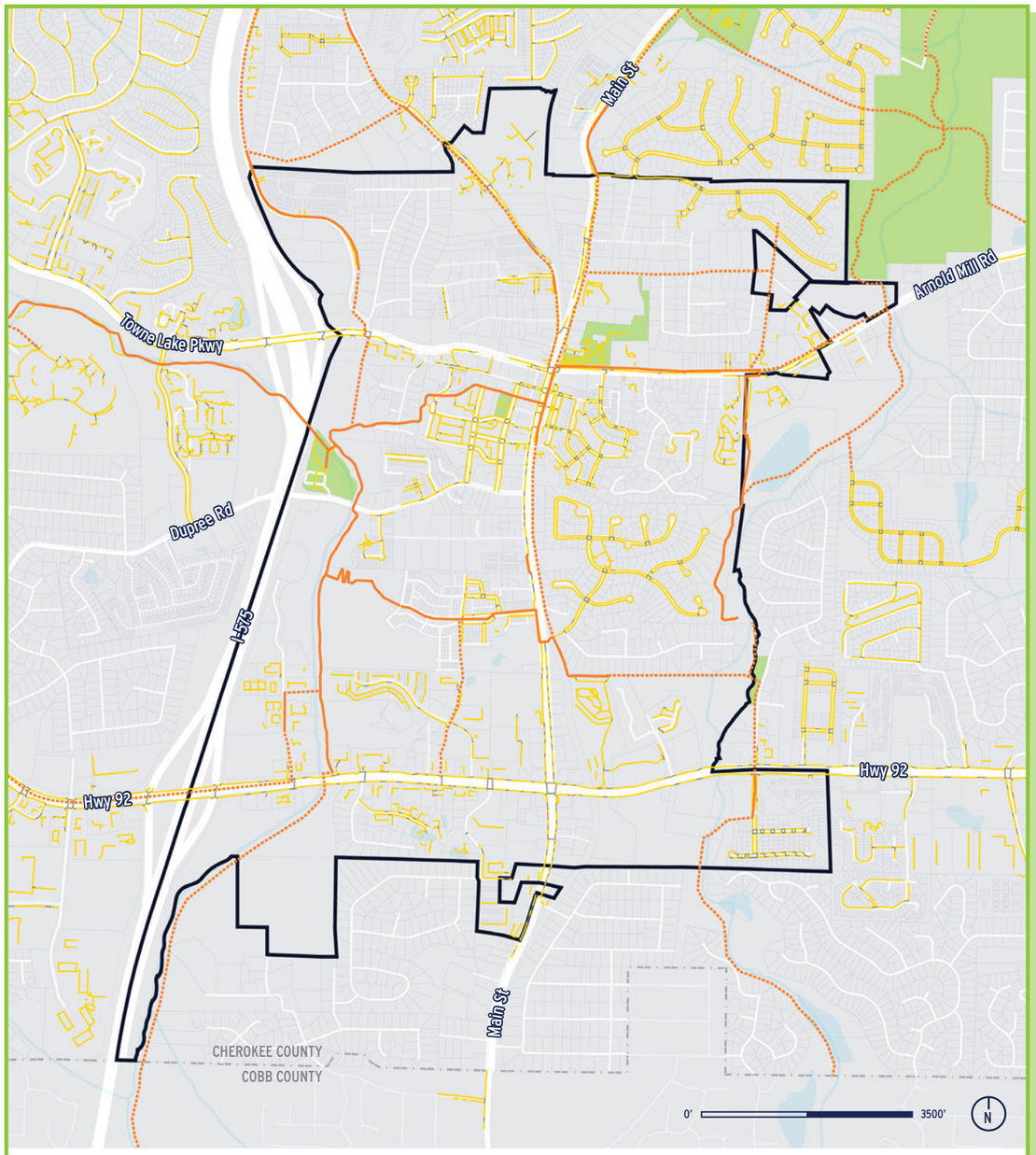
Decentralize parking areas and connect parking to local businesses and destinations with an enhanced trail network.

Downtown and the Highway 92 corridor benefit from a well-developed (and continually expanding) trail network that creates opportunity for decentralized parking reservoirs serving local destinations. These parking reservoirs, strategically located along the network of trails and public spaces, are planned to complement on-street parking and structured spaces in a system that better disperses vehicular traffic and parking demand throughout the Grid Street network. The key to success for this parking system is a safe, legible, and comfortable network of pedestrian ways that conveniently link parking with destinations and desired amenities. This proposed parking infrastructure can serve trailhead and parks during non-peak hours.

> My big idea is "completing the trails and paths to surrounding areas. We live directly across 92 and would love better paths to be able to walk or ride into town"
>
> *Community Engagement Feedback*



Visual survey of trail infrastructure within the LCI study area.



Bicycle & Pedestrian Facilities

The City of Woodstock has plans to create an interconnected network of trails within the study area and beyond with the Noonday Creek Trail as its centerpiece. The sidewalk network connects many downtown destinations and assets, but its quality varies across the study area.

- Constructed Trail
- Future Trails
- Sidewalks
- Crosswalks
- Parks

Big Idea #3

Park+Walk = Fun

The recommendations are organized into three categories:

Infrastructure Projects

3.1 | Expand public parking Downtown by creating small to mid-size public trailhead parking reservoirs at key locations along the Greenprints Trail System.

3.2 | Prioritize investment in pedestrian & bicycle facilities that connect parking reservoirs with Downtown destinations.

Policy Recommendations

3.3 | Create a parking management entity to maximize the efficiency of available parking resources and implement technology solutions to guide users to available space(s).

3.4 | Improve parking options Downtown by brokering shared parking agreements with private property / business owners and considering a pay-in-lieu option for meeting minimum parking requirements that would fund parking programs and capital projects.

3.5 | Consider a centrally managed public valet program policy that improves parking efficiencies in existing public lots, underutilized private lots, enables temporary use of right-of-way, complements curb/lane flexibility, and leverages the proposed shared parking policy.

Placemaking Initiatives

3.6 | Provide consistent wayfinding and other amenities that support safe access along pedestrian and bicycle paths. Consider extending trail access to 18-hours by adding residential-friendly lighting elements, emergency call boxes and trail mile markers to invite safe usage.

Case Study

Public Valet

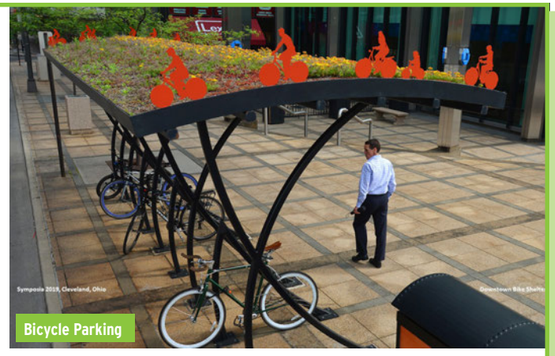
Many mixed-use urban developments, such as Avalon in Alpharetta, GA and Easton Town Center in Columbus, OH provide district-wide valet parking as part of their overall goal to provide a convenient shopping experience for retail and restaurant visitors. These guest services provide an amenity for all retail and hospitality businesses within the development and contribute significantly to the visitors first and last impressions.

Many communities also provide public valet services in their downtowns, urban districts, and retail corridors. The Culver City Downtown Business Association offers a community valet parking service for Downtown visitors (https://www.culvercity.org/Services/Parking-Streets-Transportation/Downtown-Parking). This program is separate from the valet services offered by individual businesses and is part of a suite of parking options designed to add convenience for shoppers and diners. The valet team works across four valet parking stations in the downtown area and provides a universal system that allows drop-off in one location and pick-up at any other location. The community valet parking service is available from 6 pm to 2 am, 7 nights a week and charges a minimal fee for users.

Sylvia Bianchi, Executive Director Culver City Downtown Business Association
sylvia@downtownculvercity.com
310-202-6060



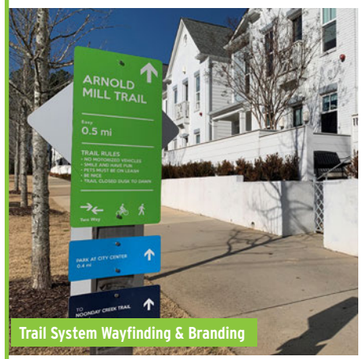
Micromobility Stations


Bicycle Parking


Trailhead Parking & Green Infrastructure



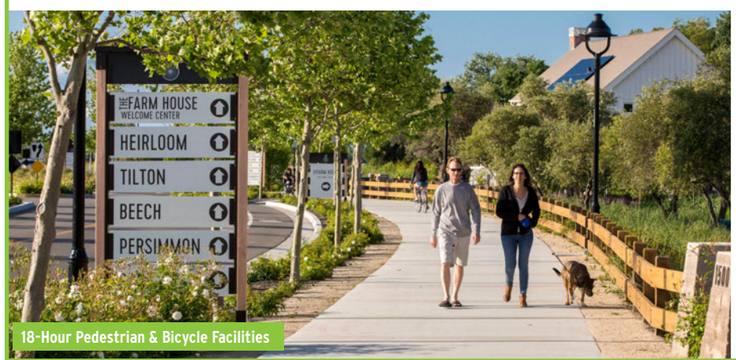
Smart Parking Solutions & Wayfinding



Trail System Wayfinding & Branding



Trailhead Facilities



18-Hour Pedestrian & Bicycle Facilities



Public Valet Program

Inspirational Imagery for Park + Walk = Fun

Big Idea #4

Connect the Creeks

Transform the Noonday and Rubes Creek Trails into a greenway loop that is both an essential part of the local transportation network and a signature linear park.



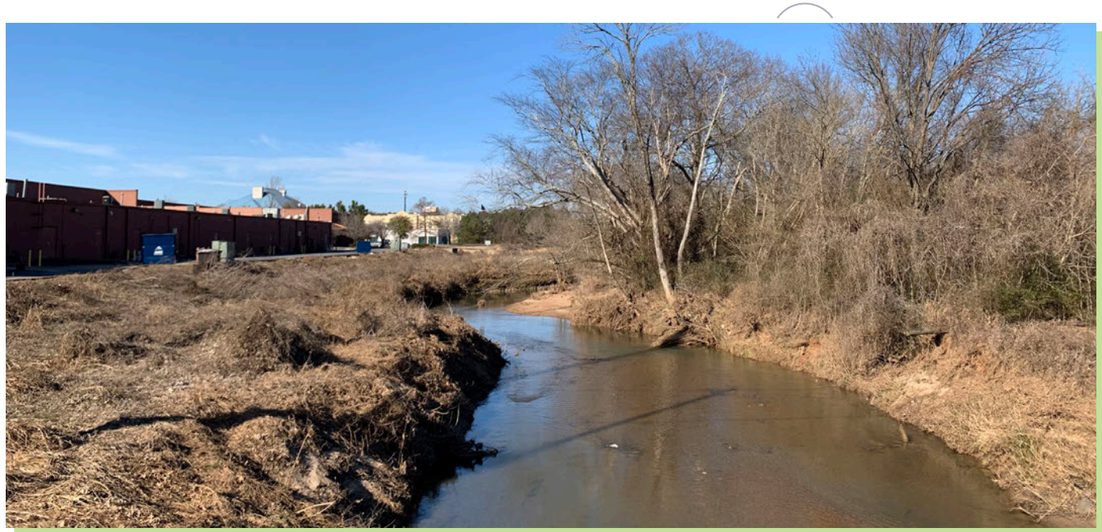
Big Idea #4

Connect the Creeks

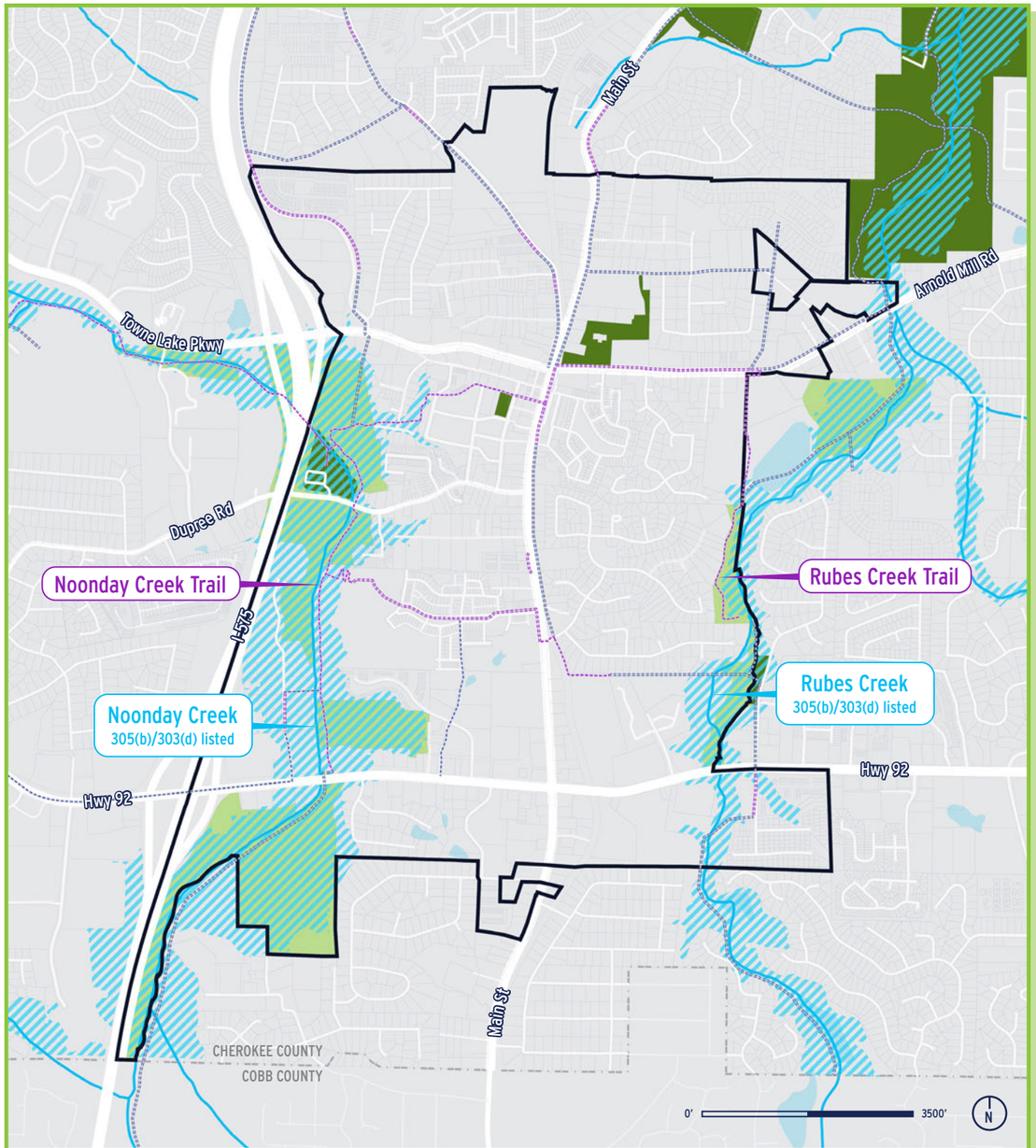
Transform the Noonday and Rubes Creek Trails into a greenway loop that is both an essential part of the local transportation network and a signature linear park.

The Noonday and Rubes Creek corridors are tremendously valuable assets to the Woodstock community for recreation, leisure, education, cultural arts, and ecological health. By developing key east-west connections along Highway 92 and Arnold Mill Road, these two stream-side trail systems can create a loop that ties neighborhoods, parking reservoirs, and employment clusters to shopping, dining, and cultural amenities in the heart of Downtown Woodstock. This signature trail loop network has the potential to be much greater than a series of transportation corridors, providing the opportunity to serve as a linear park with amenities, interpretive features, play experiences, and functional green infrastructure.

> My big idea is "a walking/biking 'beltline' that runs the perimeter around the City center that incorporates local art, flora and interactive learning aspects."
>
> *Community Engagement Feedback*



Visual survey of the Noonday Creek within the LCI study area.



Hydrology, Public Spaces, & Trails

The eastern and western bounds of the LCI study area are largely defined by the riparian corridors of the Noonday Creek and Rubes Creek, both of which are listed as impaired waterways by the EPA. These creeks not only serve as important ecological assets, but also leisure grounds and mobility corridors for the Woodstock community.

- GW 1
- GW 2
- Future Trails
- Natural Preserve
- Parks
- Floodplain
- Hydrology

Big Idea #4

Connect the Creeks

The recommendations are organized into three categories:

Infrastructure Projects

4.1 | Develop a greenway loop linking the Noonday Creek, Rubes Creek, Downtown Woodstock, and Highway 92.

4.2 | Develop a complementary network of east/west greenway connectors linking the Noonday Creek Trail & Rubes Creek Trail.

Policy Recommendations

4.3 | Incorporate the proposed greenway loop and greenway connectors into the Greenprints Trail System.

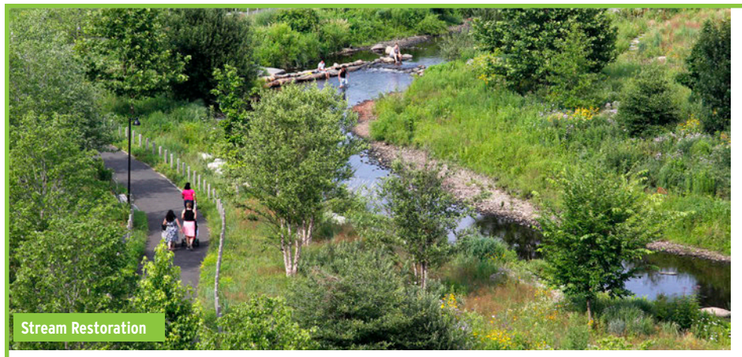
Placemaking Initiatives

4.4 | Transform the Noonday Creek & Rubes Creek corridors into signature linear parks that expand the trail network beyond recreational use to include play, education, leisure, art appreciation, social gathering, and green infrastructure.



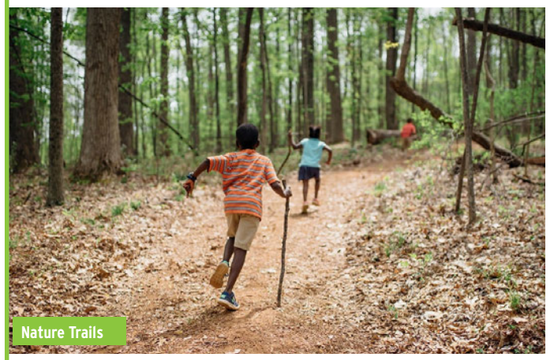
Vision for potential greenway improvements.

**for illustrative purposes only*

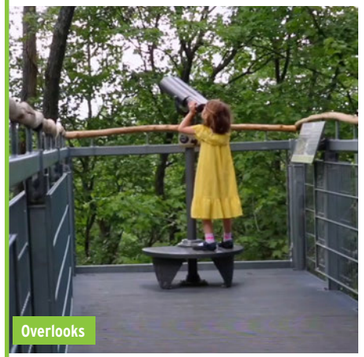

Stream Restoration



Pollinator Habitat


Nature Trails


Improved Community Connections


Overlooks


Nature Play & Gathering Space


Boardwalks & Water Access


Greenway Connectors

Inspirational Imagery for Connect the Creeks

Big Idea #5

Envision the Mile on Main

Expand the walkable, civic core of Woodstock from Downtown to the crossroads of Highway 92 and Main Street to create a sustainable, critical mass and mix of business activity and residential living options.



Big Idea #5

Envision the Mile on Main

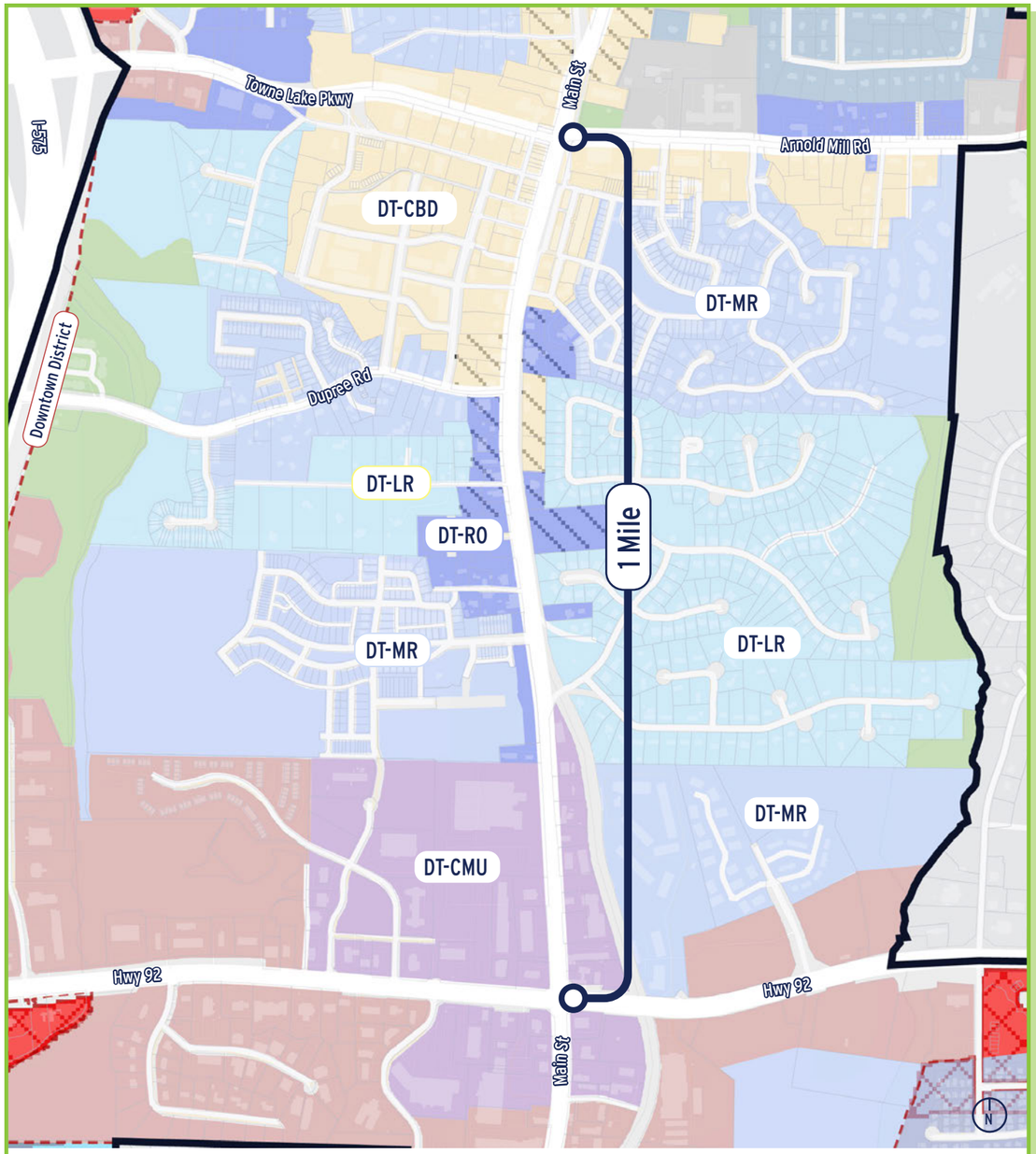
Expand the walkable, civic core from Downtown to the crossroads of Highway 92 and Main Street to create a sustainable, critical mass and mix of business activity and residential living options.

The one mile stretch between Arnold Mill Road and Highway 92 along Main Street is an ideal geography for long-term planning of the retail and commercial core of the City. Similar successful one-mile corridors include Main Street in Downtown Greenville, SC (from NOMA Square to Flour Field), the historic riverfront in Savannah along River Street (from the Plant Riverside District to the Southern Belles Ferry Stop), and the King Street corridor in Charleston (from Marion Square to the Battery). The Mile on Main concept creates the opportunity for the maturation and expansion of business, residential, and cultural attractions along this highly desirable Main Street real estate.

> My idea is "to continue to spread down Main Street. There is a lot of potential to continue to grow!"
>
> *Community Engagement Feedback*



Visual survey of Main Street from Arnold Mill Road to Highway 92 (traveling south).



Main Street Zoning

Main Street is anchored by DT-CBD - Central Business District in the historic core of downtown and DT-MU - Commercial Mixed Use surrounding the intersection with Highway 92. It is roughly 1 mile from Main Street and Towne Lake Parkway to Main Street and Highway 92.

- DT-CBD - Central Business District
- DT-GC - General Commercial
- DT-RO - Residential/Office
- DT-CMU - Commercial Mixed Use
- DT-VLR - Very Low-density Residential
- DT-LR - Low Density Residential
- DT-MR - Medium-density Residential
- DT-CV - Civic
- DT-OS - Open Space
- GC - General Commercial
- PUD - Planned Unit Development
- R-1 - Single Family Residential
- Historic Overlay District
- Parkway Overlay District

Big Idea #5

Envision the Mile on Main

The recommendations are organized into two categories:

Policy Recommendations

5.1 | Define a Main Street Corridor Leasing Strategy that focuses retailing in targeted clusters and develops non-retail, public-serving or public-facing uses that complement shopping and dining areas.

Placemaking Initiatives

5.2 | Establish Main Street as a signature pedestrian promenade with high quality materials and distinct placemaking elements that serves as the public face of Woodstock.

5.3 | Craft a network of civic spaces along the "Mile on Main" that supports chaining of shopping and dining experiences, anchors the value of surrounding real estate, and extends the length of visit for Downtown and Main Street visitors.

Case Study

Main Street Leasing Strategy

The Mile on Main requires a comprehensive approach to commercial and retail attraction that is separate from, and guides, the efforts of property owners, developers, brokers, and individual retailers. A proactive approach to guiding the tenant mix along Main Street by the City or Downtown Development Authority (stewards of the Mile on Main corridor) can support the efforts of the commercial real estate actors and help steer the Main Street experience towards the goal of better serving local residents and businesses.

The University of Wisconsin's Center for Community and Economic Development has developed an Innovative Downtown Business Clearinghouse (http://fyi.uwex.edu/innovativedowntownbusinesses/) that provides over 120 case studies of downtown building uses that build on local assets and serve local residents. These case studies complement traditional approaches to retail tenanting with a mix of tradeable sector services, craft-scale manufacturing, cultural arts lesson and performance venues, community spaces, businesses that span multiple retail categories, and many other public-facing business and civic uses.




Parklets & Playful Furnishings


Art on Main St

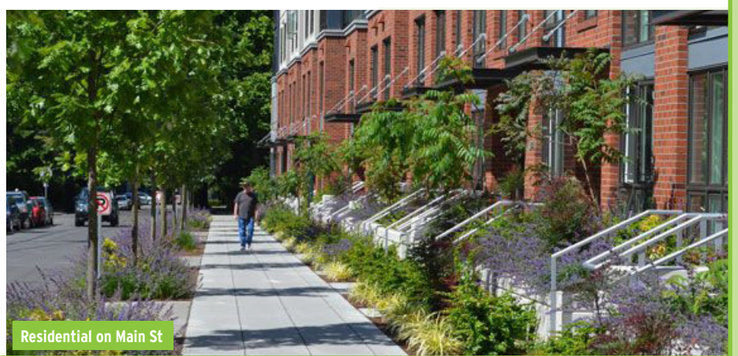


Wide Frontages


Public Space on Main St


Placemaking on Main St


Vibrant Gathering Spaces

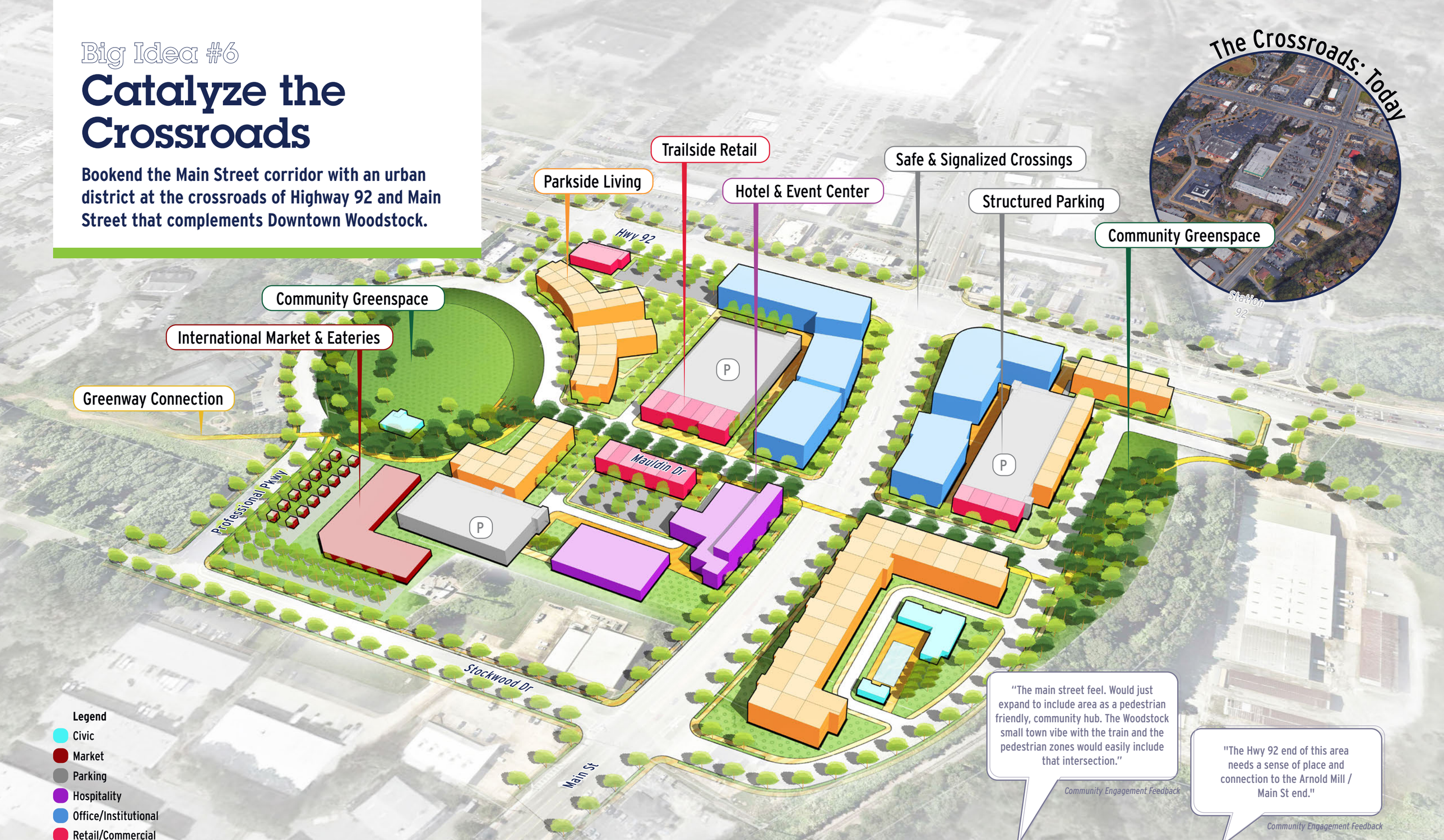

Residential on Main St

Inspirational Imagery for Envision the Mile on Main

Big Idea #6

Catalyze the Crossroads

Bookend the Main Street corridor with an urban district at the crossroads of Highway 92 and Main Street that complements Downtown Woodstock.



"The main street feel. Would just expand to include area as a pedestrian friendly, community hub. The Woodstock small town vibe with the train and the pedestrian zones would easily include that intersection."

Community Engagement Feedback

"The Hwy 92 end of this area needs a sense of place and connection to the Arnold Mill / Main St end."

Community Engagement Feedback

Big Idea #6

Catalyze the Crossroads

Bookend the Main Street corridor with a walkable district at the crossroads of Highway 92 and Main Street that complements Downtown Woodstock.

The blocks immediately surrounding the Highway 92 and Main Street intersection are highly visible parcels with strong connectivity to North/South & East/West regional arterials, and valuable proximity to Downtown destinations. Additionally, these sites at the crossroads of Highway 92 and Main Street are well positioned relative to planning for the signature downtown trail loop (see "Connect the Creeks"). These locational attributes, along with an overall development footprint that is sized adequately and largely buffered from immediately adjacent residential development, make this real estate a prime opportunity for larger format employment clusters, institutional uses, and the accompanying residential, amenity retail, and open space that can create a great walkable neighborhood.

> My idea for Highway 92 is to "encourage and spur impressive new redevelopment along its length, either right on 92 itself or just off it (but visible from it) to catalyze future redevelopment."
>
> *Community Engagement Feedback*



Visual survey of the area immediately south of Main Street and Highway 92.



Urban Form & Composition

"The Crossroads" - the area surrounding the intersection of Main Street and Highway 92 - is characterized by its auto-oriented commercial development, lack of safe, comfortable bicycle and pedestrian facilities, and its varied topography. Property ownership in this area is varied.

Parcel
2ft Contour

Big Idea #6

Catalyze the Crossroads

The recommendations are organized into one category:

Policy Recommendations

6.1 | Create a Public Realm Framework Plan that establishes a well-connected local street and trail network, public greenspace, district green stormwater management solutions, and supporting technology infrastructure for future redevelopment.

6.2 | Define a development vision inclusive of targeted land uses/ industry clusters that support economic development goals.

6.3 | Identify the bedrock financing tools that will enable acquisition and infrastructure improvements.

6.4 | Identify the geographic-specific redevelopment-focused entity that will steward the development vision on behalf of the community's interest and cultivate public-private partnerships.

6.5 | Develop a Phasing and Acquisition Strategy for properties within the Crossroads that align with the Public Realm Framework Plan and prioritizes value-drivers (e.g. trail loop) that will spur private investment.

6.6 | Plan for the accommodation of future transit opportunities that will strengthen Woodstock's fiscal health and competitive position via connectivity to the greater metropolitan labor and consumer markets.

Case Study

Redevelopment Entity

Bridge Street District - Dublin, OH

The City of Dublin (pop. 49,000) in the Columbus, Ohio metropolitan area was Central Ohio's premier suburban office location through the 1990's, but changing demographics and market preferences weakened Dublin's competitive position. In an effort to improve the health of its tax base and quality of life, the City embarked on a ambitious planning effort for a walkable, mixed-use core in the heart of the community - the Bridge Street District.

To lead the implementation of this significant 1,000 ac planning and development project (6% of the City's land area), the City created a position dedicated to the redevelopment effort. Terry Foegler was hired as the Director of Strategic Initiatives to work directly with the City Manager and City Council on this priority endeavor. Having credibility in the development community from his tenure at Campus Partners and also having strong community relationships as a former City Manager, Terry spearheaded a 6+ year planning effort that culminated in the first 1 million square feet of mixed-use development being delivered in 2017.





Case Study: Van Aken District - Shaker Heights, OH



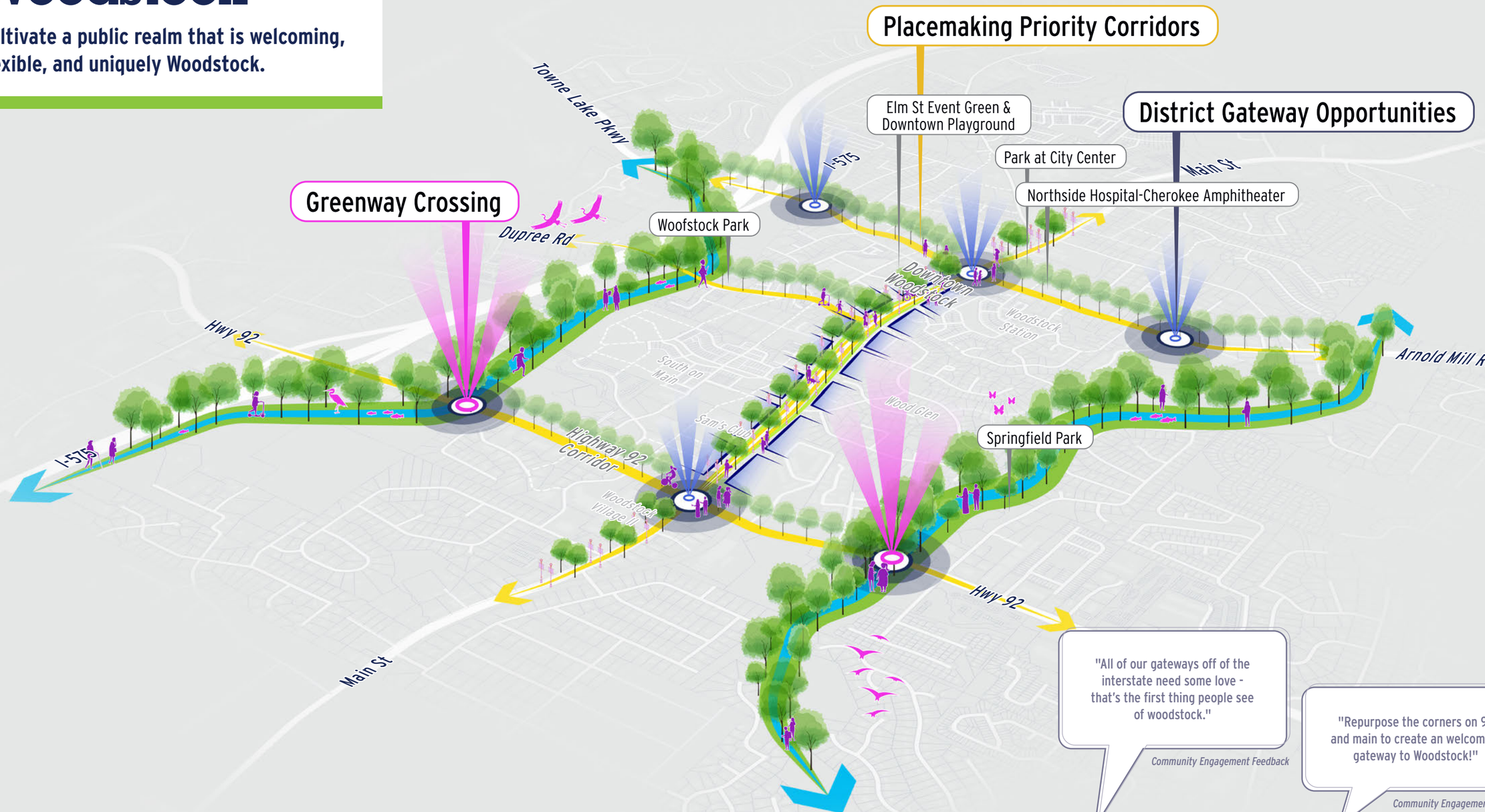
Case Study: Bridge Park - Dublin, OH

Inspirational Imagery for Catalyze the Crossroads

Big Idea #7

Welcome to Woodstock

Cultivate a public realm that is welcoming, flexible, and uniquely Woodstock.



Big Idea #7

Welcome to Woodstock

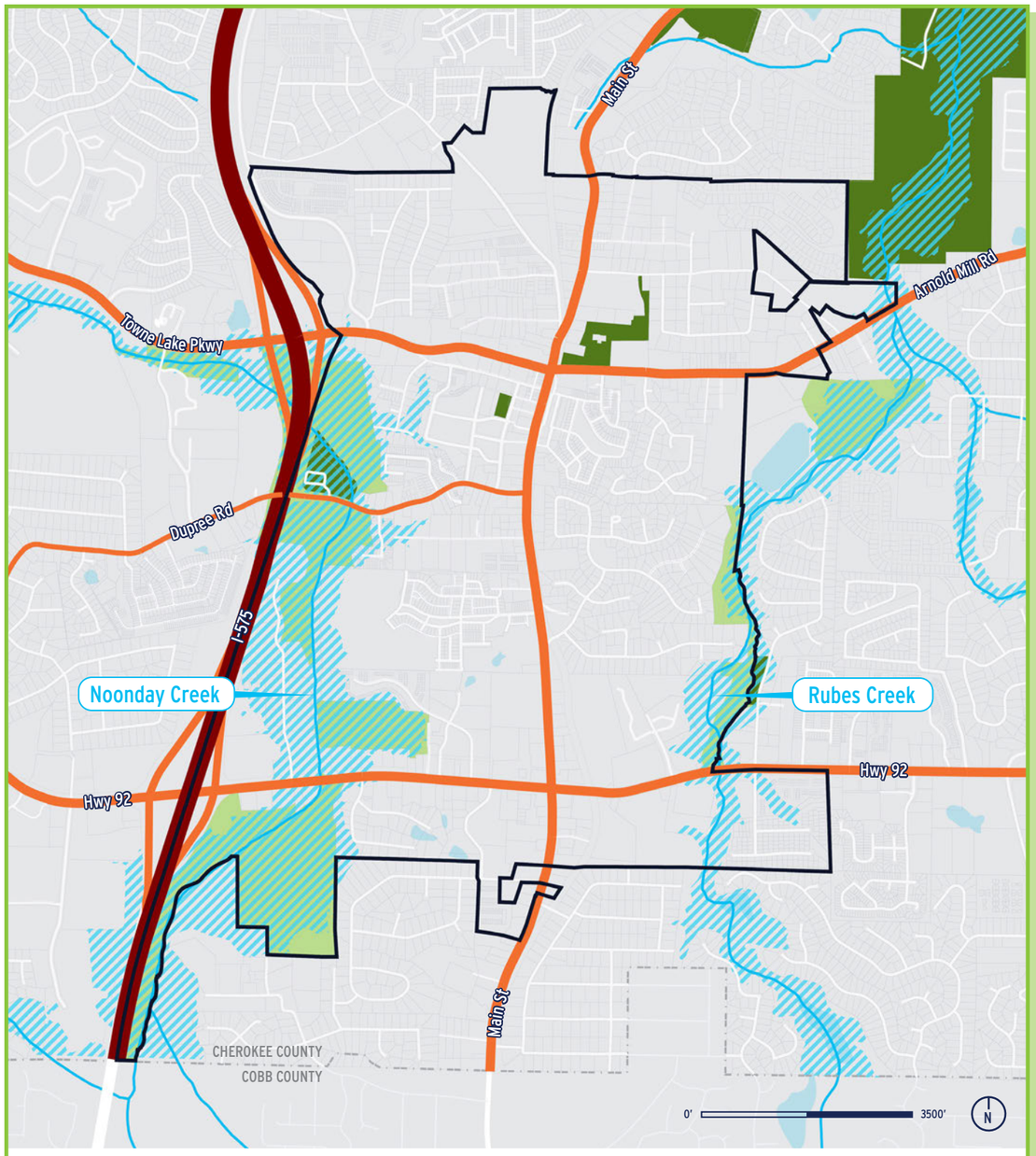
Cultivate a public realm that is welcoming, flexible, and uniquely Woodstock.

The natural thresholds created by the bridge crossings over the Noonday and Rubes Creeks into the heart of Woodstock are among the most prime opportunities to reinforce the character and civic brand of Woodstock through creative placemaking in the public realm. Along with Main Street and Highway 92, these high visibility gateways and corridors provide the canvas for iconic landscapes that can attract investment, guide visitors, and create a sense of place that is a point of civic pride for local residents. Building on the narrative and character of the local assets (see "Build on Local Strengths"), these placemaking elements are planned to endure as the natural and cultural resources of future Woodstock generations.

> My big idea is "a mix of public art that is functional (wayfinding, interactive) & can also develop with growth."
>
> *Community Engagement Feedback*



Visual survey of the art & placemaking projects within the LCI study area.



Corridors & Thresholds

Main Street, Towne Lake Parkway/Arnold Mill Road and Highway 92 are the only streets that traverse the entire study area and connect beyond to adjacent communities. Highway 92, Arnold Mill Road, and Towne Lake Parkway intersect the Noonday Creek and Rubes Creek corridors at roughly the boundary of the LCI study area.

- Roads - Regional Connectors
- Roads - Community Connectors
- Natural Preserve
- Parks
- Floodplain
- Hydrology

Big Idea #7

Welcome to Woodstock

The recommendations are organized into one category:

Placemaking Initiatives

7.1 | Prioritize placemaking capital improvements, including implementation and expansion of the recently adopted wayfinding sign program, along high visibility corridors and key redevelopment sites.

7.2 | Leverage the natural thresholds created by the crossings over Noonday and Rubes Creek to signal the transition to the walkable core of Woodstock.



Vision for potential gateway improvements where the Noonday Creek meets Highway 92. **for illustrative purposes only*



Inspirational Imagery for Welcome to Woodstock

Section 03

Implementation

The following pages provide a roadmap for how to realize the Seven Big Ideas.

Realizing the Vision

Implementation Guide

Roadmap for Realizing the Seven Big Ideas

The summary matrix on the following pages is a catalog of all the goals, strategies, and objectives introduced in this plan. The matrix is organized into the seven big ideas.

Implementation Matrix Key

TIMELINE

- Ongoing
- 0-3 years
- 4-7 years
- 8+ years

EST. COSTS

- $ Low cost
- $$ Medium cost
- $$$ High cost

ABBREVIATIONS

- **ARC** Atlanta Regional Commission
- **P&E** Planning & Engineering
- **TIP** Transportation Improvement Program
- **SPLOST** Special Purpose Local Option Sales Tax
- **DDA** Downtown Development Authority

Funding Sources

The implementation guide identifies potential funding sources for each of the recommendations. The following text describes the different funding sources that may be utilized:

The **City of Woodstock's General Fund** takes in revenues from property taxes, sales tax, business taxes, business licenses, permit fees, and other sources. This fund pays for the City's staff, public works projects, parks and recreation projects and maintenance, among other items.

Special Purpose Local Option Sales Taxes (SPLOST) are used in Georgia to pay for a variety of capital projects within a county or municipality. When voters approve the one percent sales tax for a particular project, the revenues created from that tax can be used to pay back bonds issues to complete various capital projects in the near-term. Cherokee County divides the revenues from the SPLOST among its cities, including Woodstock, according to a formula based on their population.

The **Transportation Improvement Program (TIP)** allocates funds for use in the construction of the highest priority projects in the Regional Transportation Plan (RTP), the long-term transportation vision for the ARC's 20-county region. Projects in the TIP must be fully funded to be included.

Private partners will be the primary funding source for private developments, while public projects will largely be financed by the City and its various partners. Some public-private partnerships may be required to fund some public projects, especially those happening concurrently with private development.

Development **impact fees** are imposed by local governments who wish to charge private developers for a portion of infrastructure and public facilities needed to serve a new residential development.

PROJECT & POLICY RECOMMENDATION MATRIX		TIME FRAME	EST. COST	FUNDING SOURCES	RESPONSIBLE ENTITY
Big Idea #1 | Build on Strengths					
Identify the qualities of place and qualities of life that should be preserved, enhanced, and celebrated in the vision for Woodstock's future.					
1.1	Partner with conservation and outdoor recreation partners to expand the footprint, improve connectivity, and restore the health of wetland and riverine resources. Next Step: To leverage the proposed capital investment in the local greenway network (see 4.1-4.4), engage conservation partners such as the Trust for Public Land, Upper Etowah River Alliance, and Georgia Audubon for defined roles in outreach, education, acquisition, invasive management and restoration.	▬	$$	City, SPLOST	Parks & Rec
1.2	Based on the unique conditions of the Highway 92 arterial and the opportunity to better integrate the corridor into the fabric of the Downtown District, develop new standards for properties along Highway 92 within the Downtown District that balance the goals of walkability and high-quality architectural character with the unique constraints of traffic volumes, parking demands, access management, and limited pedestrian crossings. Next Step: Develop scope of services and budget for grant application or internal funding sources for the creation of Highway 92 Development Standards.	■□□	$	City	Community Development
1.3	Update development regulations to incentivize low-impact development, green infrastructure best practices, and urban tree canopy protection/growth. Next Step: Prepare a high-level case study of peer communities in conservation-minded geographies (i.e. Puget Sound, Chesapeake Bay) to develop a toolbox of potential incentives to review with the local development community and for internal fiscal analysis.	▬	$	City	Community Development
1.4	Enhance Downtown's presence as the region's premier cultural arts destination by formalizing a pedestrian friendly arts trail linking the Theater at City Center with the Woodstock Arts Event Green and Reeves House. Next Step: Identify funding partners and organizers to commission a signature piece of public art and associated unveiling event to christen the formal launch of the arts trail. Develop marketing and communications collateral to highlight the cultural institutions and current public art collection as part of launch effort.	■■□	$	City	Community Development
Big Idea #2 | Buy Local, Walk Local					
Create a built environment and cultivate a business mix that supports local trips made on foot and bike.					
2.1	Target safety and accessibility pinch points that hamper bicycle and pedestrian connections from neighborhoods within a 20-minute walkshed of Downtown. Next Step: Incorporate Sidewalk Gap Prioritization Program into capital planning for identified segments (see p. 71 and Transportation Recommendations Appendix).	▬	$$	City, Impact Fees	Community Development, Public Works

PROJECT & POLICY RECOMMENDATION MATRIX		TIME FRAME	EST. COST	FUNDING SOURCES	RESPONSIBLE ENTITY
2.2	Develop recruitment strategies in the Office of Economic Development to fill the retail gaps of daily goods and services that better support local bicycle and pedestrian trips by residents. Next Step: Commission a retail analysis (guided by an advisory committee of property owners, brokers, and developers, residents, and local businesses) to identify gaps in convenience (primarily) and comparison (secondarily) retail activity and key locations for potential clusters. Develop a master lease model as a vehicle for the DDA to recruit desired businesses and retailers.	■□□	$	City	Economic Development
2.3	Incentivize Transportation Demand Management (TDM) measures that support walking and bicycling. Such measure could include installation of bike racks, inclusion of changeroom and shower facilities for cyclists, (re)development of a bike share/car share program, and creation of bike/walk incentive program inclusive of employers, retailers, local government, & institutions. Next Step: Benchmark model bike/walk incentive programs (i.e. King County case study, p. 30) to develop a range of metrics and thresholds for locally-feasible amounts of walking and biking activity. Develop community survey to identify preferred incentives (i.e. gift cards to local businesses) and thresholds (i.e., no. of local shopping/dining trips per month by foot/bike) to help gauge interest and participation in bike/walk incentive program.	▬	$$	City, Impact Fees, SPLOST	Community Development
2.4	Develop a proactive policy guideline based on evolving technologies and lessons from peer cities that leverages micromobility as a potential non-vehicular transportation option while preserving safety and the quality of public space. Next Step: Recommend ARC-commissioned study of local government best practices in micromobility transportation management to allow flexibility to embrace emerging non-vehicular transportation options for local trips.	■□□	$	TIP, City	Community Development
2.5	Expand upon the Made Mercantile retail incubator program to further assist small businesses located there and other entrepreneurs looking to take the next step into their own space by working with landlords to identify and provide short-term ready-to-lease space. Next Step: Create an internal City GIS layer to track inventory of white box space that can be leased/master leased at below-market rates for short-term increments in new developments to reduce risk for developers and provide a low-cost entry point for young businesses into the Main Street and Downtown markets.	■□□	$$	City	Economic Development
Big Idea #3 | Park + Walk = Fun					
Decentralize parking areas and connect parking to local businesses and destinations with an enhanced trail network.					
3.1	Expand public parking Downtown by creating small to mid-size public trailhead parking reservoirs at key locations along the Greenprints Trail System. Next Step: Identify key parcels for satellite parking reservoirs (see p.71) to be developed through acquisition or easement into trailhead parking in conjunction with the construction of trail segments.	■■□	$$	Impact Fees, City	Community Development, Public Works
3.2	Prioritize investment in pedestrian & bicycle facilities that connect parking reservoirs with Downtown destinations. Next Step: Incorporate Sidewalk Gap Prioritization Program into capital planning for identified segments (see p.71 and Transportation Recommendations Appendix).	■■□	$$	Impact Fees, City	Community Development, Public Works

PROJECT & POLICY RECOMMENDATION MATRIX		TIME FRAME	EST. COST	FUNDING SOURCES	RESPONSIBLE ENTITY
3.3	Create a parking management entity to maximize the efficiency of available parking resources and implement technology solutions to guide users to available space(s). Next Step: Create a City position to manage shared parking program, parking communications, technology, and operation of pooled pubic and private parking inventory.	■■□	$	City	Community Development, Public Works
3.4	Improve parking options Downtown by brokering shared parking agreements with private property / business owners and considering a pay-in-lieu option for meeting minimum parking requirements that would fund parking programs and capital projects. Next Step: Under the lead of the proposed parking management entity (see 3.3), develop shared parking agreement template and guidelines for shared parking operation to be implemented with all public parking spaces, all new private developments, and proposed for participation to all property owners with existing private surface parking lots in the Main Street corridor.	■□□	$	City	Community Development, Public Works
3.5	Consider a centrally managed public valet program policy that improves parking efficiencies in existing public lots, underutilized private lots, enables temporary use of right-of-way, complements curb/lane flexibility, and leverages the proposed shared parking policy. Next Step: Based on public valet programs in peer communities (see p. 36 for example), develop enabling legislation, operation guidelines, and prepare solicitation for qualified parking service providers to offer a community valet parking service for Downtown.	■□□	$	City	Community Development, Public Works
3.6	Provide consistent wayfinding and other amenities that support safe access along pedestrian and bicycle paths. Consider extending trail access to 18-hours by adding residential-friendly lighting elements, emergency call boxes and trail mile markers to invite safe usage. Next Step: Based on survey results from this LCI study (see Community Engagement Results Appendix), develop a standard package of amenities, lighting, and wayfinding signage to accompany the parking and trail improvements proposed in 3.1 and 3.2.	■■□	$	City, Impact Fees	Parks and Rec
Big Idea #4 | Connect the Creeks					
Transform the Noonday and Rubes Creek Trails into a greenway loop that is both an essential part of the local transportation network and a signature linear park.					
4.1	Develop a greenway loop linking the Noonday Creek, Rubes Creek, Downtown Woodstock, and Highway 92. Next Step: Based on conceptual alignment proposed in this LCI study (p.38-39), develop a scope and budget for greenway loop feasibility study to define a route and the enabling projects needed for implementation.	■■□	$$$	TIP, SPLOST	Parks and Rec
4.2	Develop a complementary network of east/west greenway connectors linking the Noonday Creek Trail & Rubes Creek Trail. Next Step: Incorporate Sidewalk Gap Prioritization Program into capital planning for identified segments (see p. 71 and Transportation Recommendations Appendix).	■■□	$$	TIP, SPLOST	Parks and Rec
4.3	Incorporate the proposed greenway loop and greenway connectors into the Greenprints Trail System. Next Step: Amend and adopt updated Greenprints Trail Map to incorporate segments proposed in 4.1 and 4.2.	■□□	$$	TIP, SPLOST	Parks and Rec

PROJECT & POLICY RECOMMENDATION MATRIX		TIME FRAME	EST. COST	FUNDING SOURCES	RESPONSIBLE ENTITY
4.4	Transform the Noonday Creek & Rubes Creek corridors into signature linear parks that expand the trail network beyond recreational use to include play, education, leisure, art appreciation, social gathering, and green infrastructure. Next Step: Develop a scope and budget for a commissioned greenways plan that explores the opportunities for linear park space and amenities along the Noonday and Rubes Creek corridors.	■■■	$$$	SPLOST, City	Parks and Rec
Big Idea #5 | Envision the Mile on Main					
	Expand the walkable, civic core of Woodstock from Downtown to the crossroads of Highway 92 and Main Street to create a sustainable, critical mass and mix of business activity and residential living options.				
5.1	Define a Main Street Corridor Leasing Strategy that focuses retailing in targeted clusters and develops non-retail, public-serving or public-facing uses that complement shopping and dining areas. Next Step: Based on market research and community input from 2.2, create a real-time tenant prospect list that reflects the community vision and needs and allows the district management entity (City, DDA, or designated entity) to actively share data and collaborate with brokers and developers on leasing strategies and opportunities.	■■■	$	City	Economic Development
5.2	Establish Main Street as a signature pedestrian promenade with high quality materials and distinct placemaking elements that serves as the public face of Woodstock. Next Step: Develop scope and budget for a commissioned streetscape and placemaking plan for Main Street that focuses on a standard package of signature Main Street materials, fixtures, furnishings, finishes as well as unique placemaking elements and creative civic spaces.	■■■	$$$	SPLOST, City	Community Development
5.3	Craft a network of civic spaces along the "Mile on Main" that supports chaining of shopping and dining experiences, anchors the value of surrounding real estate, and extends the length of visit for Downtown and Main Street visitors. Next Step: See 5.2 above.	■■■	$$	SPLOST, City	Community Development
Big Idea #6 | Catalyze the Crossroads					
	Bookend the Main Street corridor with an urban district at the crossroads of Highway 92 and Main Street that complements Downtown Woodstock.				
6.1	Create a Public Realm Framework Plan that establishes a well-connected local street and trail network, public greenspace, district green stormwater management solutions, and supporting technology infrastructure for future redevelopment. Next Step: Develop scope and budget for a commissioned Public Realm Framework Plan that synthesizes local thoroughfare planning, trail network planning, public green space and district stormwater management, and invites technology partners to participate in creating adaptable digital infrastructure.	■■■	$	City	Community Development
6.2	Define a development vision inclusive of targeted land uses/industry clusters that support economic development goals. Next Step: Prepare internal City preferred development program and key prospects that reflect community goals for economic and community development.	■■■	$	City	Community Development

PROJECT & POLICY RECOMMENDATION MATRIX		TIME FRAME	EST. COST	FUNDING SOURCES	RESPONSIBLE ENTITY
6.3	Identify the bedrock financing tools that will enable acquisition and infrastructure improvements. Next Step: Commission a TAD valuation analysis, identify city- and CID- funded elements, and coordinate with the County and ARC on federal program funding (Transportation, Economic Development, Recovery) for projects that align with Administration priorities and program selection criteria including environmental sustainability, economic competitiveness, applying transformative technology, and explicitly addressing climate change and advancing equity.	■■■	$	City, Private Partners	Economic Development
6.4	Identify the geographic-specific redevelopment-focused entity that will steward the development vision on behalf of the community's interest and cultivate public-private partnerships. Next Step: Create a City position enabled with appropriate decision-making authority and dedicated to the planning and phased development of the Crossroads District.	■■■	$	City, Private Partners	Community Development
6.5	Develop a Phasing and Acquisition Strategy for properties within the Crossroads that align with the Public Realm Framework Plan and prioritizes value-drivers (e.g. trail loop) that will spur private investment. Next Step: As an immediate follow-up to the Public Framework Plan (6.1), develop an opportunity- and impact-based phasing plan (internal or commissioned) that guides Council decision-making on development proposals and capital planning.	■■■	$	City, Private Partners	Community Development
6.6	Plan for the accommodation of future transit opportunities that will strengthen Woodstock's fiscal health and competitive position via connectivity to the greater metropolitan labor and consumer markets. Next Step: Via Council adoption of this LCI plan, advocate and communicate at regular intervals with Cherokee County, ARC and MARTA on opportunities to better connect the core of Woodstock to the regional transit network. Establish and communicate the TOD-related benefits of the Crossroads development vision to support transit routes and facilities.	■■■	$$	TIP, City	Community Development
Big Idea #7 | Welcome to Woodstock					
	Cultivate a public realm that is welcoming, flexible, and uniquely Woodstock.				
7.1	Prioritize placemaking capital improvements, including implementation and expansion of the recently adopted wayfinding sign program, along high visibility corridors and key redevelopment sites. Next Step: Via Council adoption of this LCI study, proactively advocate with transportation authorities, private developers, and metro/local governments to incorporate creative placemaking elements into project scopes and budgets.	■■■	$ - $$	City, Impact Fees	Community Development
7.2	Leverage the natural thresholds created by the crossings over Noonday and Rubes Creek to signal the transition to the walkable core of Woodstock. Next Step: Develop a scope and budget for a Call to Artists and Designers to engage the community, coordinate with transportation agencies/authorities, and prepare detailed concepts for the four bridge gateways into the Downtown district.	■■■	$$	City	Community Development

Realizing the Vision

100-Day Action Plan

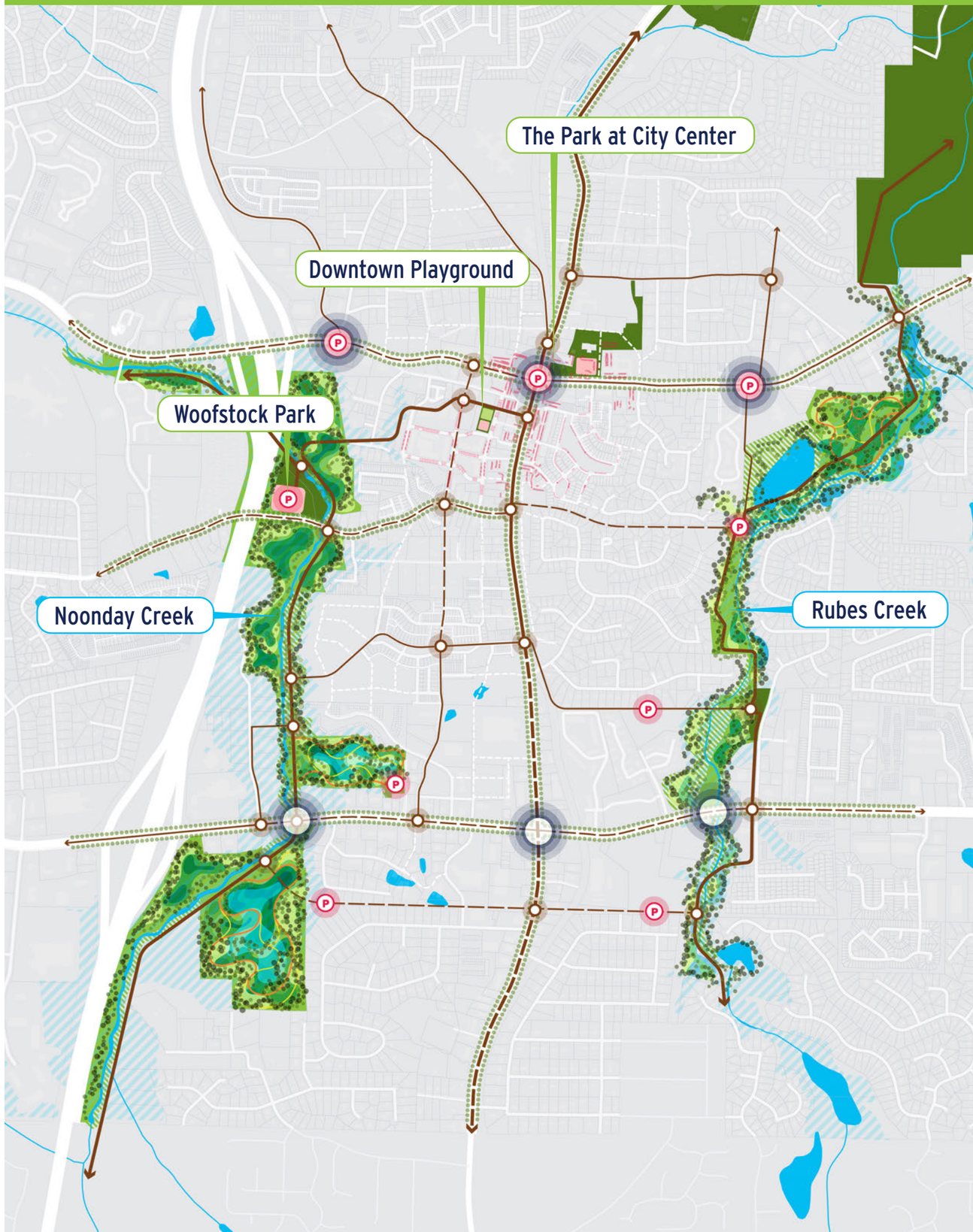
The First Steps to Achieve the Vision

The early days following the completion of the Town Center & Highway 92 LCI Update will be critical to its long-term success. Implementation of this ambitious plan must start with small actionable steps that provide opportunities for the Woodstock community to work together and generate positive momentum behind the plan.

The list of recommendations below should be considered a series of actionable steps that can be completed within 100 days of project completion to kick-start the implementation process.

- **Adopt the Town Center & Highway 92 LCI Update.**
- **Conduct a plan implementation workshop.**
- **Form a plan implementation committee.**
- **Identify key parcels for City acquisition.**
- **Amend and adopt updated Greenprints Trail Map to incorporate segments proposed in 4.1 and 4.2.**
- **Develop a scope and budget for a commissioned greenways plan that explores the opportunities for linear park space and amenities along the Noonday and Rubes Creek corridors.**
- **Based on conceptual alignment proposed in this LCI study (p.38-39), develop a scope and budget for greenway loop feasibility study to define a route and the enabling projects needed for implementation.**

LCI Framework Plan



PLAN PREPARED BY

MKSK + TOOLE + bae