



Part 5: Implementation

City of Winder
Livable Centers Initiative Study

IMPLEMENTATION

Implementation of the vision for the future of central Winder set forth in this document should occur according to the Action Matrix provided on the following pages. The Action Matrix lists every recommended project, along with cost estimates, a timeline, and those responsible for implementation.

In order to ensure that the plan comes to fruition, continued diligence will be required on the part of Winder's citizens, particularly those involved in the Livable Centers Initiative planning process. It is the citizenry that can help encourage city and county government, private entities, and other organizations to help bring the plan to fruition.

Most of the plan's recommendations are provided on an aggressive five-year timeline, although some extend farther into the future. Projects in the near future represent those identified as priorities by community members, those where the need for public improvements is most critical, and those most likely to spur private investment.

The Atlanta Regional Commission has committed to making funding available for the implementation of transportation-related plan recommendations and to pre-qualify a limited number of transportation projects for funding. The City of Winder should work with the Atlanta Regional Commission to ensure that projects requiring transportation funds are included in future Regional Transportation Plans, which are revised every five years. Most of these funds will require a 20 percent local match, which will most likely come from the City's general fund or from SPLOST revenues.

Short and Long Term Actions

Short-term steps toward implementation include the code amendments and other administrative projects outlined in the Action Matrix. Given the general nature of the land use character areas in the Barrow County Comprehensive Plan, and the fact that the plan was updated in 2007, specific changes to the comprehensive plan are not necessary.

Realizing the plan's vision also requires a long-term commitment. The plan's aggressive vision cannot be achieved overnight, and if it is not consulted and reviewed regularly, it risks becoming obsolete.



A number of smaller projects from the Action Matrix can be implemented in the short term

As the City of Winder moves forward with implementation, it is important that the following be kept in mind. The general vision of the plan, including the Framework Plan, represents the results of an inclusive public involvement process. It is unlikely that the general vision will change, even if the steps toward implementation do change.

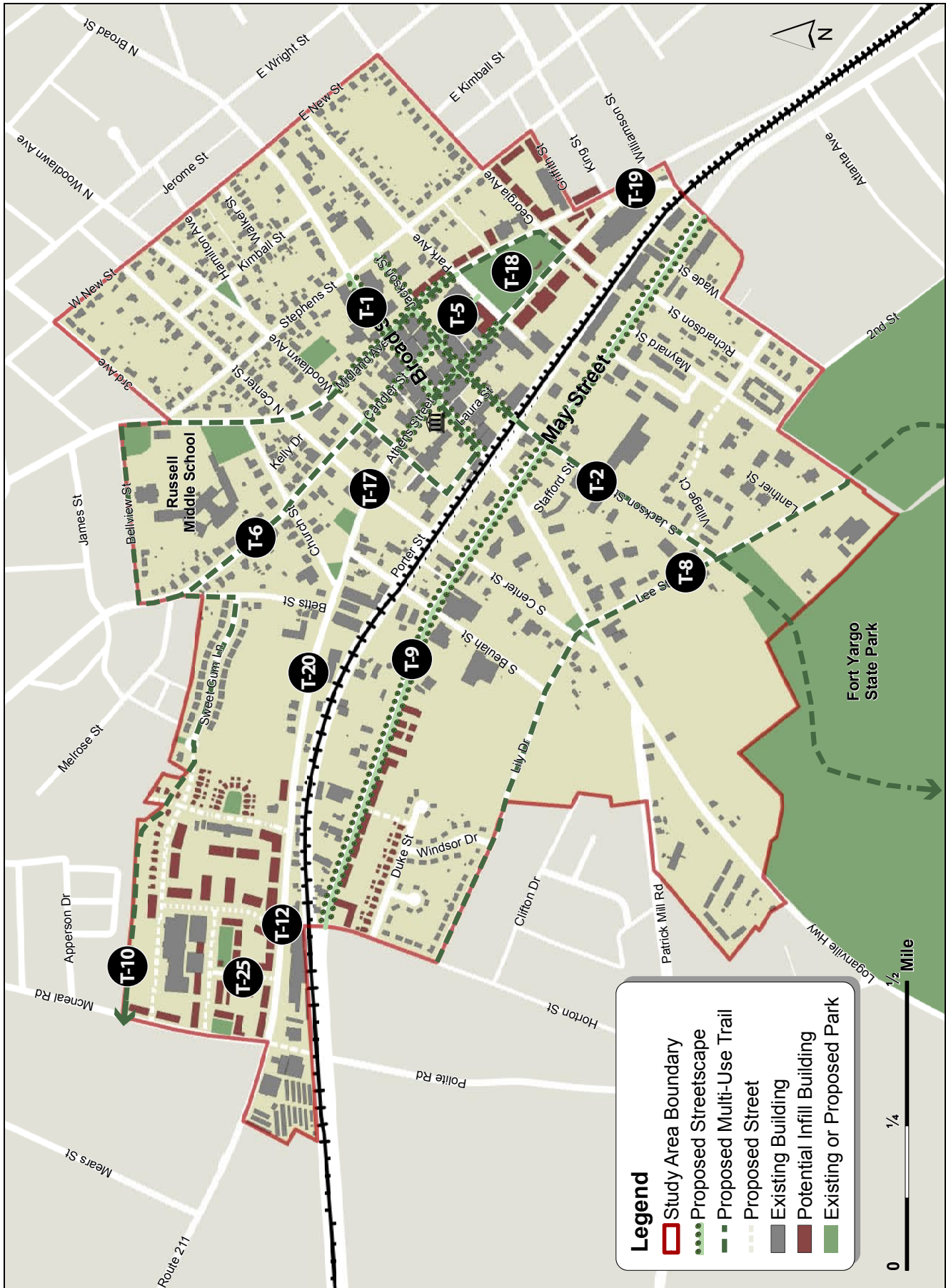
While the vision is unlikely to change in the near future, it is important that the community recognise that it can and will change. The future addition or subtraction of policies or projects should not be viewed as a compromise of the study, but rather its natural evolution in response to new conditions.

Many of the assumptions used to guide this process, including the economic climate, land costs, transportation costs, transportation funding programs, and development trends, are never fixed. The City of Winder must be prepared to respond to changes in order to ensure a relevant plan.

One of the greatest long-term values of this document, in addition to its role in procuring transportation funding, is that it lays out a detailed land use framework. All future redevelopment proposals should be reviewed for compatibility with the framework.

Transportation Project Map

The map on the following page shows all proposed transportation projects within the study area that have a specific location. Numbers refer to the Action Matrix on the following pages. Some projects without a specific geographic location, such as neighborhood-wide sidewalk repairs, are not shown.



Map showing the location of proposed transportation projects. Numbers in parentheses refer to Action Matrix on the following pages. Projects that apply to more than one area are not labeled.

Action Matrix: Transportation Projects

Pedestrian & Bicycle													
ID	Description	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Length of Project (ft)	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source & Match Amount
T-1**	Pedestrian improvements on North Broad Street from Porter Street to Stephens Street	Pedestrian	2010	\$163,200	2011	\$100,000	1,700	2012	\$1,360,000	\$1,623,200	City	TE	SPLOST, City \$635,200
T-2	Jackson Street improvements from Stephens Street to Fort Yargo State Park	Pedestrian / Bicycle	2011	\$240,600	2012	\$300,000	4,100	2013	\$2,005,000	\$2,545,600	City	TE, LCI	SPLOST, City \$941,600
T-2a	Pedestrian improvements from May St. to Stephens St., re-align Jackson at Midland Ave.	Pedestrian / Bicycle	2011	\$153,600	2012	\$100,000	1,600	2013	\$1,280,000	\$1,533,600	City	TE, LCI	SPLOST, City \$509,600
T-2b	Multi-use trail and street improvements on South Jackson Street from Lee Street to May Street.	Pedestrian / Bicycle	2011	\$51,000	2012	\$150,000	1,700	2013	\$425,000	\$626,000	City	TE, LCI	SPLOST, City \$286,000
T-2c*	Multi-use trail from Lee Street south to existing trails inside Fort Yargo State Park.	Pedestrian / Bicycle	2011	\$24,000	2012	\$30,000	800	2013	\$200,000	\$254,000	City	TE, LCI	SPLOST, City \$94,000
T-2d	Traffic signal at May Street to improve pedestrian safety for crossing	Pedestrian / Vehicular	2011	\$12,000	2012	\$20,000	n/a	2013	\$100,000	\$132,000	City	TE, LCI	SPLOST, City \$52,000
T-3	Crosswalks and re-stripe crosswalks within study area	Pedestrian	2011	\$6,000	n/a	\$0	n/a	2010	\$50,000	\$56,000	City	SPLOST	SPLOST, City \$56,000
T-4	Install 10 bicycle racks at strategic locations	Bicycle	2011	\$0	n/a	\$0	n/a	2011	\$7,500	\$7,500	DDA, Private, City	DDA, Private, City	\$7,500
T-5	Pedestrian improvements on Athens, Candler, and Midland from Woodlawn to Park Ave.	Pedestrian / Bicycle	2012	\$374,400	2013	\$100,000	3,900	2014	\$3,120,000	\$3,594,400	City	TE, LCI	SPLOST, City \$1,098,400
T-6	Downtown Cultural Loop	Pedestrian / Bicycle	2012	\$207,000	2014	\$500,000	11,500	2016	\$1,725,000	\$2,432,000	City	TE, LCI	SPLOST, City \$1,062,000
T-7	Improve pedestrian accessibility at all 5 railroad crossings	Pedestrian	2012	\$9,000	n/a	\$0	n/a	2014	\$75,000	\$84,000	City	SPLOST, CDBG	SPLOST, City \$24,000
T-8	Multi-use trail and pedestrian improvements on Lily Drive and Lee Street from Horton Street to Maynard Street	Pedestrian / Bicycle	2013	\$150,000	2014	\$150,000	5,000	2015	\$1,250,000	\$1,550,000	City	TE, LCI	SPLOST, City \$550,000
T-9	Pedestrian improvements along May Street from Horton Street to South Williamson Street	Pedestrian	2016	\$432,000	2018	\$1,000,000	6,000	2019	\$3,600,000	\$5,032,000	City	TE, LCI	SPLOST, City \$2,152,000
T-10	Multi-use trail connecting Sweet Gum Lane cul-de-sac to the Holly Hill Mall area	Pedestrian / Bicycle	2016	\$24,000	2017	\$80,000	1,000	2018	\$200,000	\$304,000	City	SPLOST, CDBG	SPLOST, City \$144,000
T-11	Sidewalk construction/replacement (46,450 ft. total)	Pedestrian	Varies	\$557,400	n/a	\$0	46,450	Varies	\$4,645,000	\$5,202,400	City	SPLOST, CDBG	SPLOST, City \$1,486,400
T-11a	New sidewalk on McNeal Road from SR 211/Athens Street to study area limits	Pedestrian	2010	\$13,200	n/a	\$0	1,100	2010	\$110,000	\$123,200	City	SPLOST, CDBG	SPLOST, City \$35,200
T-11b	New sidewalk on Center Street from SR 211/Athens Street to study area limits	Pedestrian	2010	\$13,200	n/a	\$0	1,100	2010	\$110,000	\$123,200	City	SPLOST, CDBG	SPLOST, City \$35,200
T-11c	New sidewalk on Center Street from SR 211/Athens Street to Midland Avenue	Pedestrian	2010	\$10,200	n/a	\$0	850	2010	\$85,000	\$95,200	City	SPLOST, CDBG	SPLOST, City \$27,200
T-11d	New sidewalk on entire Kelly Drive	Pedestrian	2011	\$4,800	n/a	\$0	400	2011	\$40,000	\$44,800	City	SPLOST, CDBG	SPLOST, City \$12,800
T-11e	New sidewalk on West Stephens Street from 3rd Avenue to North Woodlawn Avenue	Pedestrian	2011	\$12,000	n/a	\$0	1,000	2011	\$100,000	\$112,000	City	SPLOST, CDBG, SRTS	SPLOST, City \$32,000
T-11f	New sidewalk on entire West Kimball Street	Pedestrian	2011	\$15,600	n/a	\$0	1,300	2011	\$130,000	\$145,600	City	SPLOST, CDBG	SPLOST, City \$41,600
T-11g	New sidewalk on entire Walker Street	Pedestrian	2011	\$7,200	n/a	\$0	600	2011	\$60,000	\$67,200	City	SPLOST, CDBG	SPLOST, City \$19,200
T-11h	New sidewalk on West New Street from 3rd Avenue to North Broad Street	Pedestrian	2012	\$24,000	n/a	\$0	2,000	2012	\$200,000	\$224,000	City	SPLOST, CDBG	SPLOST, City \$64,000
T-11i	New sidewalk on Woodlawn Avenue from SR 211/Athens Street to West Candler Street	Pedestrian	2012	\$3,600	n/a	\$0	300	2012	\$30,000	\$33,600	City	SPLOST, CDBG	SPLOST, City \$9,600
T-11j	New sidewalk on East Stephens Street from Park Avenue to Georgia Avenue	Pedestrian	2012	\$9,000	n/a	\$0	750	2012	\$75,000	\$84,000	City	SPLOST, CDBG	SPLOST, City \$24,000
T-11k	New sidewalk on Griffin Street from East Midland Avenue to East Stephens Street	Pedestrian	2012	\$8,400	n/a	\$0	700	2012	\$70,000	\$78,400	City	SPLOST, CDBG	SPLOST, City \$22,400
T-11l	New sidewalk on East Candler Street from Park Avenue to East Midland Avenue	Pedestrian	2013	\$7,200	n/a	\$0	600	2013	\$60,000	\$67,200	City	SPLOST, CDBG	SPLOST, City \$19,200
T-11m	New sidewalk on Park Avenue from East Athens Street to dead end	Pedestrian	2013	\$4,800	n/a	\$0	400	2013	\$40,000	\$44,800	City	SPLOST, CDBG	SPLOST, City \$12,800
T-11n	New sidewalk on entire Mill Street	Pedestrian	2013	\$2,400	n/a	\$0	200	2013	\$20,000	\$22,400	City	SPLOST, CDBG	SPLOST, City \$6,400
T-11o	New sidewalk on North Beulah Street from Porter Street to SR 211/Athens Street	Pedestrian	2013	\$4,800	n/a	\$0	400	2013	\$40,000	\$44,800	City	SPLOST, CDBG	SPLOST, City \$12,800
T-11p	New sidewalk on 1st Street from Richardson Street to Wade Street	Pedestrian	2013	\$3,600	n/a	\$0	300	2013	\$30,000	\$33,600	City	SPLOST, CDBG	SPLOST, City \$9,600
T-11q	New sidewalk on entire Piedmont Drive	Pedestrian	2013	\$10,200	n/a	\$0	850	2013	\$85,000	\$95,200	City	SPLOST, CDBG	SPLOST, City \$27,200
T-11r	New sidewalk on Starford Street from South Broad Street to South Jackson Street	Pedestrian	2014	\$6,000	n/a	\$0	500	2014	\$50,000	\$56,000	City	SPLOST, CDBG	SPLOST, City \$16,000
T-11s*	New sidewalk/multi-use trail on S. Broad St. from May St. to Ft. Yargo State Park entrance	Pedestrian	2014	\$48,000	n/a	\$0	4,000	2014	\$400,000	\$448,000	City	SPLOST, CDBG	SPLOST, City \$128,000
T-11t	LCI study area limit to South Broad Street	Pedestrian	2015	\$16,200	n/a	\$0	1,350	2015	\$135,000	\$151,200	City	SPLOST, CDBG	SPLOST, City \$42,200
T-11u	New sidewalk on South Beulah Street from Lily Drive to May Street	Pedestrian	2015	\$12,000	n/a	\$0	1,000	2015	\$100,000	\$112,000	City	SPLOST, CDBG	SPLOST, City \$32,000
T-11v	New sidewalk on entire Duke Street	Pedestrian	2016	\$13,200	n/a	\$0	1,100	2016	\$110,000	\$123,200	City	SPLOST, CDBG	SPLOST, City \$35,200
T-11w	New sidewalk on entire Duke Circle	Pedestrian	2016	\$3,000	n/a	\$0	250	2016	\$25,000	\$28,000	City	SPLOST, CDBG	SPLOST, City \$8,000

ID	Description	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Length of Project (ft)	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source		Local Source & Match Amount	
												SPLOST, CDBG	SPLOST, CDBG	SPLOST, City	SPLOST, City
T-11x	New sidewalk on entire Windsor Drive	Pedestrian	2016	\$8,400	n/a	\$0	700	2016	\$70,000	\$78,400	City	SPLOST, CDBG	SPLOST, City	\$22,400	
T-11y	Repair sidewalk on Horton Street from Lily Drive to May Street	Pedestrian	2016	\$12,000	n/a	\$0	1,000	2016	\$100,000	\$112,000	City	SPLOST, CDBG	SPLOST, City	\$32,000	
T-11z	Repair sidewalk on Maynard Street from 2nd Street to May Street	Pedestrian	2017	\$16,800	n/a	\$0	1,400	2017	\$140,000	\$156,800	City	SPLOST, CDBG	SPLOST, City	\$44,800	
T-11aa	Repair sidewalk on Richardson Street from 2nd Street to 1st Street	Pedestrian	2017	\$6,000	n/a	\$0	500	2017	\$50,000	\$56,000	City	SPLOST, CDBG	SPLOST, City	\$16,000	
T-11bb	Repair sidewalk on 1st Street from Maynard Street to Richardson Street	Pedestrian	2017	\$3,600	n/a	\$0	300	2017	\$30,000	\$33,600	City	SPLOST, CDBG	SPLOST, City	\$9,600	
T-11cc	Repair sidewalk on Athens Street from Park Avenue to Williamson Street	Pedestrian	2018	\$60,000	n/a	\$0	5,000	2018	\$500,000	\$560,000	City	SPLOST, CDBG	SPLOST, City	\$160,000	
T-11dd	Repair sidewalk on Wade Street from Williams Street to May Street	Pedestrian	2019	\$5,400	n/a	\$0	450	2019	\$45,000	\$50,400	City	SPLOST, CDBG	SPLOST, City	\$14,400	
T-11ee	Repair sidewalk on Woodlawn Avenue from Candler Street to New Street	Pedestrian	2019	\$32,400	n/a	\$0	2,700	2019	\$270,000	\$302,400	City	SPLOST, CDBG	SPLOST, City	\$86,400	
T-11ff	Repair sidewalk on entire Hamilton Avenue	Pedestrian	2019	\$10,200	n/a	\$0	850	2019	\$85,000	\$95,200	City	SPLOST, CDBG	SPLOST, City	\$27,200	
T-11gg	Repair sidewalk on New Street from Broad Street to Georgia Avenue	Pedestrian	2020	\$13,200	n/a	\$0	1,100	2020	\$110,000	\$123,200	City	SPLOST, CDBG	SPLOST, City	\$35,200	
T-11hh	Repair sidewalk on 3rd Avenue from Midland Avenue to New Street	Pedestrian	2020	\$13,200	n/a	\$0	1,100	2020	\$110,000	\$123,200	City	SPLOST, CDBG, SRTS	SPLOST, City	\$35,200	
T-11ii	Repair sidewalk on entire Bellview Street	Pedestrian	2020	\$15,600	n/a	\$0	1,300	2020	\$130,000	\$145,600	City	SPLOST, CDBG	SPLOST, City	\$41,600	
T-11jj	Repair sidewalk on entire Laura Street	Pedestrian	2020	\$3,600	n/a	\$0	300	2020	\$30,000	\$33,600	City	SPLOST, CDBG	SPLOST, City	\$9,600	
T-11kk	Repair sidewalk on Stephens Street from Woodlawn Avenue to Park Avenue, and from Georgia Avenue to Griffin Street	Pedestrian	2021	\$21,600	n/a	\$0	1,800	2021	\$180,000	\$201,600	City	SPLOST, CDBG	SPLOST, City	\$57,600	
T-11ll	Repair sidewalk on Candler Street from Bellview Street to Woodlawn Avenue	Pedestrian	2021	\$26,400	n/a	\$0	2,200	2021	\$220,000	\$246,400	City	SPLOST, CDBG	SPLOST, City	\$70,400	
T-11mm	Repair sidewalk on entire Church Street	Pedestrian	2022	\$16,800	n/a	\$0	1,400	2022	\$140,000	\$156,800	City	SPLOST, CDBG, SRTS	SPLOST, City	\$44,800	
T-11nn	Repair sidewalk on Midland Ave. from Bellview to Woodlawn and from Park Ave. to King St.	Pedestrian	2022	\$39,600	n/a	\$0	3,300	2022	\$330,000	\$369,600	City	SPLOST, CDBG	SPLOST, City	\$105,600	
Vehicular															
T-12**	Intersection improvements on Athens Street at Horton Street and McNeal Road	Vehicular	2005	\$95,000	2010	\$400,000	1700	2010	\$1,360,000	\$1,855,000	City	GDOT	SPLOST, City	\$495,000	
T-13	Supplemental truck traffic study	Vehicular	2011	\$50,000	n/a	\$0	n/a	n/a	n/a	\$50,000	City	LCI	SPLOST, City	\$25,000	
T-14	Strategically remove stop signs and speed bumps to improve traffic flow	Roadway Operations	2011	\$12,000	n/a	\$0	n/a	2010	\$100,000	\$112,000	City	SPLOST	SPLOST, City	\$112,000	
T-15	Traffic calming devices	Roadway Operations	2011	\$3,600	n/a	\$0	n/a	2010	\$30,000	\$33,600	City	SPLOST	SPLOST, City	\$33,600	
T-16	Synchronize traffic signals	Roadway Operations	2011	\$10,000	n/a	\$0	n/a	2010	\$10,000	\$20,000	City, GDOT	GDOT, SPLOST	SPLOST, City	\$20,000	
T-17	Construct turn lanes along Athens Street at Center Street	Vehicular	2012	\$78,000	2012	\$100,000	840	2013	\$650,000	\$828,000	City	GDOT, SPLOST	SPLOST, City	\$308,000	
T-18	Close Candler Street to traffic from Park Avenue to Midland Avenue	Vehicular / Pedestrian	2012	\$15,000	n/a	\$0	n/a	2010	\$50,000	\$65,000	City	SPLOST	SPLOST, City	\$65,000	
T-19	Reconfiguration of Athens Street/King Street/East Midland Avenue intersection	Vehicular / Pedestrian	2016	\$62,400	2014	\$200,000	1300	2015	\$520,000	\$782,400	City	GDOT, SPLOST	SPLOST, City	\$366,400	
T-20	Sidewalk and roadway widening improvements on Athens St. from Horton to North Broad	Vehicular / Pedestrian	2017	\$488,400	2016	\$2,000,000	3700	2018	\$4,070,000	\$6,558,400	City	GDOT, SPLOST	SPLOST, City	\$3,302,400	
T-21	New streets in locations shown on framework plan	Vehicular	ongoing	TBD	n/a	TBD	n/a	ongoing	TBD	TBD	Private	Private	n/a	\$0	
T-22*	West Side Truck Route	Vehicular	2015	\$810,000	2018	\$1,000,000	4,500	2019	\$6,750,000	\$8,560,000	City	GDOT, SPLOST	SPLOST, City	\$3,160,000	
T-23*	Georgia Avenue upgrades for alternate route	Vehicular	2016	\$576,000	2019	\$1,000,000	6,000	2020	\$4,800,000	\$6,376,000	City	GDOT, SPLOST	SPLOST, City	\$2,536,000	
T-24*	Fly over bridge - Grade separation over railroad on east side of town, near SR 11 and SR 8 merge	Vehicular	2018	\$480,000	2021	\$500,000	n/a	2022	\$4,000,000	\$4,980,000	City	GDOT, SPLOST	SPLOST, City	\$1,780,000	
Transit															
T-25	Carpool lot at Holy Hill Mall Area	Transit / Vehicular	2013	\$6,000	2014	\$0	n/a	2015	\$50,000	\$56,000	City	GDOT, SPLOST, Private	SPLOST, City	\$16,000	
T-26	On-demand transit study	Transit	2013	\$25,000	2014	\$0	n/a	n/a	\$0	\$25,000	City	SPLOST	SPLOST, City	\$25,000	
Totals:											\$4,875,000	\$7,430,000	\$52,732,500	\$20,291,500	

* Project partially or completely outside the LCI study area
 ** Already programmed
 All cost estimates are in 2010 dollars
 CDBG: Federal Community Development Block Grant
 DDA: Downtown Development Authority
 GDOT: Georgia Department of Transportation
 LCI: Livable Centers Initiative
 SPLOST: Special Purpose Local Option Sales Tax
 SRTS: Safe Route To School
 TE: Federal Transportation Enhancement

Action Matrix: Other Projects

ID	Description	Cost	Start Date	Responsible Party	Funding Source
Land Use					
O-1	Code amendments	staff time	2010	City	City
O-2	Catalytic Redevelopment Site: May Street east of Horton Street	TBD	2013	Private	Private
O-3	Catalytic Redevelopment Site: Holly Hill Mall area (phase I/II)	TBD	2014/2019	Private	Private, TAD, CID
O-4	Catalytic Redevelopment Site: Eastern Downtown	TBD	2016	Private/City	Private/City
O-5	Rehabilitate old mill building on East Athens Street	TBD	TBD	Private	Private
O-6	Rehabilitate old Courthouse	TBD	TBD	TBD	TBD
Economic Development & Marketing					
O-7	Designate Economic Development Manager	TBD	2010	City	City
O-8	Brand Identity & Marketing Plan	\$10,000	2011	City, DDA	City, Chamber
O-9	Create marketing collateral for Winder			City, DDA, Chamber	City, DDA, Chamber, Realtors, Private
	<i>Unique downtown/visitor website</i>	\$5,000	2010	DDA	City, DDA
	<i>Dining destination: brochure & web</i>	\$3,000	2010	City, DDA	City, DDA, Private
	<i>Shopping & dining guide</i>	\$2,000	2010	City, DDA	City, Chamber, Private
	<i>Local loyalty marketing campaign</i>	\$4,000	2011	City, Chamber	City, Chamber, Private
	<i>Relocation/Welcome Guide</i>	\$3,000	2011	City, Chamber	City, Chamber, Realtors
O-10	Create recurring downtown event	\$5,000 - \$10,000	2011	DDA	City, DDA, Private Sector
O-11	Business support programming	TBD	ongoing	City, SBDC, EDC, DDA	City, EDC, Private, Grants
O-12	Incentive programs for new investment	TBD - up to \$40k/yr	ongoing	City, DDA, Banks, Private	City, Private
O-13	Market key development sites			City, EDC	City, EDC
	<i>Econ. dev. web/print collateral</i>	\$5,000	2011		
	<i>Business recruitment package</i>	\$5,000	2011		
O-14	Develop branded wayfinding system/plan	\$50-\$75k. Phased	2011	City	City, T-Grants, ARC
O-15	Create marketing collateral targeting Fort Yargo & visitors			City, Fort Yargo	City, State, Private
	<i>Info kiosks at Ft. Yargo/Downtown</i>	\$5,000	2011		
	<i>Event coordination with Fort Yargo</i>	staff time	2010		
	<i>Recruit recreation-based businesses</i>	staff time	ongoing		
O-16	Recruit market-rate residential above shops downtown	staff time	2011	City	City, DDA, Private
O-17	Create small business incubator	TBD	2012	City, Higher Ed Partner, EDC, DDA	City, EDC, Private, Grants
O-18	Community Improvement District	Staff hours	2015	City, Private	City, Private
O-19	Tax Allocation District and Redevelopment Plan	\$25,000	2017	City, County, Schools	City, ARC

ID	Description	Cost	Start Date	Responsible Party	Funding Source
Urban Design & Historic Resources					
O-20	Amend code to require inter-parcel access for all new developments	staff time	2010	City	City
O-21	Historic demolition code amendments	staff time	2011	City	City
O-22	Design guidelines	TBD	2011	City, Private	City, ARC
O-23	Tour of homes	TBD	2011	City, Private	City, Private
O-24	Historic marker installation	\$20,000	2012	City, Private	City, Private
O-25	Historic district reexamination	staff time	2012	City	City
O-26	Update Historic Design Guidelines	TBD	2013	City, Private	City
Public Space & Environment					
O-27	Neighborhood tree plantings	\$13,500	2010	Private	Private
O-28	Tree ordinance	staff time	2011	City	City
O-29	Landscape improvements at police parking lot	\$5,000	2015	City	City, Private
O-30	Park at Midland and Church	\$17,000	2016	City, School Board	City, School Board
O-31	Park in eastern downtown	\$2,900,000	2017	City	City, SPLOST, TAD, CID
	<i>Land acquisition</i>	<i>\$900,000</i>	<i>2015</i>		
	<i>Improvements</i>	<i>\$2,000,000</i>	<i>2016</i>		
Infrastructure & Facilities					
O-32	Improve street and park lighting	TBD	ongoing	City	City
O-33	Continue upgrades of sewer, water, and gas lines	TBD	ongoing	City, private	City, Private

NOTES

All cost estimates are in 2010 dollars
 Chamber refers to the Barrow County Chamber of Commerce
 ARC: Atlanta Regional Commission
 CID: Community Improvement District
 DDA: Downtown Development Authority
 EDC: Barrow County Economic Development Council
 SBDC: Small Business Development Center, Athens
 TAD: Tax Allocation District

Population/Employment Projections

It is projected that the implementation of the recommendations laid out in the Framework Plan, conceptual redevelopment plans, and other plans shown in this document will add population and employment in the study area at a modest rate. This rate is due to the fact that the study area is

already largely developed and, as a county seat and sizeable city, already has a significant share of population and employment. Based on the plan, 600 new residents and 320 jobs could be added to the study area over the next ten years.

Projected Short-Term Population Growth in the Study Area

	Single-Family	Duplex	Town-house	Multi-family	Total
Year 2010					
Existing housing units	296	24	0	184	504
Assumed average household size	2.5	2.5	—	2.5	—
Total estimated population	740	60	0	460	1,260
Year 2015					
Net new housing units since 2010	25	0	25	50	100
Assumed average household size	2.5	2.5	2.25	2	—
Net new population	63	0	56	100	219
Total projected population	803	60	56	560	1,479
Year 2020					
New new housing units since 2015	25	25	25	100	175
Assumed average household size	2.5	2.5	2.25	2	—
Net new population	63	63	56	200	318
Total projected population	865	123	113	760	1,860

Existing figures are based on field counts of residential units combined with average household sizes obtained from 2000 U.S. Census data for the City of Winder. Projections are based on the proposed framework plan, conceptual redevelopment plans, and residential demand numbers from the market study.

Projected Short-Term Employment Growth in the Study Area

	Commercial	Office/ Institutional/Other	Total
Year 2010			
Existing jobs	711	1,068	1,779
Year 2015			
Net new square footage	50,000	20,000	70,000
Assumed square feet/job	823	416	—
Net new jobs	61	48	109
Projected total jobs	772	1,116	1,888
Year 2020			
New new square footage	25	25	125,000
Assumed square feet/job	2.5	2.5	—
Net new jobs	63	63	211
Projected total jobs	865	123	2,100

Existing figures are based on 2008 U.S. Census data. Projections are based on the proposed framework plan, conceptual redevelopment plans, and the market study. Commercial includes retail and restaurants.

The long-term population and employment projections provided below are based on existing data from the U.S. Census and field surveys, combined with assumptions about economic growth and the building out of the Framework Plan.

the Framework and Illustrative Plans are largely based on a ten-year build-out, longer-term forecasts can be made based on real estate cycles and the assumption that some facilities will be redeveloped.

Estimating population and employment growth beyond ten years is difficult at a level as small as the study area. Real estate and economic trends are complex and subject to change. Although

Projected Long-Term Population Growth in the Study Area

Year	Single-Family Residents	Duplex Residents	Town-house Residents	Multi-family Residents	Total
2010	740	60	0	460	1,260
2015	803	60	56	560	1,479
2020	865	123	113	760	1,860
2025	928	123	169	827	2,045
2030	928	123	225	909	2,184
2035	928	123	225	1,000	2,275

Trends are based on extrapolations of short-term growth, potential build-out capacity of area, and assumptions regarding average household sizes.

Projected Long-Term Housing Growth in the Study Area

Year	Single-Family	Duplex	Town-house	Multi-family	Total Units
2010	296	24	0	184	504
2015	321	24	25	234	604
2020	346	49	50	334	779
2025	371	49	75	367	862
2030	371	49	100	404	899
2035	371	49	100	445	940

Trends are based on extrapolations of short-term growth and potential build-out capacity of area.

Projected Long-Term Employment Growth in the Study Area

Year	Commercial	Office/Institutional/Other	Total
2010	711	1,068	1,779
2015	772	1,116	1,888
2020	863	1,236	2,099
2025	906	1,298	2,204
2030	951	1,363	2,314
2035	999	1,431	2,430

Trends are based on extrapolations of short-term growth, potential build-out capacity of area, and assumptions regarding average jobs per square foot.

Consistency With LCI Components

This study and its recommendations are consistent with the components of the Livable Centers Initiative program as outlined below.

1. Efficiency/feasibility of land uses and mix appropriate for future growth including new and/or revised land use regulations needed to complete the development program.

The plan puts forth a vision for a more mixed-use land use pattern that would increase efficiency by providing more services, parks, and employment near existing residences, and by increasing residential density with redevelopment. These incremental changes in land use patterns are feasible given market constraints, the proposed transportation system, and local conditions, and require no changes to the land use plan. Specific zoning changes appropriate to successfully implement the land use plan are provided in the Action Matrix.

2. Transportation demand reduction measures.

A reduction in the demand for vehicular trips is proposed via a combination of improved sidewalks, more compact development, new multi-use trails, better street connectivity, greater land use mix, and a carpool lot.

3. Internal mobility requirements – traffic calming, pedestrian circulation, transit circulation, bicycle circulation including safety and security of pedestrians.

Streetscape improvements along a variety of streets include traffic calming measures and elements to promote pedestrian and bicycle circulation. An interconnected network of pedestrian and bicycle facilities is proposed, with a focus on safety, particularly where the network intersects major roads.

4. Mixed-income housing, job/housing match and social issues.

Housing types and sizes for people of a variety of ages and incomes are projected and recommended by this study. This is accomplished with a mix of apartments, (both new and in historic buildings), townhouses, single-family residences, and senior housing.



The plan promotes an efficient mix and concentration of land uses, supported by zoning amendments



Connectivity, vehicle trip reduction, and promoting alternative modes of travel are key principles of this study

Additional retail and office space, combined with improved transportation access, connectivity to Fort Yargo State Park, and local business incubator space will improve the jobs/housing balance by providing locally accessible jobs.

5. Continuity of local streets in the study area and the development of a network of minor roads.

Continuity of local streets is proposed to be enhanced through interparcel access, the creation of new streets with redevelopment, enhanced railroad crossings, and pedestrian/bicycle paths that bridge gaps in connectivity.

6. Need/identification of future transit circulation systems.

While there is currently no transit service in Barrow County, the plan recommends a study to determine the feasibility of on-demand transit



Community participation was a key focus of the study and met Atlanta Regional Commission guidelines



Focusing on connectivity and center development organization and promotion will allow Winder to capitalize on its assets

service. Also recommended is a carpool lot that could be the predecessor for future commuter bus service. A commuter rail station in downtown Winder is strongly recommended, even though it may be a long-term prospect.

7. Connectivity of transportation system to other centers.

The primary connection between regional centers put forth in the plan is along Jackson Street in the form of pedestrian improvements and a multi-use trail between downtown Winder and Fort Yargo State Park. This link would connect two regionally important destinations, as well as social services and low-income housing.

8. Center development organization, management, promotion, and economic restructuring.

More effective organization, management, and promotion of existing and proposed

assets in and near the study area is needed. Recommendations in the areas of marketing, small business promotion, and economic development begin to address these needs and move toward a more vibrant economic future that capitalizes on local assets, particularly the proximity of Fort Yargo State Park.

9. Stakeholder participation and support.

Public participation was solicited throughout the planning process through a combination of individual and small group interviews, public meetings, a community workshop, and core team sessions. More information about how meetings were advertised and how stakeholders contributed to the vision of this plan can be found in Part 3 above.

10. Public and private investment policy.

Successful implementation of the plan depends on a marriage of public and private investment policy, in which significant public investments in streetscapes, parks, transportation improvements, and other areas are complemented by private investments in redevelopment, new streets, and more. Projects may draw from a variety of funding sources, including SPLOST funds; city, state, and federal dollars; non-profit investment; private sources; and proposed new funding sources.

