TOWN CENTER COMMUNITY IMPROVEMENT DISTRICT

ASSET MANAGEMENT PLAN

CROY

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This document was prepared by

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EXECUTIVE SUMMARY

The Town Center regional activity center is a primary destination and desirable place to live, work, shop, and recreate primarily due to the diversity of land uses and opportunities for engaging in these activities. Complementary to these endeavors is the supportive infrastructure within the public realm, for example wayfinding signage. Since its inception, the Town Center Community Improvement District (TCCID) has deployed a variety of assets that contribute to the unique character of this area of the Atlanta region. The amount and types of these physical elements have grown over the years and with any asset do require periodic expansion, maintenance, and upgrades.

To enumerate the expansive number of assets as well as their condition, Croy Engineering was assigned the task of developing an asset management program. The assets that were included in the program included:

- Street lights and poles
- Traffic signal equipment
- Transit stops
- Crosswalks
- Pocket parks
- Walls
- Wayfinding signage
- Streetscape treatments (benches, trash receptacles, bollards)
- Median treatments
- Sidewalks and multi-use paths
- Rideshare stations

The initial task involved data collection. Every asset was identified and photographed; its location determined; appropriate measurements taken; and its condition assessed. After everything was inventoried, a database was created for organizing the information. The data was compiled in an Excel format and then utilized to create a GIS geodatabase which included shapefiles. Static maps as well as an interactive story map were also created.

The deliverables include all of the above information compiled in conjunction with the Final Report which provides with the comprehensive data, the TCCID has the tools to identify opportunities to expand these assets and be able to program funding for their maintenance and upgrades.

The final recommendations of this study will improve the synergistic relationship between people and places, expand the beautification of the public view shed, and facilitate multimodal connectivity. The recommendations were made based on noticeable maintenance needs and opportunities for expansion and enhancement.

Figure 1.1: Next Steps to Asset Management

BENEFITS OF ASSET MANAGEMENT

With an asset management program in place, the Town Center CID will be able to more efficiently identify and maintain its investments throughout the district. A comprehensive asset management database will yield significant benefits and returns on investment, including reducing maintenance timetables and associated costs as well as enabling the district to more purposefully identify key locations for improvements and expansion opportunities. The benefits of the Asset Management Plan are shown in Figure 1.2.

Efficacy in Maintenance and Operations

After initial construction, over time infrastructure can require maintenance, upgrading or replacement. With deterioration, the assets do not adequately perform their intended purpose. For example a cracked and spalling concrete sidewalk can be hazardous to pedestrians. The foundation for assessing the assets providing their functionality is an accurate tabulation of their location and condition. This asset management plan provides a precise accounting of what infrastructure is where and their condition so that plans can be formulated for regular assessment that the assets are meeting their current standards.

Building a Roadmap for the Future

The adage that nothing lasts forever is true when it comes to the assets that have been installed throughout the Town Center CID. Through normal usage, being in the elements, and as design standards are revised, the infrastructure requires routine maintenance and upgrading. Updating the assets can be capital intensive. The inventory and condition afforded by the asset management plan supports programing for upgrading the various infrastructure elements in a periodic and cost effective manner.

Figure 1.2: Benefits of Asset Management

PROJECT BACKGROUND 2

METHODOLOGY

In order to complete the Asset Management Plan, a kick-off meeting was held with TCCID to discuss the data collection effort, existing data, previous studies, and potential projects that are in the pipeline within the district.

The study methodology was divided into three phases:

- Data Collection: efforts included creating a database using Google Earth™ and field verifying asset maintenance requirements using ArcGIS Collector
- Data Reduction: organizing the collected data to create a cohesive and user-friendly database that can be used by maintenance authorities
- Database Presentation: presenting database to TCCID Board & authorities using ArcGIS Story Map

Figure 2.1 depicts the 3 phases of the study process.

Figure 2.1: Study Process Phasing

The first step of the Asset Management Plan was data collection using Google Earth. Asset types were identified, and sub-categories were determined. The database was then transferred to ArcGIS Collector to initiate the field survey and verification of asset conditions was conducted. Once the field verification was completed, data reduction process was commenced. With the database complete, immediate repair and maintenance needs were tabulated. Lastly, recommendations were made to upgrade existing treatments to preferred treatment types. The study methodology is shown is Figure 2.2.

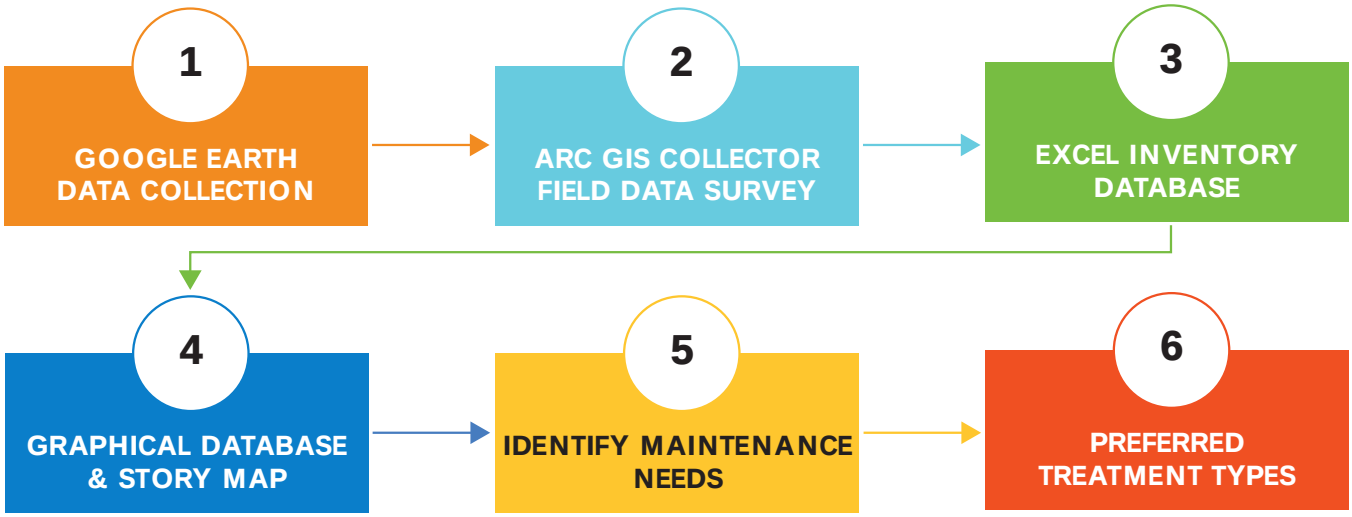


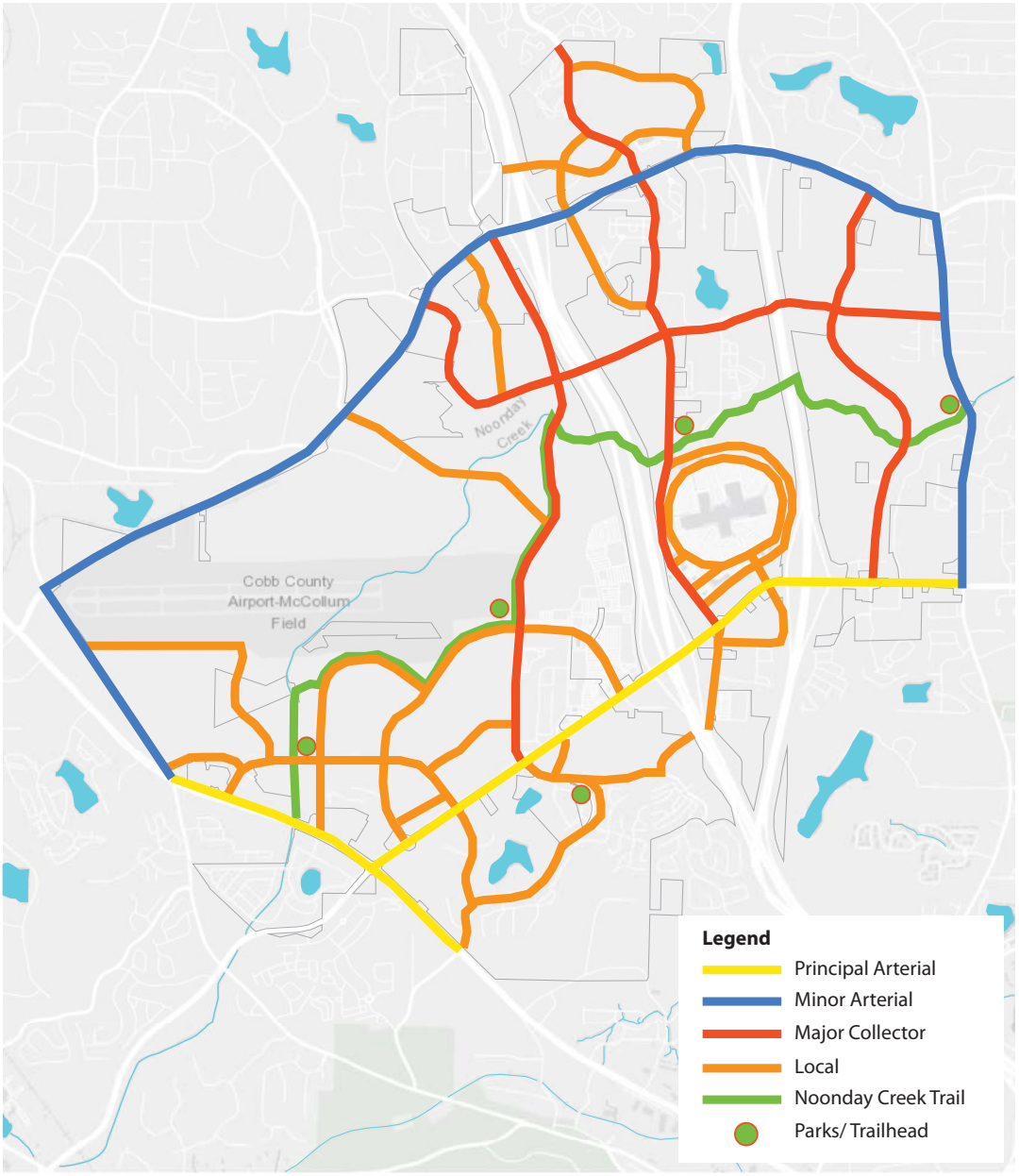
Figure 2.2: Study Process

LIMITS OF FIELD DATA COLLECTION

For this study, roadway corridors were identified by TCCID for the field data collection efforts. The roadway corridors included:

- Principal Arterials: 2 Corridors
- Minor Arterials: 4 Corridors
- Major Collectors: 5 Corridors
- Local Roads: 28 Corridors

In addition to the roadway corridors, field data was also collected at parks, trails and trailheads. The corridors surveyed for the inventory effort are shown in Map 2.1.



Map 2.1: Corridors Surveyed for Field Data Collection

Table 2.1: Study Limits Corridors

	CORRIDOR	BEGIN	END	LENGTH (FT.)
FUNCTIONAL CLASS: PRINCIPAL ARTERIAL | TOTAL LENGTH: 20,550 FT.				
01	ERNEST W BARRETT PKWY NW	COBB PKWY N	BELLS FERRY RD NE	13,730
02	COBB PKWY N	OLD 41 HWY NW	BARRETT LAKES BLVD	6,820
FUNCTIONAL CLASS: MINOR ARTERIAL | TOTAL LENGTH: 33,700 FT.				
03	CHASTAIN RD NW	MC'COLLUM PKWY NW	NEW CHASTAIN RD NW	14,390
04	BELLS FERRY RD NE	NEW CHASTAIN RD NW	ERNEST W BARRETT PKWY NW	7,640
05	MC'COLLUM PKWY NW	CHASTAIN RD NW	OLD 41 HWY NW	7,040
06	OLD 41 HWY NW	MC'COLLUM PKWY NW	COBB PKWY N	4,630
FUNCTIONAL CLASS: MAJOR COLLECTOR | TOTAL LENGTH: 58,340 FT.				
07	BARRETT LAKES BLVD	COBB PKWY N	CHASTAIN RD NW	17,870
08	BIG SHANTY RD	CHASTAIN RD NW	BELLS FERRY RD NE	14,410
09	GEORGE BUSBEE PKWY NW	ERNEST W BARRETT PKWY NW	BORDER OF TCCID	13,300
10	CHASTAIN MEADOWS PKWY NW	ERNEST W BARRETT PKWY NW	CHASTAIN RD NW	8,980
11	FREY RD	CHASTAIN RD NW	BORDER OF TCCID	3,780
FUNCTIONAL CLASS: LOCAL | TOTAL LENGTH: 81,070 FT.				
12	COBB PLACE BLVD NW	ERNEST W BARRETT PKWY NW	ERNEST W BARRETT PKWY NW	8,720
13	RING RD NW	MALL BLVD NW	MALL BLVD NW	7,040
14	CAMPUS LOOP RD NW	BIG SHANTY RD	FREY LAKE RD	4,430
15	TOWN CENTER DR	GEORGE BUSBEE PKWY NW	GEORGE BUSBEE PKWY NW	6,130
16	VAUGHN RD	COBB PKWY N	COBB PL BLVD NW	5,540
17	ROBERTS BLVD	COBB PKWY N	ERNEST W BARRETT PKWY NW	5,410
18	DUNCAN RD NW	MC'COLLUM PKWY NW	BARRETT LAKES BLVD	4,890
19	BUSBEE DR NW	GEORGE BUSBEE PKWY NW	GEORGE BUSBEE PKWY NW	4,600
20	TOWNPARK DR	CHASTAIN RD NW	GEORGE BUSBEE PKWY NW	4,040

21	TOWN POINT PKWY NW	BIG SHANTY RD	CHASTAIN RD NW	3,200
22	AIRPORT RD	BARRETT PARK DR	OLD 41 HWY NW	3,120
23	MALL BLVD NW	ROBERTS CT	RING RD NW	3,100
24	TOWNPARK LN	BUSBEE DR NW	TOWNPARK DR	2,890
25	SHILOH VALLEY DR NW	BARRETT LAKES BLVD RNDABT	GREERS CHAPEL DR NW	2,250
26	BARRETT PARK DR	ROBERTS BLVD	AIRPORT RD	2,660
27	AUTO PARK DR NW	ROBERTS BLVD	BARRETT LAKES BLVD	2,180
28	ROBERTS CT	ERNEST W BARRETT PKWY NW	HOME DEPOT DRIVEWAY	2,080
29	N ROBERTS RD	ROBERTS BLVD	OLD 41 HWY NW	1,620
30	SKIP SPANN CONN.	FREY RD	BUSBEE DR NW	1,380
31	BARRETT CREEK BLVD	ERNEST W BARRETT PKWY NW	BORDER OF TCCID	1,200
32	COBB PL DR	COBB PL BLVD NW	ROBERTS BLVD	1,200
33	HOME CENTER DR NW	ERNEST W BARRETT PKWY NW	BARRETT LAKES BLVD	1,000
34	TOWNPARK WAY	BUSBEE DR NW	TOWNPARK LN	630
35	TOWN CENTER ACCESS RD NW 1	GEORGE BUSBEE PKWY NW	RING RD NW	510
36	TOWN CENTER ACCESS RD NW 2	GEORGE BUSBEE PKWY NW	RING RD NW	270
37	TOWN CENTER ACCESS RD NW 3	TOWN CENTER DR	RING RD NW	260
38	TOWN CENTER ACCESS RD NW 4	TOWN CENTER DR	RING RD NW	260
39	TOWN CENTER ACCESS RD NW 5	GEORGE BUSBEE PKWY NW	RING RD NW	250
40	TOWN CENTER ACCESS RD NW 6	TOWN CENTER DR	RING RD NW	210
PARKS & TRAILS				
41	NOONDAY CREEK TRAIL	BELLS FERRY RD NE	COBB PKWY N	23,980
42	AVIATION PARK	-	-	-
43	FOUNDERS PARK	-	-	-
44	TOWN CENTER PARK	-	-	-
45	BELLS FERRY TRAILHEAD	-	-	-

ASSET TYPES SURVEYED

The TCCID identified the types of assets to be collected for the inventory database. The asset management plan inventory included 6 asset categories with asset types as shown in Figure 2.3.

Figure 2.3: Asset Types Surveyed

INVENTORY DATABASE 3

FIELD DATA COLLECTION

For each asset category, "asset types" were identified. These "asset types" were then further broken down into sub-types based on the material used, type of infrastructure, etc. For each asset surveyed, the assets' relative location on its respective corridor, asset sub-type descriptors, ID Number, Physical Condition, owner, comments, and latitude and longitude was collected.

ASSET CATEGORY: GREENSPACE

From the field data collection, the following greenspace asset types within the Town Center CID were identified. Asset types and sub-types identified for the greenspace category are shown in Figure 3.1.

Greenspace

Parks	Landscaping
• Pocket Parks • Other	• Interchange Landscaping • Median Landscaping • Roadside Landscaping • Trailhead Landscaping • Trail Landscaping • Park Landscaping

Figure 3.1: Asset Category - Greenspace

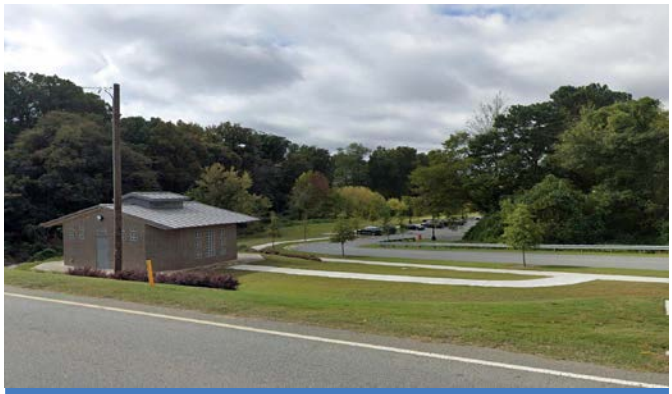
- **ASSET TYPE: PARKS**

From the field data collection, parks within the Town Center CID including pocket parks and trailheads were inventoried. The locations are shown in Map 3.1. The following 5 asset sub-types were inventoried.

- Aviation Park
- Founders Park
- Bells Ferry Trailhead
- Town Center Park
- SBR Greenspace

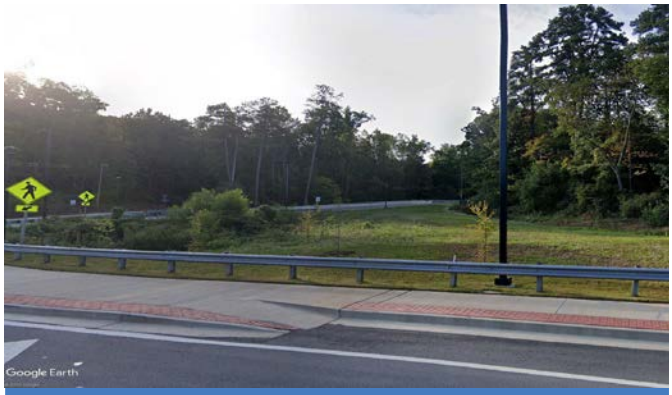
AVIATION PARK

FOUNDERS PARK

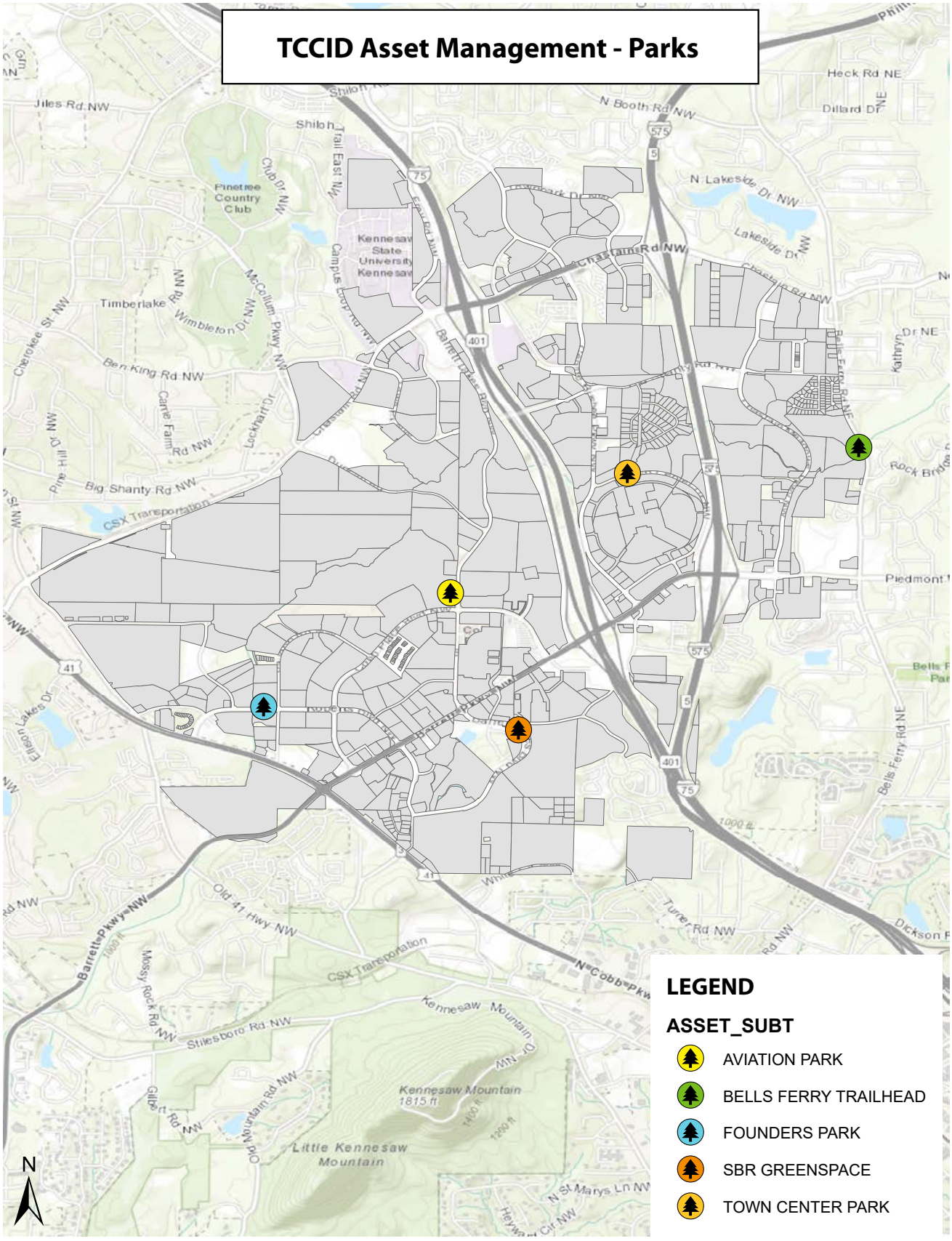


BELLS FERRY TRAILHEAD

TOWN CENTER PARK



SBR GREENSPACE

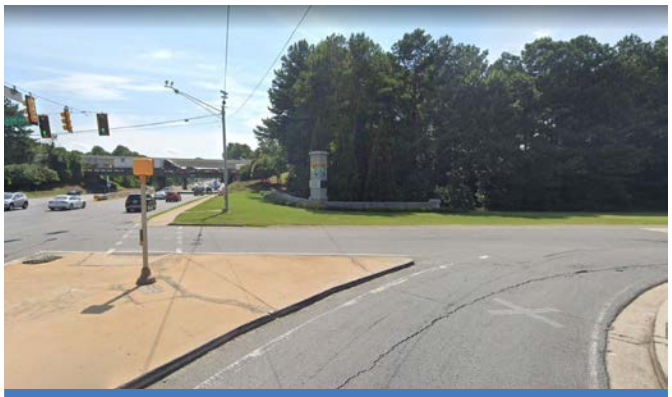


Map 3.1: Asset Type - Parks

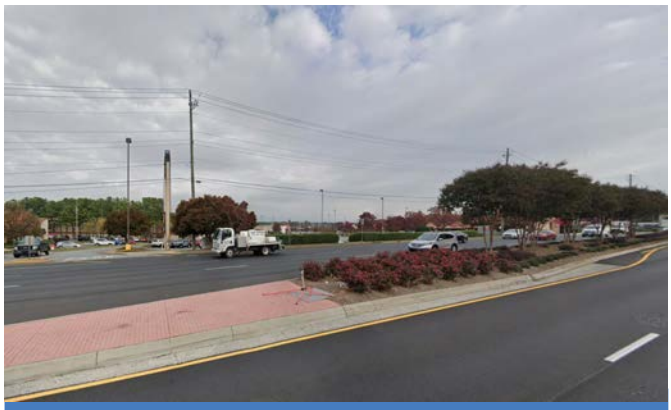
- **ASSET TYPE: LANDSCAPING**

From the field data collection landscaping within the Town Center CID, the following types were identified and are shown in Map 3.2:

- Interchange Landscaping
- Median Landscaping
- Roadside Landscaping
- Trailhead Landscaping
- Trail Landscaping
- Park Landscaping



INTERCHANGE LANDSCAPING

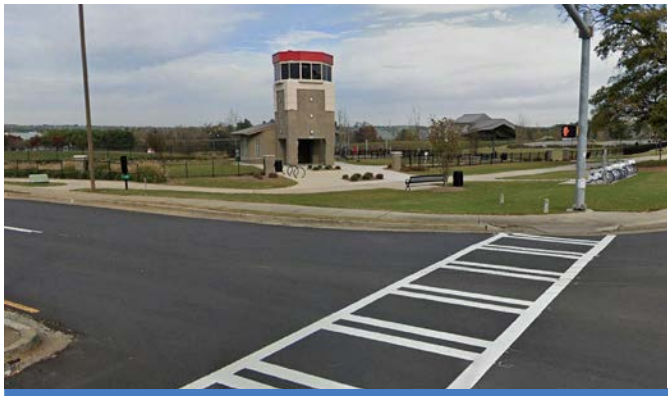


MEDIAN LANDSCAPING

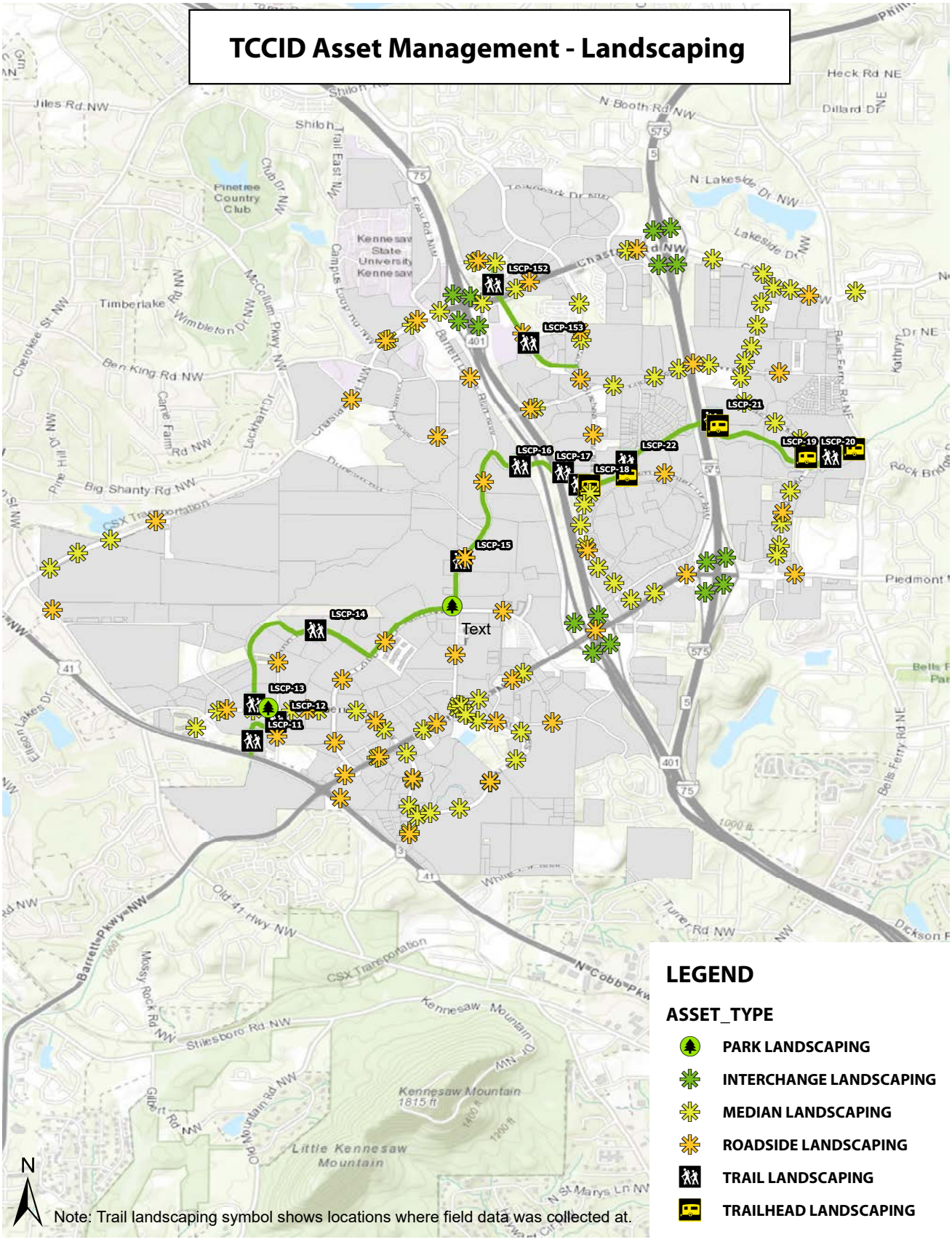
ROADSIDE LANDSCAPING

TRAILHEAD LANDSCAPING

TRAIL LANDSCAPING



PARK LANDSCAPING



Map 3.2: Asset Types - Landscaping

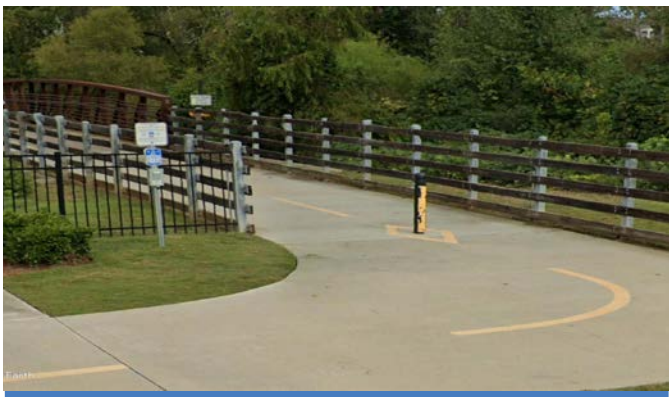
ASSET CATEGORY: STREETSCAPE TREATMENTS

From the field data collection for streetscape treatments within the Town Center CID, the following types were identified and are shown in Figure 3.2 and Map 3.3.

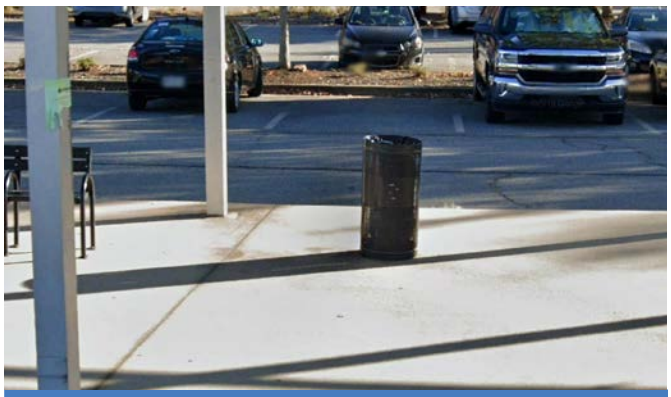
Figure 3.2: Asset Category - Streetscape Treatments

BENCH

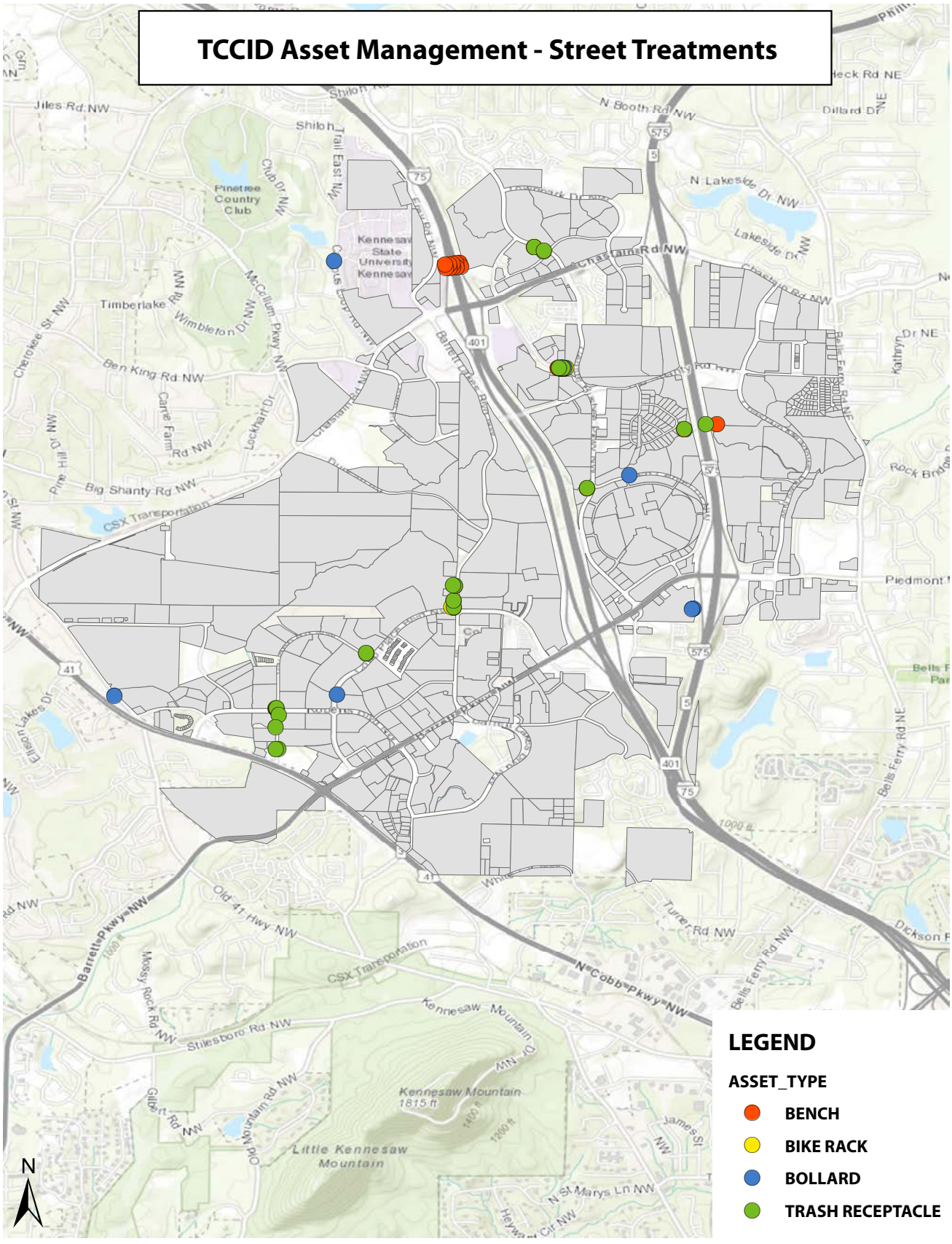
BIKE RACK



BOLLARD



TRASH RECEPTACLE



Map 3.3: Asset Category - Street Treatments

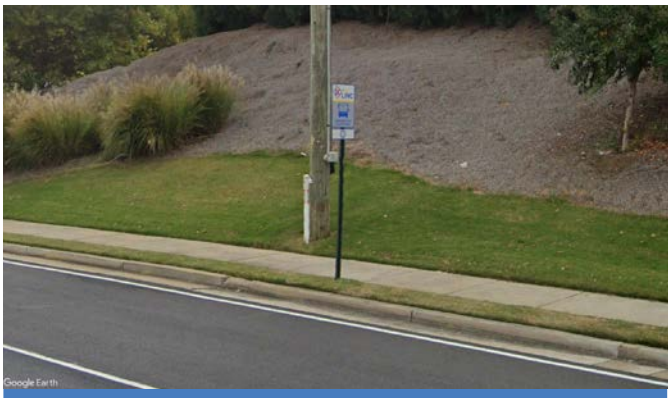
ASSET CATEGORY: MULTI-MODAL STATIONS

From the field data collection for multi-modal stations within the Town Center CID, the following types were identified and are shown in Figure 3.3 and Map 3.4:

Multi-modal Stations

Bikeshare Stations	Transit Stops
	• Bus Stop - Post Only • Bus Stop - Post With Trash Can • Bus Stop - Shelter • Bus Stop - Other (Park & Ride)

Figure 3.3: Asset Category - Multi-modal Stations

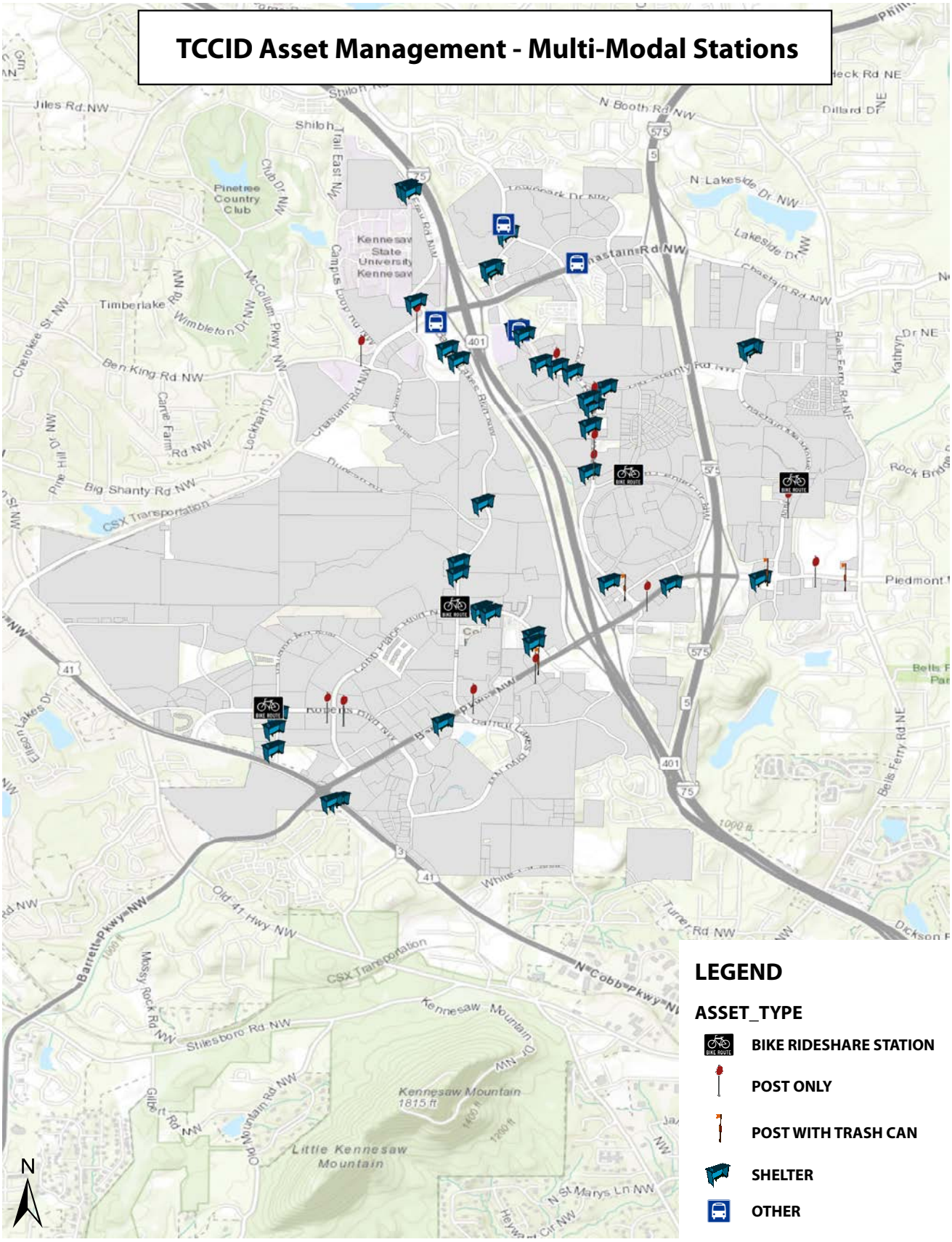


BUS STOP - POST ONLY

BUS STOP - SHELTER

BIKESHARE STATION

BUS STOP - OTHER



Map 3.4: Asset Category - Multi-Modal Stations

ASSET CATEGORY: INFRASTRUCTURE

From the field data collection, the following infrastructure asset types within the Town Center CID were identified. Asset types and sub-types identified are shown in Figure 3.2.

Infrastructure

Traffic Signal Equipment	Median Treatments	Walls
• Mast Arm Pole • Span Wire Strain Pole • Pedestrian Countdown Pole • Pedestrian Crossing • Other	• Standard Grey Concrete • Red Stamped Concrete • Pavers • Landscaped • Other	• Granite Wall (Decorative) • Flat Concrete Wall • Textured Concrete Wall • Other (Brick) • Other (Concrete Block)
Crosswalks	**Railing & Fencing**	**ADA Ramps**
• Thermoplastic (Ladder Pattern) • Thermoplastic (Two Lines) • No Crosswalk	• Chainlink Fencing • Decorative Aluminium Fencing • Tube Railing • Columns • Other (Wood Fencing) • Other (Guard Rail) • Other (Aluminium Railing)	• Yellow Domes • Red Domes • Grey Domes • Stamped Concrete Domes • No Domes
Sidewalks	**Pedestrian Bridges**	**Multi-Use Paths**
• Standard Concrete Sidewalk	• Concrete • Wood • Other	• Concrete Multi-Use Path • Porous Concrete Multi-Use Path • Asphalt Multi-Use Path

Figure 3.2: Asset Category - Infrastructure

- **ASSET TYPE: MEDIAN TREATMENTS**

From the field data collection for medians within the Town Center CID, the following types were identified:

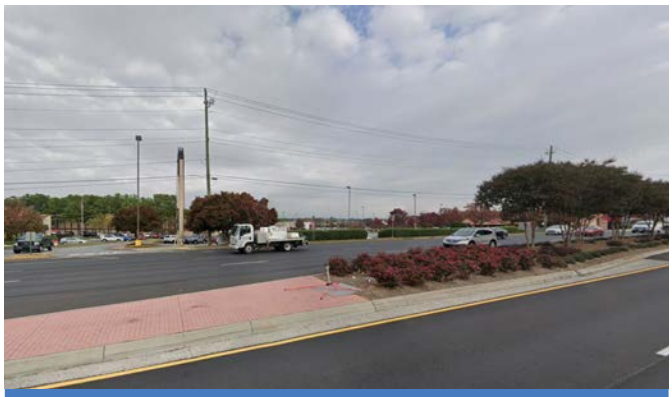
- Red Stamped Concrete
- Standard Grey Concrete
- Pavers
- Landscaped

The grey concrete medians are the county standard. The red stamped concrete is a beautification enhanced median that the county installs and also occurs along the beauty strips at the back of curb in many places in the district. The pavers are a treatment type that private developers installed as beautification enhancements. The summary of the medians inventory is shown Map 3.5 which shows the location of the medians within the district by type.

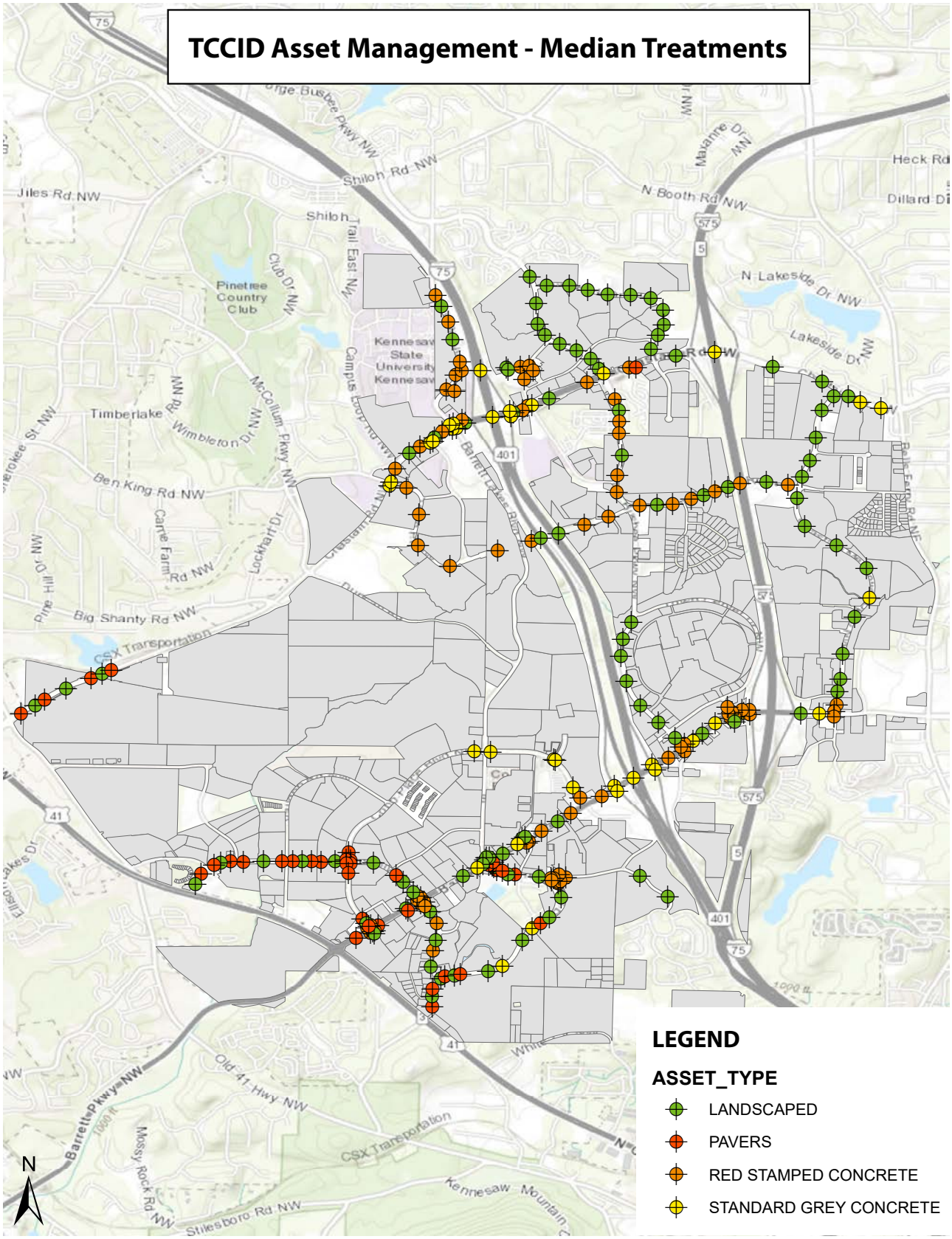
RED STAMPED CONCRETE MEDIAN

STANDARD CONCRETE MEDIAN

PAVER MEDIAN



LANDSCAPED MEDIAN



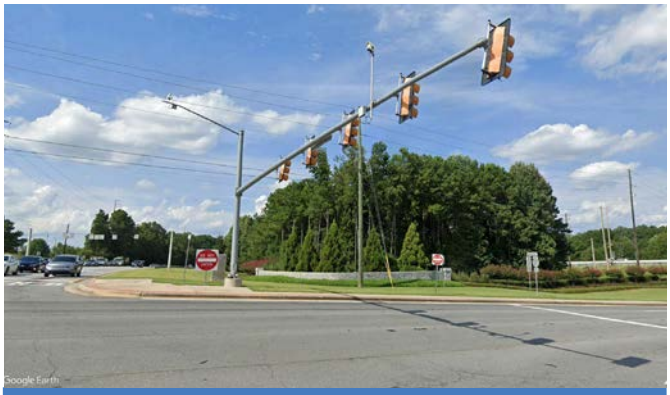
Map 3.5: Asset Types - Median Treatments

- **ASSET SUB-TYPE: TRAFFIC SIGNAL EQUIPMENT**

From the field data collection for Traffic Signal Equipment within the Town Center CID, the following types were identified:

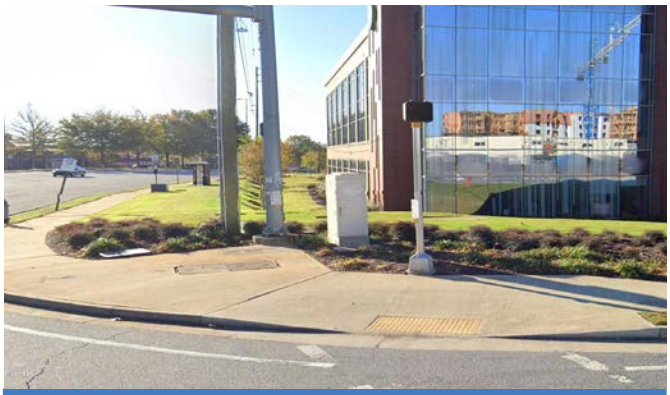
- Mast Arms Poles (Galvanized/ Decorative Black)
- Pedestrian Countdown Pole (Galvanized/ Decorative Black)
- Pedestrian Crossing (Galvanized)
- Span Wire Strain Poles (Galvanized/ Wood)
- Other

Once the Asset Type was identified, the Traffic Signal Equipment was further inventoried based on coating on the pole, the type of base or skirt attached to the pole, and the type of equipment mounted on the pole. The physical condition of theTraffic Signal Equipment was noted as well. The traditional galvanized steel coating is the county standard for the signal poles. The decorative black coating on signal poles is a treatment type that the Town Center CID installed as a beautification enhancement. The summary of the traffic signal equipment inventory is shown Map 3.6.



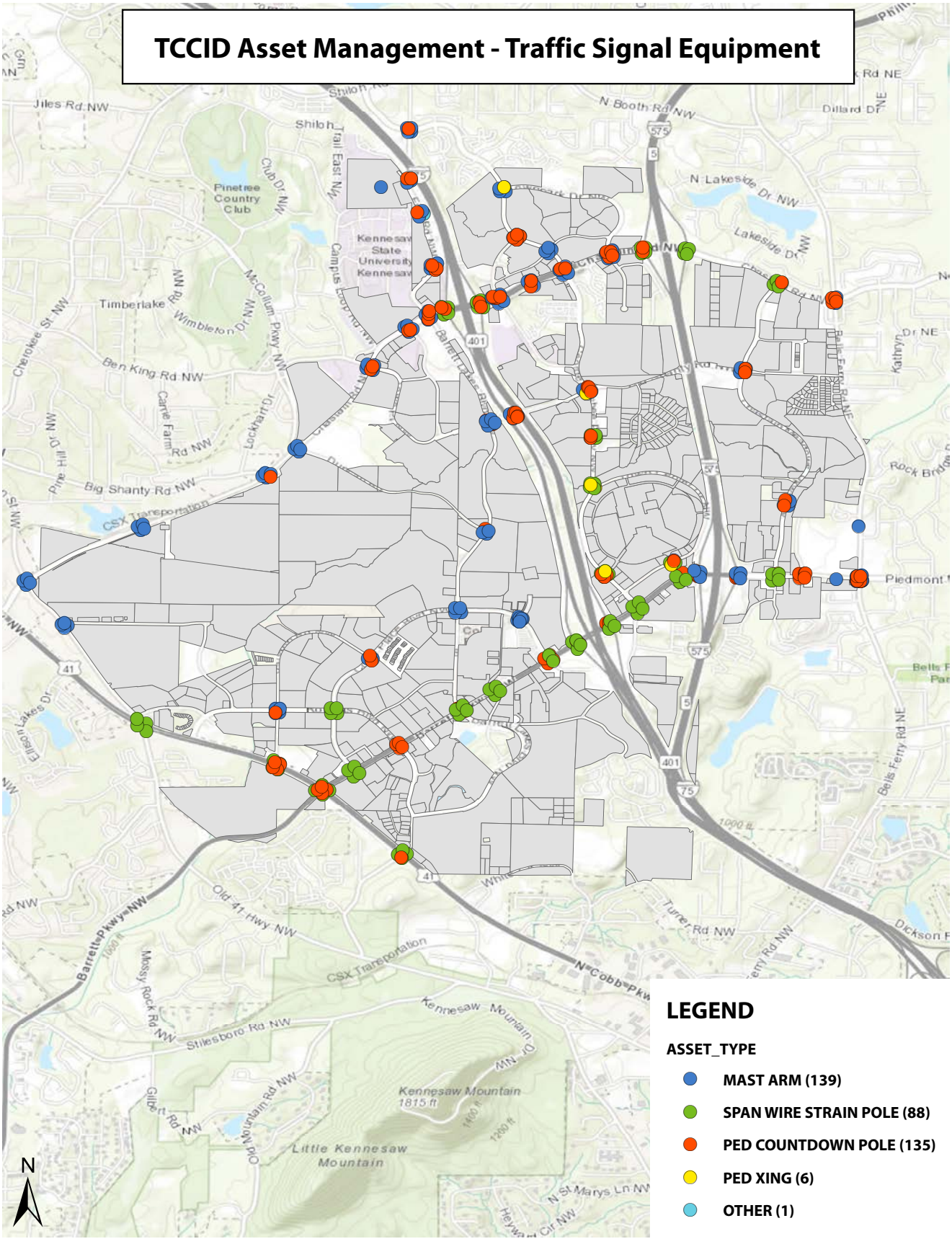
MAST ARM POLE

PED COUNTDOWN POLE



PED CROSSING BUTTONS

SPAN WIRE STRAIN POLE



Map 3.6: Asset Types - Traffic Signal Equipment

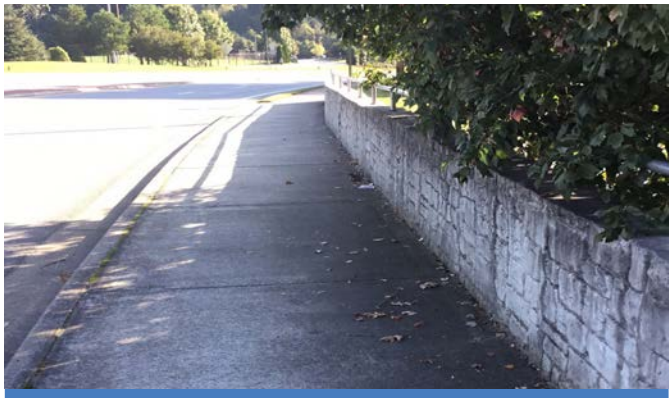
- **ASSET SUB-TYPE: WALLS**

From the field data collection for walls within the Town Center CID, the following types were identified:

- Flat Concrete Wall
- Textured Concrete Wall
- Granite Wall (Decorative)
- Other (Brick Wall/ Concrete Block Wall)

Once the Asset Type was identified, field surveys were conducted and physical condition of the walls were noted as well. It is important to note all of the walls identified are the responsibility of the CID. Some of the walls are on private property. The summary of the walls inventory is shown in Map 3.7

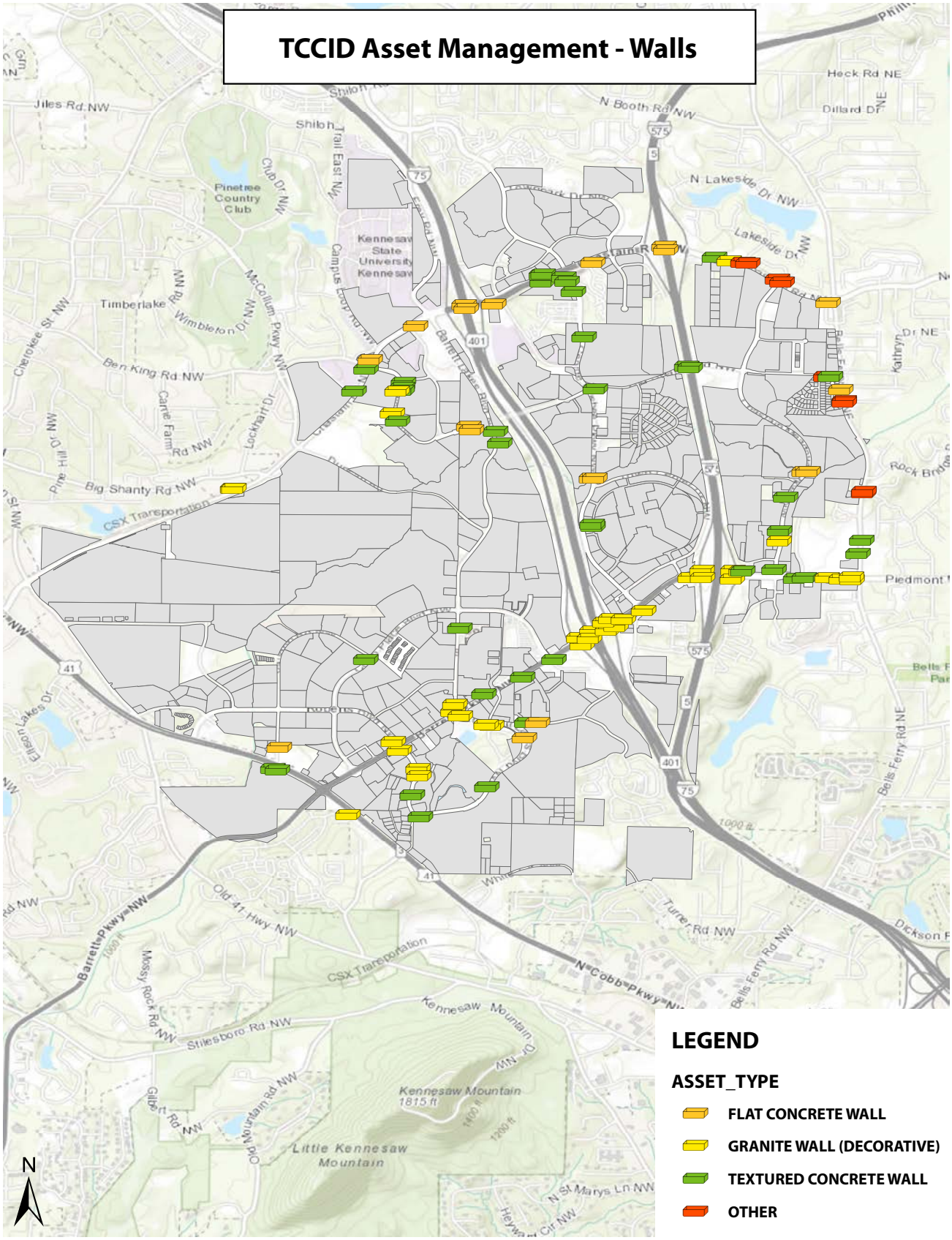
GRANITE WALL (DECORATIVE)



TEXTURED CONCRETE WALL

FLAT CONCRETE WALL

OTHER



Map 3.7: Asset Types - Walls

- **ASSET SUB-TYPE: CROSSWALKS**

From the field data collection for crosswalks within the Town Center CID, the following types were identified:

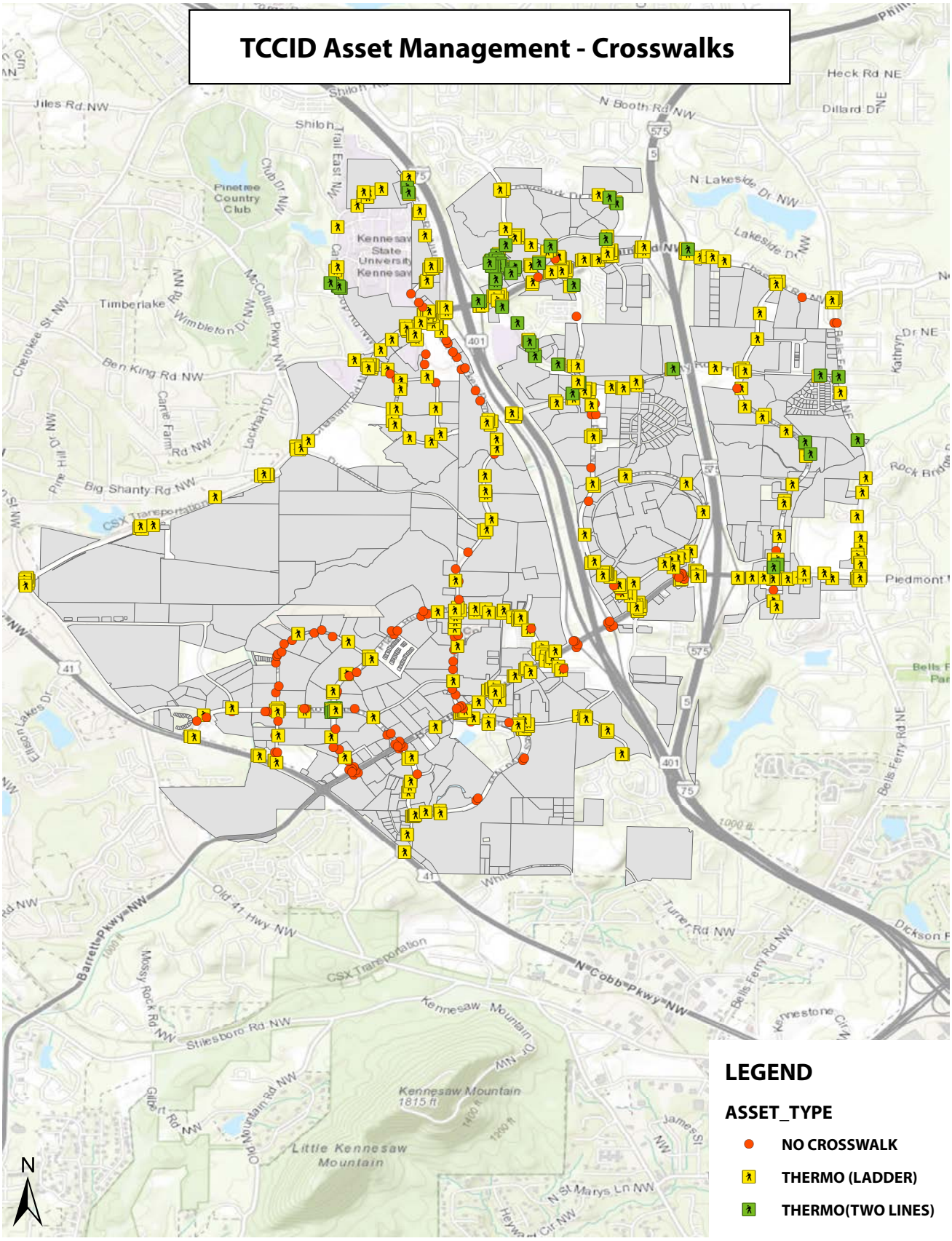
- Traditional Thermoplastic Striping (Ladder Pattern)
- Traditional Thermoplastic Striping(Two Line Pattern)
- No Crosswalk

Once the asset type was identified, the crosswalks were further inventoried based on whether it's at an intersection, across a private driveway, or at a mid block crossing. The physical condition of the crosswalks was noted as well.

The traditional white thermoplastic striping is the county standard for crosswalks. The summary of the crosswalks inventory is shown Map 3.8 shows the location of the pavers within the district by type.

THERMOPLASTIC (LADDER PATTERN)

THERMOPLASTIC (TWO LINE PATTERN)



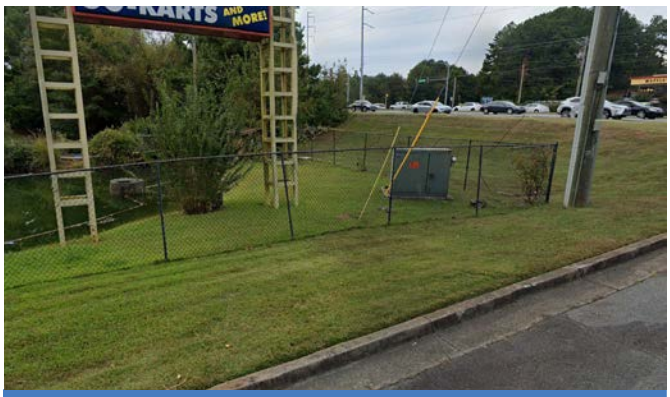
Map 3.8: Asset Types - Crosswalks

- **ASSET SUB-TYPE: RAILING AND FENCING**

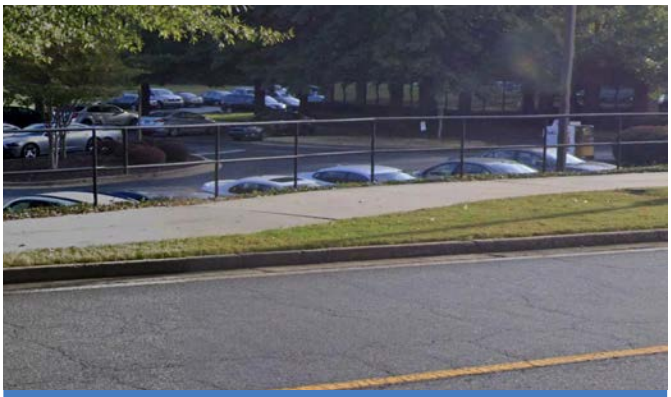
From the field data collection for railing and fencing within the Town Center CID, the following types were identified:

- Chainlink Fencing
- Decorative Aluminium Fencing
- Tube Railing
- Columns
- Other (Wood Fencing/ Guard Rail/ Aluminium Railing/ Iron Fencing)

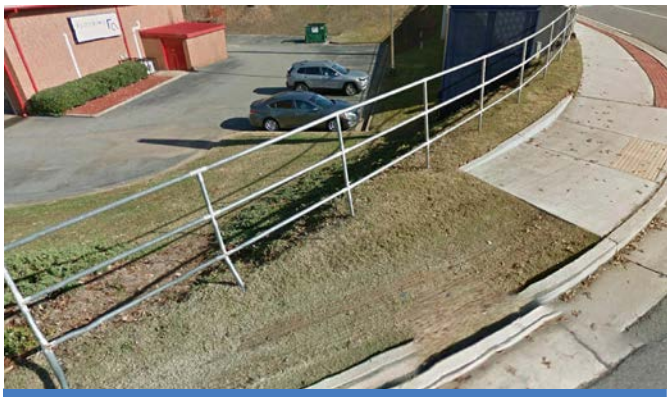
Once the Asset Type was identified, field surveys were conducted and physical condition of the assets were noted as well. It is important to note that not all railings and fencing inventoried are not the responsibility of the CID. Some are on private property. The summary of the railing and fencing inventory is shown in Map 3.9.



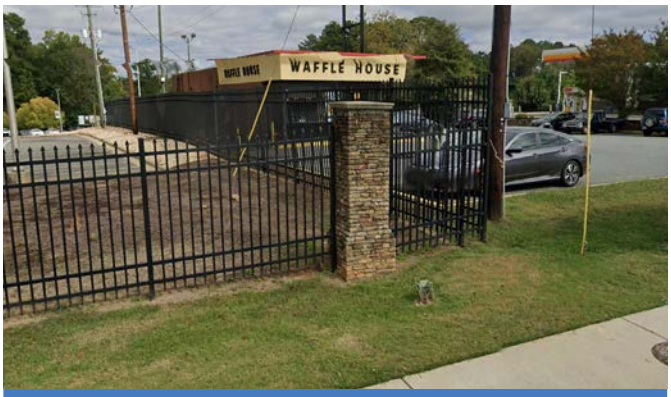
CHAINLINK FENCING



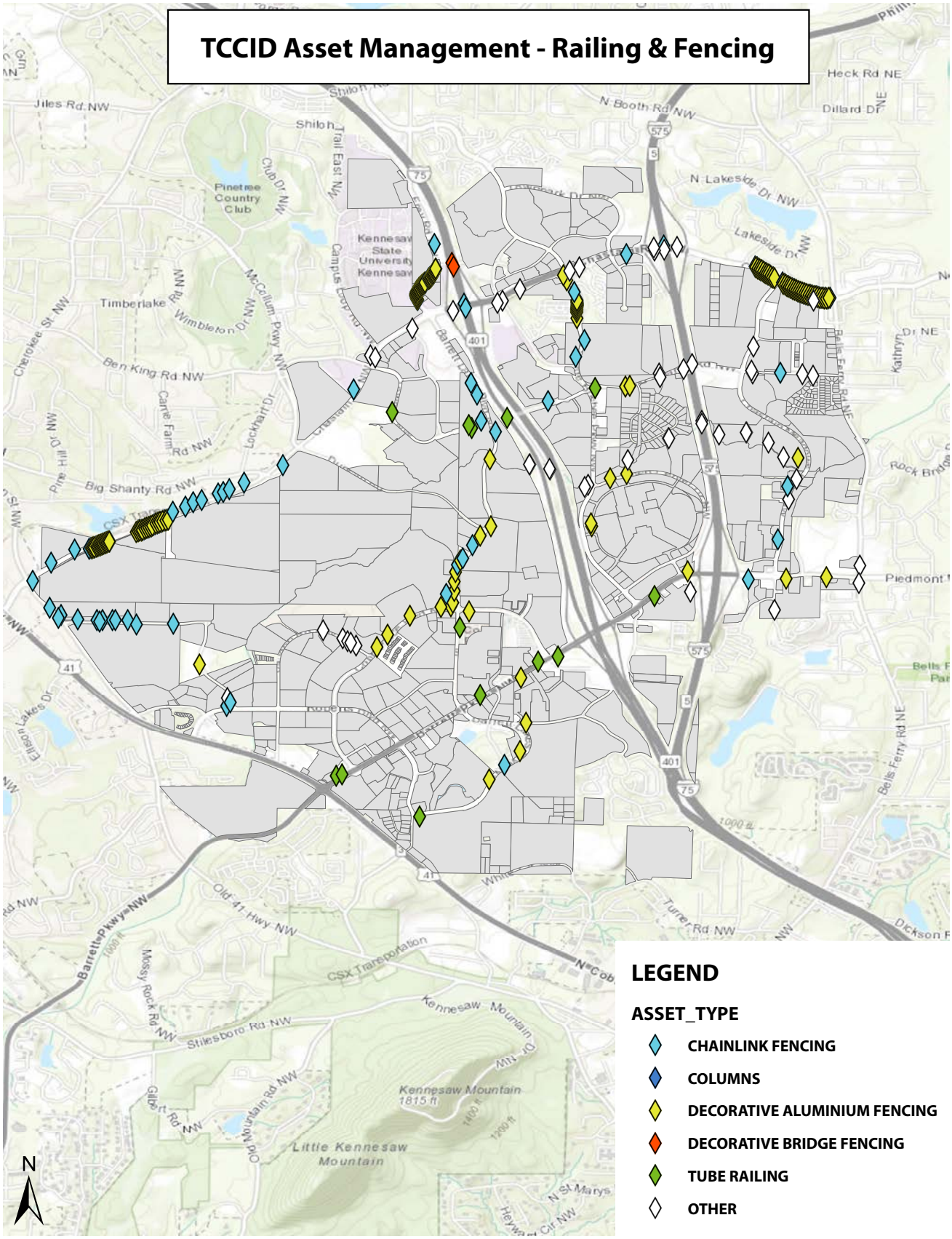
DECORATIVE ALUMINIUM FENCING



TUBE RAILING



COLUMNS



Map 3.9: Asset Types - Railing & Fencing

- **ASSET SUB-TYPE: ADA RAMPS**

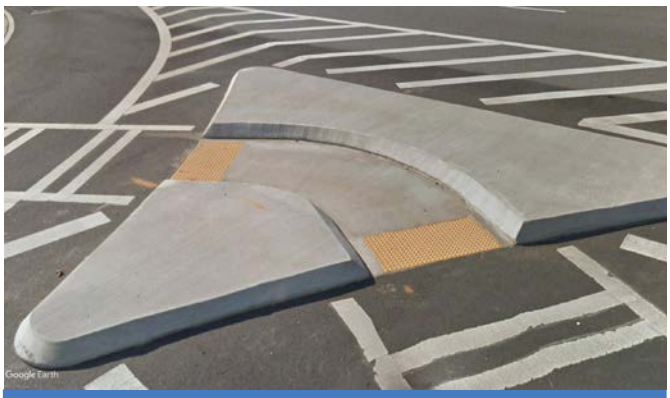
From the field data collection for ADA ramps within the Town Center CID, the following types were identified:

- Grey Domes
- Red Domes
- Yellow Domes
- Stamped Concrete Domes
- No Domes

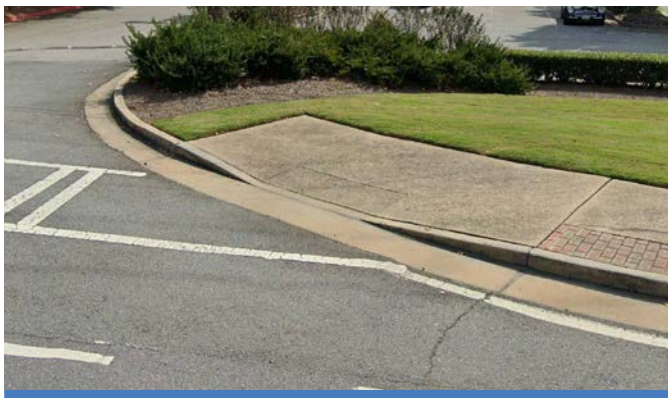
Once the asset type was identified, field surveys were conducted and physical condition of the assets were noted as well. The summary of the ADA ramps inventory is shown in Map 3.10.

GREY DOMES

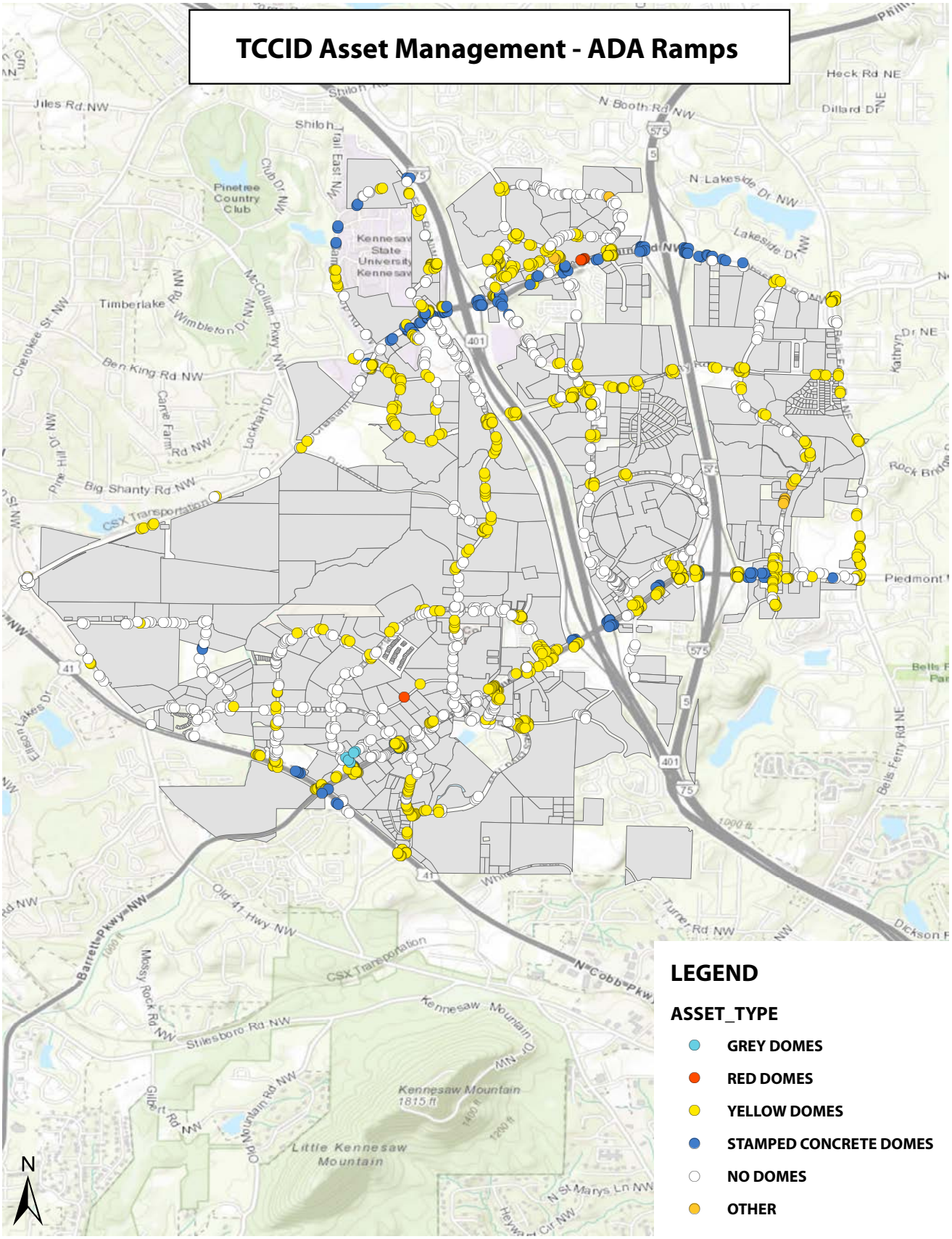
RED DOMES



YELLOW DOMES



STAMPED CONCRETE DOMES



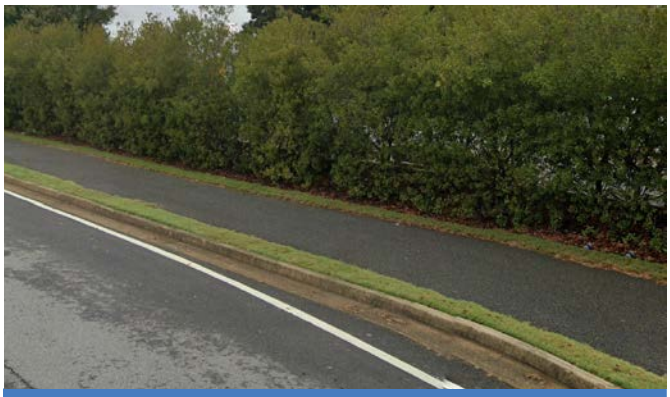
Map 3.10: Asset Types - ADA Ramps

- **ASSET SUB-TYPE: SIDEWALKS AND PATHS**

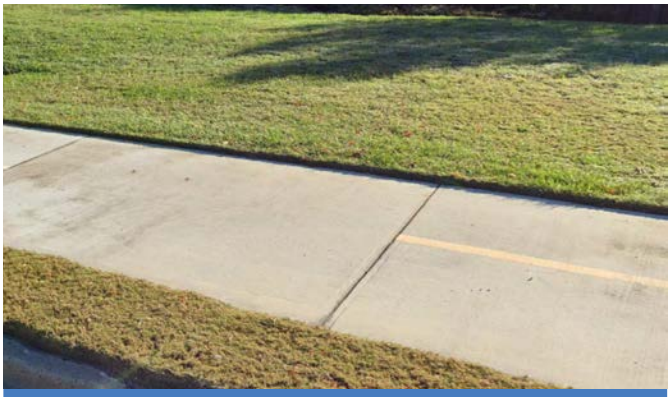
From the field data collection for sidewalks and paths within the Town Center CID, the following types were identified:

- Asphalt Multi-Use Path
- Concrete Multi-Use Path
- Standard Concrete Sidewalk

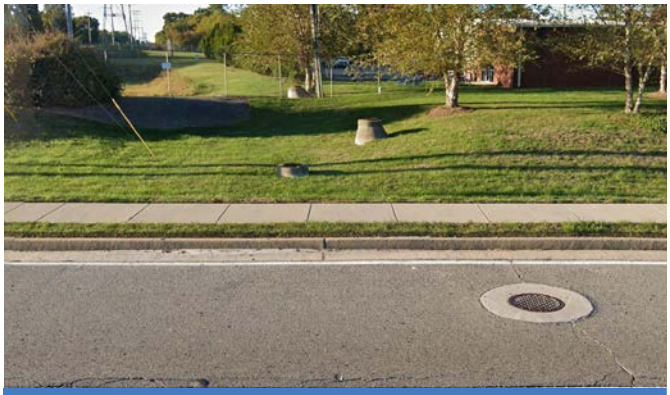
Once the asset type was identified, field surveys were conducted and physical condition of the assets were noted as well. The summary of the sidewalks and paths inventory is shown in Map 3.11.



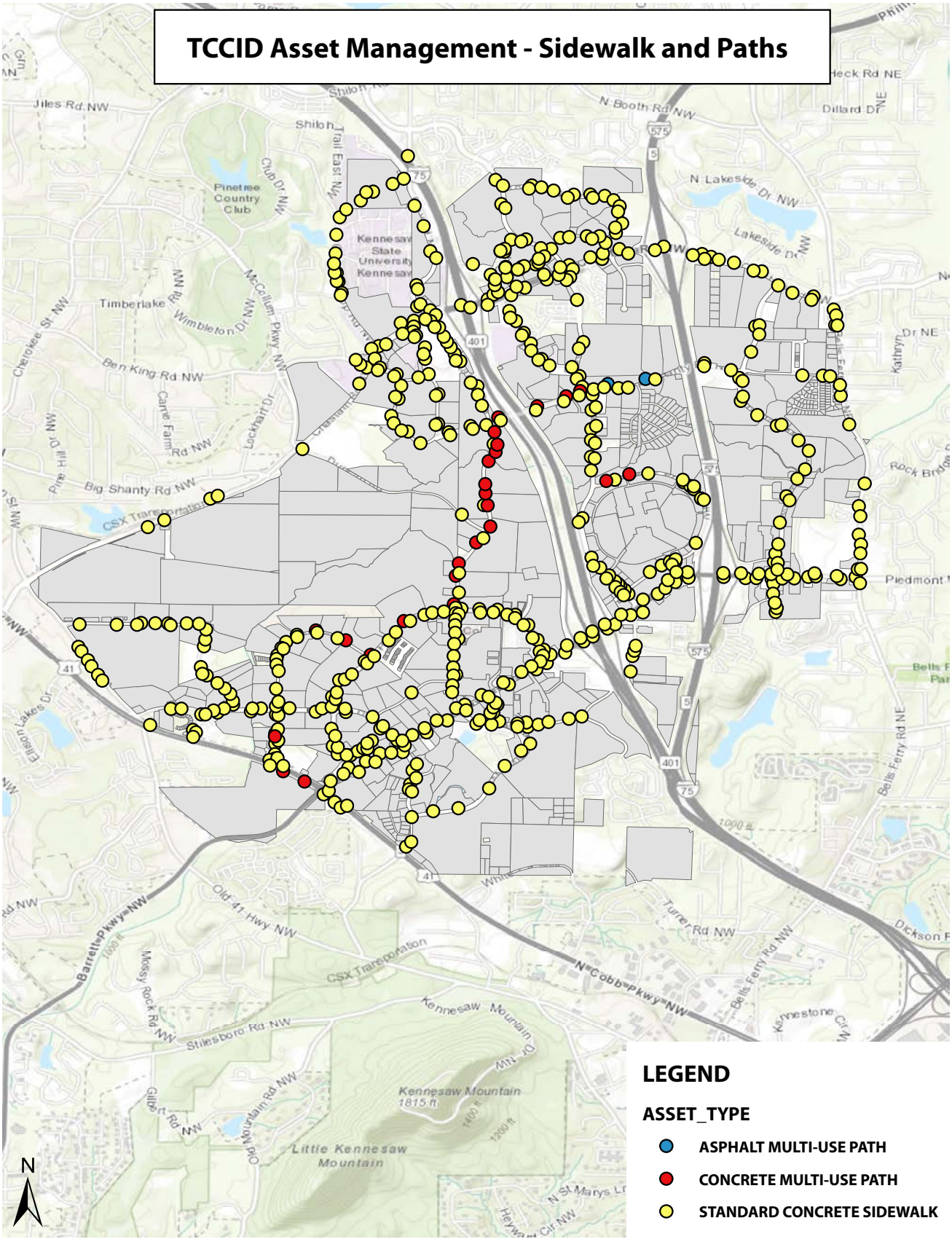
ASPHALT MULTI-USE PATH



CONCRETE MULTI-USE PATH



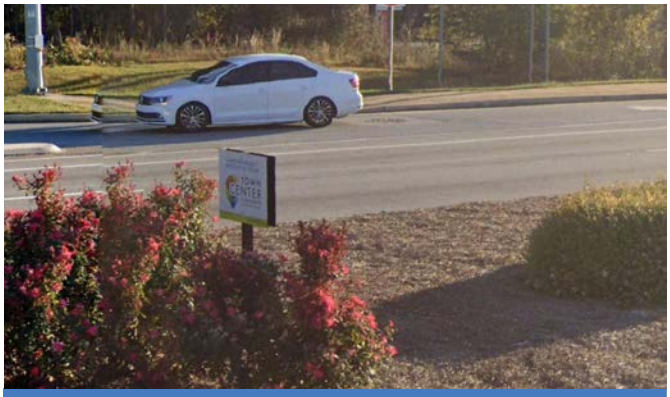
STANDARD CONCRETE SIDEWALK



Map 3.11: Asset Types - Sidewalks and Paths

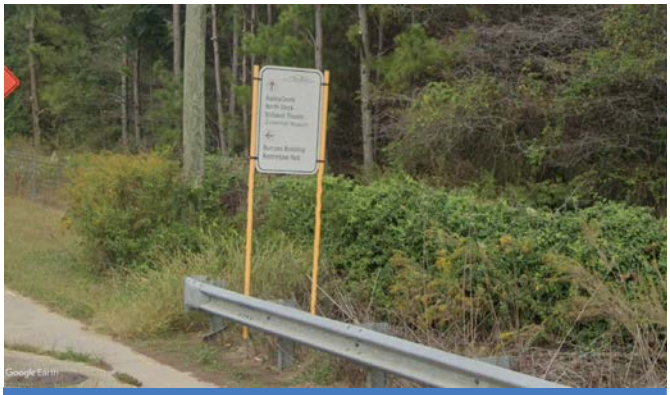
ASSET TYPE: SIGNAGE

From the field data collection, streetscape treatment asset types within the Town Center CID were identified. Asset types and sub-types identified are shown in Map 3.12.

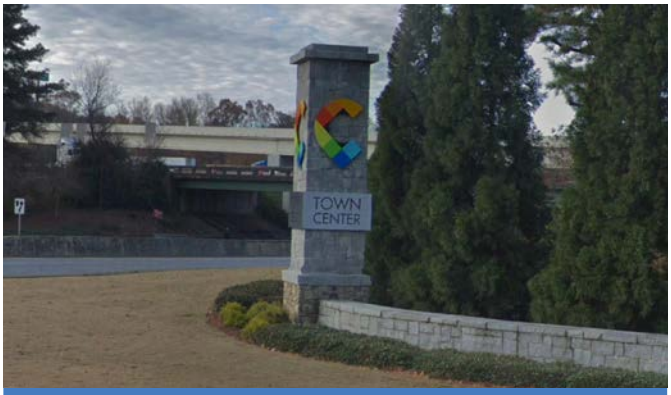


'BROUGHT TO YOU BY' SIGN

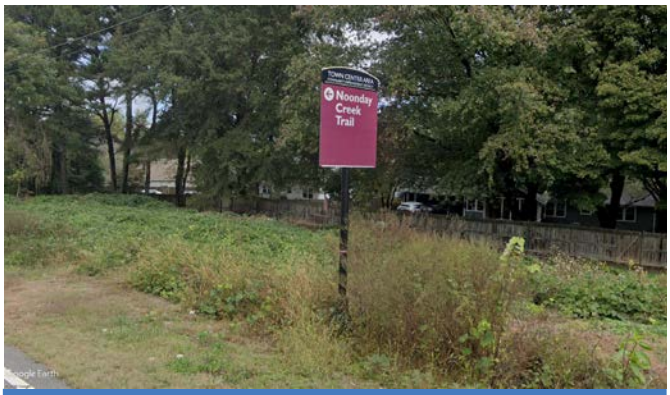
HISTORICAL MARKER



KSU WAYFINDING

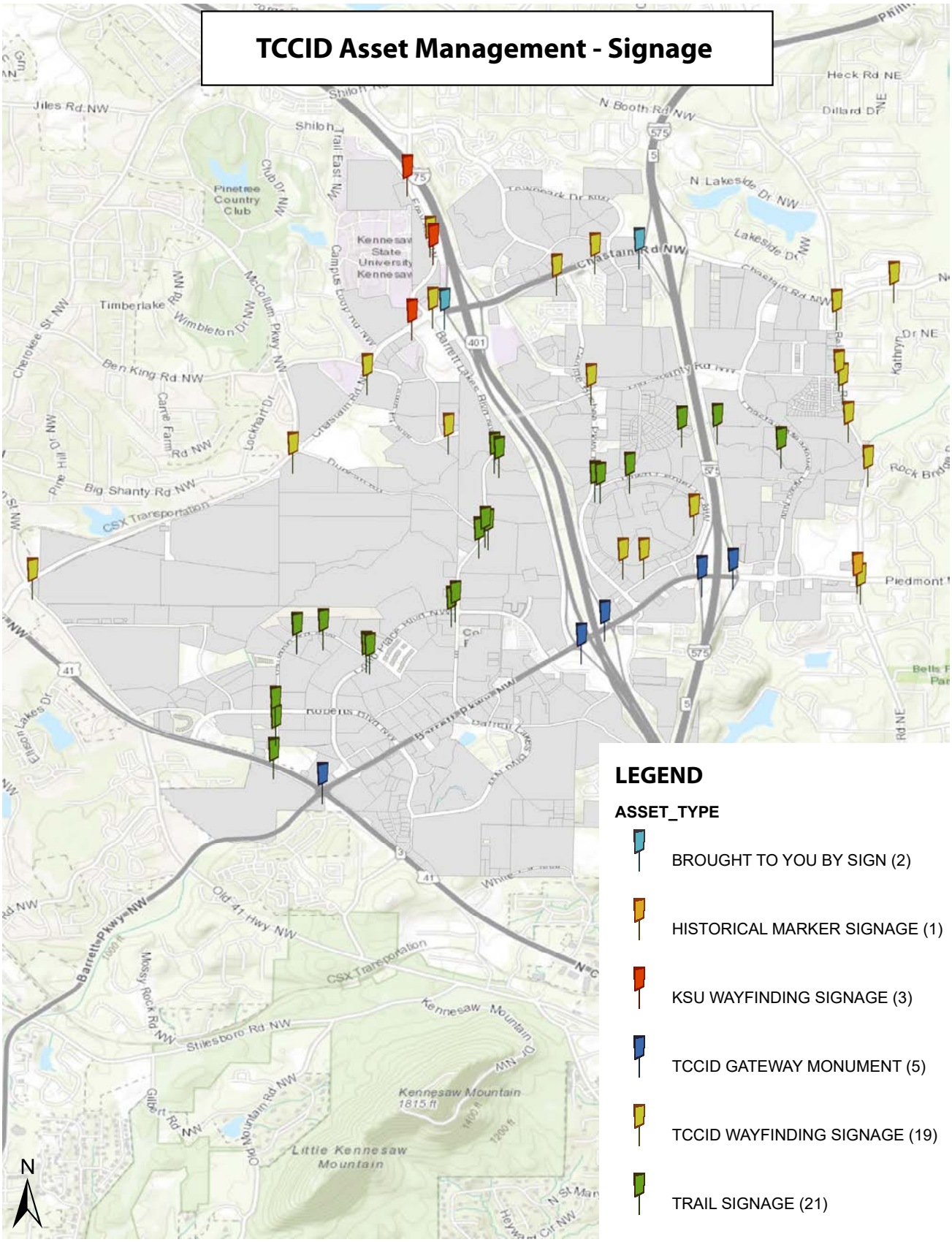


TCCID GATEWAY MONUMENT



TCCID WAYFINDING

TRAIL SIGNAGE



Map 3.12: Asset Types - Signage

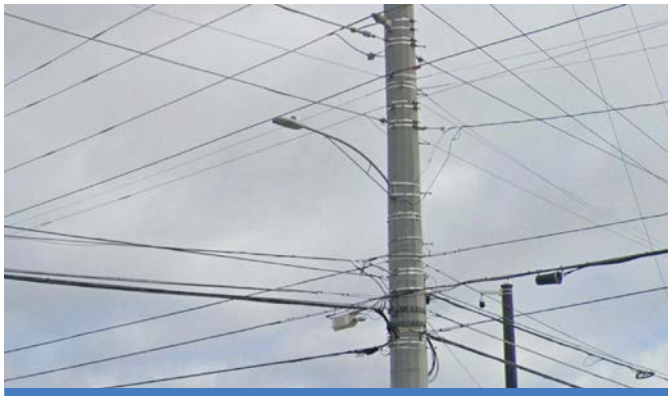
ASSET TYPE: LIGHTING

From the field data collection, lighting types within the Town Center CID were identified. Asset types and sub-types identified are shown in Map 3.13.

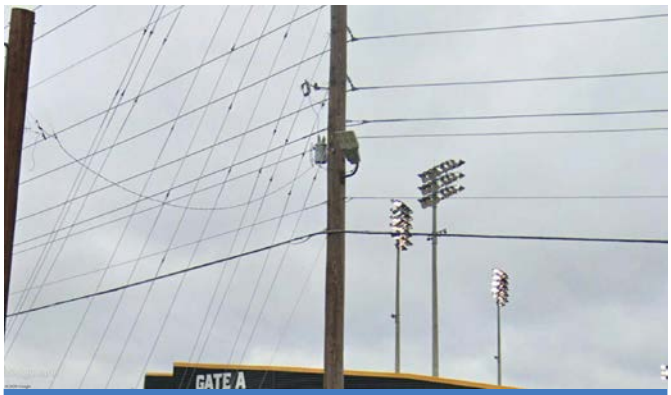
BRIDGE LIGHTING (ACORN)

COUNTY STANDARD (OTHER)

COUNTY STANDARD (RECTANGULAR)



POWER POLE (TRANSFORMER POLE)



POWER POLE (WOOD POLE)

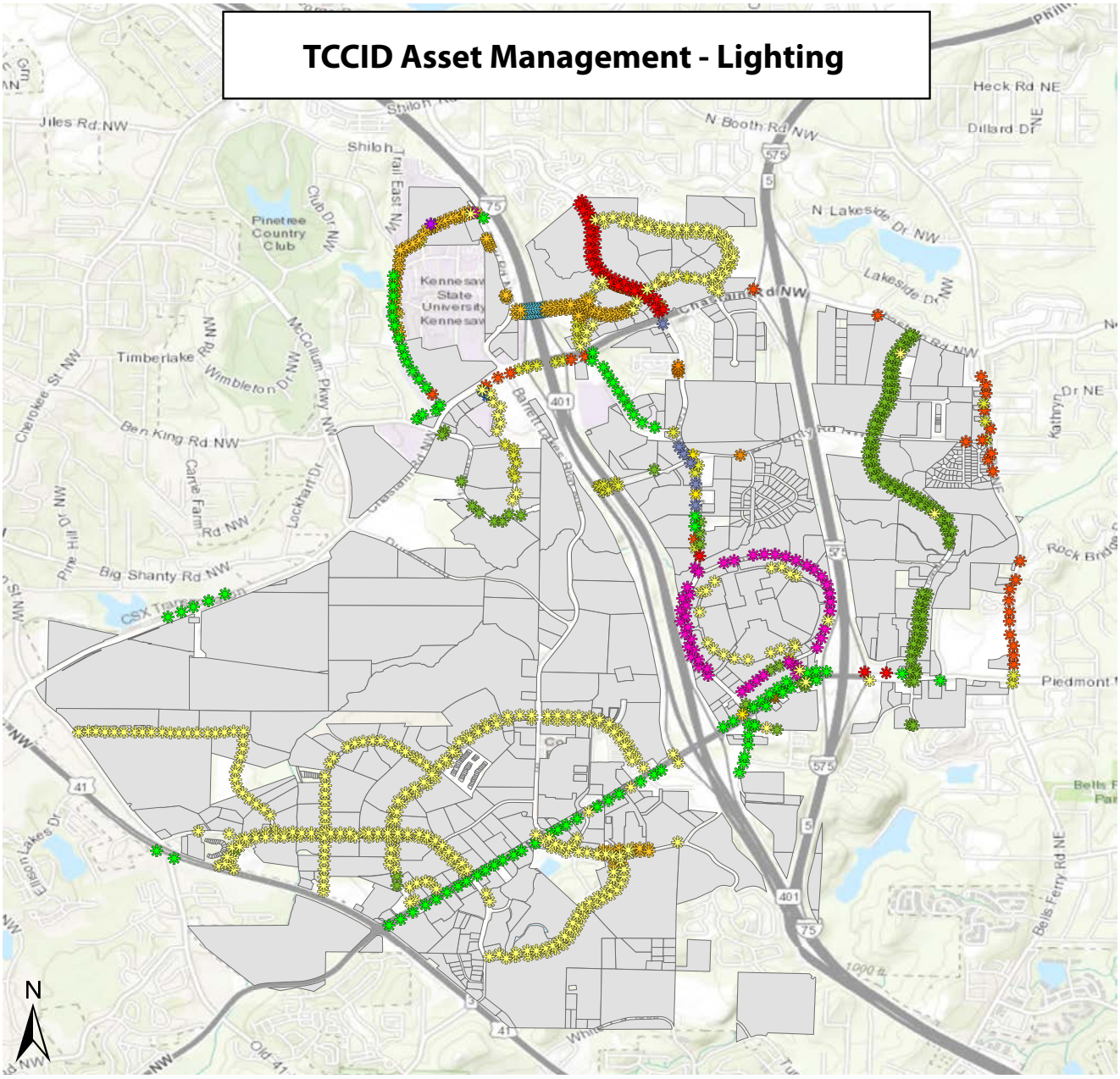
POWER POLE (STEEL POLE)

DECORATIVE LIGHTING (RECTANGULAR)

DECORATIVE LIGHTING (LANTERN)

GDOT STANDARD (LANTERN)

GDOT STANDARD (RECTANGULAR)



LEGEND

ASSET_TYPE, ASSET_SUBT

- BRIDGE LIGHTING, ACORN FIXTURE
- COUNTY STANDARD LIGHTING, OTHER
- COUNTY STANDARD LIGHTING, RECTANGULAR FIXTURE
- COUNTY STANDARD LIGHTING, STEEL POLE
- COUNTY STANDARD LIGHTING, TRANSFORMER POLE
- COUNTY STANDARD LIGHTING, WOOD POLE
- DECORATIVE LIGHTING (BLACK), ACORN FIXTURE
- DECORATIVE LIGHTING (BLACK), LANTERN FIXTURE
- DECORATIVE LIGHTING (BLACK), RECTANGULAR FIXTURE
- GDOT STANDARD LIGHTING, LANTERN FIXTURE
- GDOT STANDARD LIGHTING, RECTANGULAR FIXTURE
- OTHER, RECTANGULAR FIXTURE
- OTHER, STEEL POLE
- OTHER, TRANSFORMER POLE
- OTHER, WOOD POLE

Map 3.13: Asset Types - Lighting

FINAL RECOMMENDATIONS

4

FINAL RECOMMENDATIONS METHODOLOGY

As a regional activity center, Town Center is a primary destination and desirable place to live, work, shop, and recreate primarily due to the diversity of land uses and opportunities for engaging in these activities. Complementary to these endeavors is the supportive infrastructure within the public realm, for example wayfinding signage. Since its inception, the Town Center CID has deployed a variety of assets that contribute to the unique character of this area of the Atlanta region. The amount and types of these physical elements have grown over the years and with any asset do require periodic expansion, maintenance, and upgrades.

Until this time, a comprehensive accounting had not been performed identifying the various implemented elements and their current condition. With the completion of this asset management database, a tool is now available to tabulate these investments. In addition with an accurate articulation of the assets, opportunities to maintain and expand the enhancements can be easily identified for programming.

UPGRADING EXISTING TREATMENTS

A recommendation for this Asset Management Study is to advance all existing treatments in the Town Center CID to the current preferred design standard. This includes all treatments that have been damaged or discontinued. Of consideration is that even though the Town Center CID funds either a portion or all of treatments, these assets are in public right-of-way and become infrastructure of that entity. For example filling in sidewalk gaps need to be addressed, current maintenance needs are a higher priority. So as improvements are constructed the design has to be consistent with Georgia DOT standards on State Routes and Cobb County on Cobb DOT routes. The following upgrades are recommended withing the district:

- Repair any identified damages from field survey
- Bring all ADA accommodations at intersections up to current standards
- Upgrade Town Center CID Wayfinding signage program
- Remove Cobb Linc stops that are no longer in service in partnership with Cobb County Department of Transportation

EXPANSION OPPORTUNITIES

The expansion opportunities in the Town Center CID were based on projects that provided the opportunities to install new treatment types or expand the preferred treatment types along new corridors. The recommended projects are detailed in the following sections.

- Decorative Lighting along Major Routes in District
- Streetscaping along Major Routes in District
- Implementation of Pocket Parks throughout Districts
- Upgrading intersection infrastructure to decorative standard at gateway intersections

OTHER DESIGN EFFORTS

The following recommendations detailed in the sections below are additional design efforts that add to the beautification of the Town Center CID.

- **Public Art Program**

Public art serves as an interactive way to create place making within the district. It is recommended that the Town Center CID in coordination with the Town Center Alliance continue efforts of incorporating more public art. Efforts could include engaging appropriate groups for design competitions as well as issuing requests for proposals.

- **Bike Share Program Expansion**

In tandem with updating the existing bikeshare stations in the district, it is recommended that coordination with the new bikeshare provider and other Cobb County entities continue to support county-wide coordination for bike pick-up/drop-off system.

- **Policy Updates**

The final recommendation of the Town Center CID Asset Management Plan is to coordinate with the Cobb County Board of Commissioners and respective departments on policy updates for new construction. This would include working with Cobb County to incorporate a policy that improvements within the Town Center CID are planned to be upgraded to a preferred standard with all new construction within the right-of-way. Moreover, coordination with private developers is also recommended for them to include Town Center CID's preferred standards in construction via Cobb County processes.