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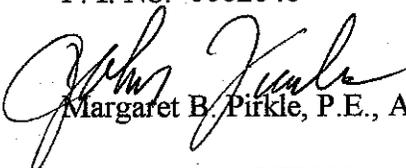
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0002-00(848) Cherokee County
P. I. No. 0002848

OFFICE Preconstruction

DATE August 15, 2002

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Phillip Allen
Marta Rosen
Paul Liles
Ben Buchan
Kent Sager
BOARD MEMBER

Frank L. Danchetz

Page 2

STP-0002-00(848) Cherokee

July 29, 2002

This project is in the STIP. I recommend this project concept be approved.

CWH:JDQ/cj

Attachment

CONCUR



Thomas L. Turner, P.E., Director of Preconstruction

APPROVE



Frank L. Danchetz, P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-0002-00(848) Cherokee County
P.I. No. 0002848

OFFICE: Cartersville, Georgia

DATE: July 15, 2002

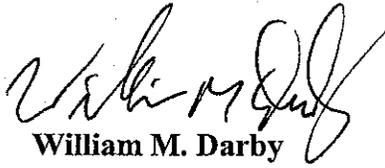
FROM: Kent L. Sager, District Engineer

TO: Wayne Hutto, Assistant Division Director of Preconstruction

SUBJECT: Project Concept Report

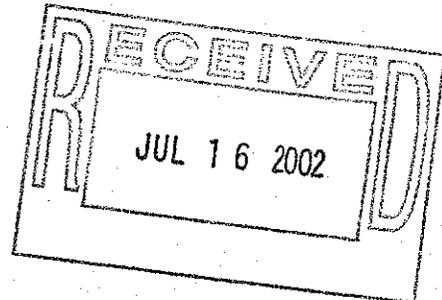
Attached is a copy of the concept report for project STP-0002-00(848) Cherokee County. Copies have been forwarded to the appropriate offices for review and comment.

If additional information is needed, please call William M. Darby at 770-387-3622. As always, your assistance is greatly appreciated.


By: William M. Darby
District Design Engineer

KLS/wd
Attachments:

cc:
David Mulling
Phillip Allen
Harvey Keepler
Marta Rosen
Herman Griffin
Andy Rikard
File



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 6 – Cartersville Office

RAILROAD STREET STREETScape IMPROVEMENTS

Project Number: STP-0002-00(848)
County: Cherokee
P. I. Number: 0002848
Federal Route Number: -NA-
State Route Number: -NA-

RECOMMENDATION FOR APPROVAL:

DATE 7-15-2002

Curtis D. Com

DATE 7-15-2002

[Signature]
Project Manager
[Signature]
District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Planning Administrator

DATE _____

State Environmental/Location Engineer

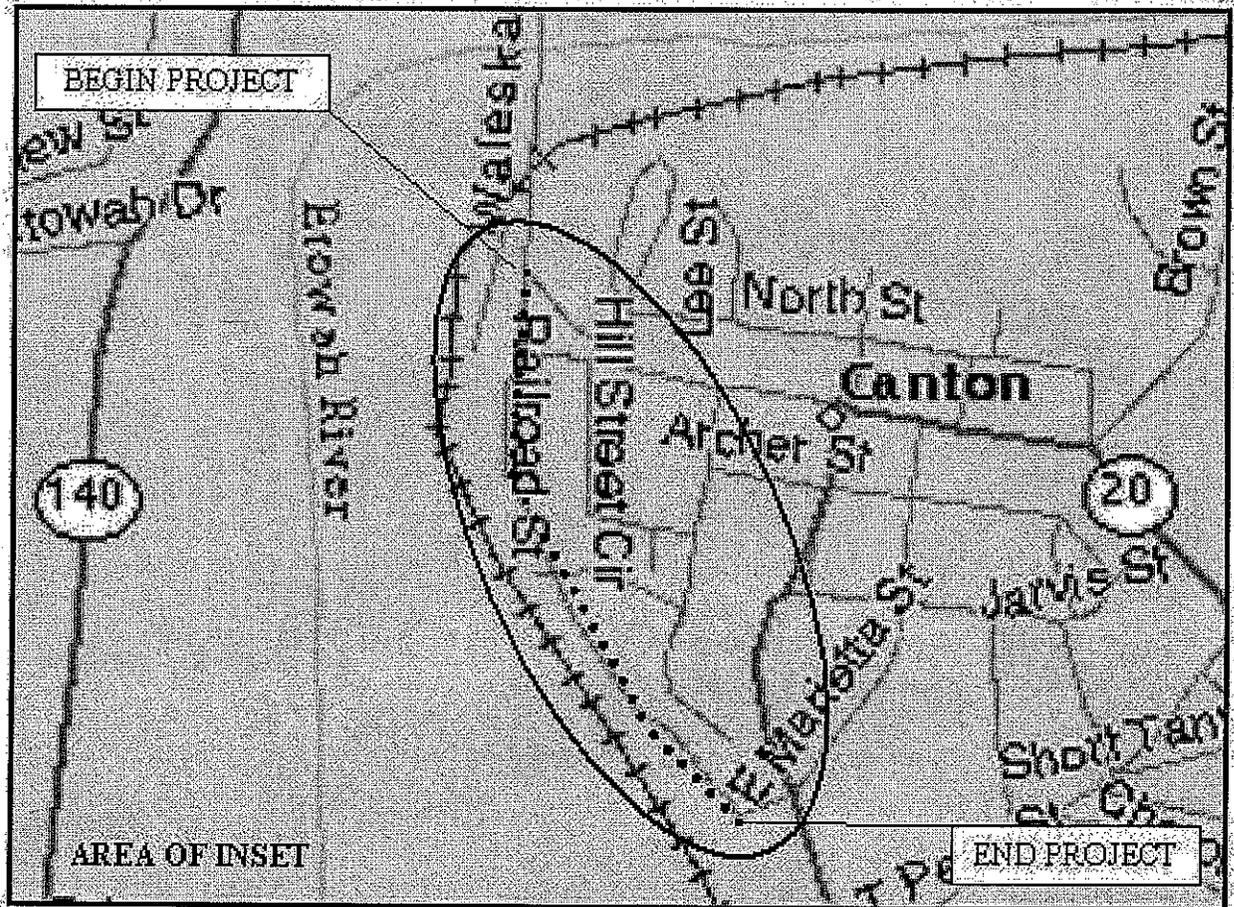
DATE _____

State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

PROJECT LOCATION MAP



Need and Purpose:

The proposed project has been derived from the recent Livable Center's Initiative study, which strives to redevelop existing city lands into thriving community centers. Railroad Street is the main corridor through Canton's LCI study area, a two-lane roadway with no sidewalks, which runs north and south. Railroad Street roughly parallels the existing railroad and is fairly flat, with steep banks on each side. The street is heavily traveled as a downtown bypass and serves as the core passageway through the LCI area. Also, the Railroad Street corridor currently consists of both pedestrian and vehicular traffic for numerous Canton citizens and minority groups. These groups use the corridor for a through traffic and as a destination point for both employment and civil activities. Historic downtown Canton is pedestrian friendly, well served by a local roadway network, a shuttle system and parking facilities. These facilities deteriorate moving towards the study area, with little to no sidewalks or areas for pedestrians to walk, limited parking for future development, and an un-connected roadway system. In order to support future development and commuter rail the transportation network within the LCI study will need to be upgraded. The proposed project is needed to provide the facilities necessary to support the projected redevelopment growth that will occur as proposed in the City of Canton LCI plan. The project is also needed to provide substantial safety and convenience improvements necessary for the current pedestrian and vehicle users of the Railroad Street corridor, to guide future commuter rail station area development and to create multi-modal transportation connections.

Description of the proposed project:

The project length: Railroad Street 2300 Linear Feet = 0.436 miles

The Railroad Street Pedestrian Improvements project will provide pedestrian facilities along the extent of Railroad Street from Waleska Street to East Marietta Street within the City of Canton. The improvements will include: sidewalk replacement and construction, replacement and construction of curb and gutter, landscaping, street and pedestrian level lighting, parallel parking, pedestrian crosswalks and intermittent realignment of the roadway.

The proposed LCI plan, derived from the LCI study, proposes that the Railroad Street corridor and its adjacent buildings be redeveloped and infilled to provide greater employment and residential opportunities. The proposed streetscape improvements, including sidewalks, crosswalks and parallel parking, will facilitate access to the corridor, therefore increasing the marketability of the corridor's parcels for development pursuant to the LCI plan. The proposed streetscape will provide improved, safer facilities and transportation alternatives to meet these current demands and the anticipated increase in use of the corridor. The project also provides a possible multi-modal transportation connection between the current streetscape project in downtown Canton and the railroad corridor, which is proposed to become the path of the future commuter railway into the Atlanta area. The recently developed Etowah River Greenway Master Plan also includes several recommendations for recreational and civic amenities in the project area, which the projects improvements would facilitate.

- Major structures: None
- Major interchanges or intersections along the project: None
- Existing length of roadway segment and the beginning mile logs for each county segment. For new location projects, the existing length of roadway is zero (0).

Railroad Street: 2300 Linear Feet

Proposed Design Features:

- Proposed typical section(s): See Attachment 3
- Proposed Design Speed Mainline 25 mph
- Proposed Maximum grade Mainline 4 %
- Maximum grade allowable 4 %
- Proposed Maximum grade Side Street 13 %
- Maximum grade allowable 13 %
- Proposed Maximum grade driveway 14 %
- Proposed Maximum degree of curve -NA-
- Maximum degree allowable -NA-
- Right of way
 - Width Varies (+/- 40')
 - Easements: Temporary (X), Permanent (X), Utility (), Other ()
 - Type of access control: Full (X), Partial (X), By Permit (), Other ()
 - Number of parcels: 12
 - Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: -NA-
- Structures:
 - Bridges -NA-
 - Retaining walls
Walls to be constructed along areas of cut and fill, where parallel parking is to be installed and where sidewalk is to be constructed along the western side of the road. Walls to be constructed of one of the following:
 - Poured concrete
 - Modular concrete wall
 - Poured concrete wall with brick or other veneer
- Major intersections and interchanges. None

- Traffic control during construction:

Traffic maintained during construction.

- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)

- Design Variances; *None*

- Environmental concerns:

- 1) *Section 106*
- 2) *Categorical Exclusion*

- Level of environmental analysis:

- Are Time Savings Procedures appropriate? Yes (X) No ()
- Categorical exclusion Yes (X) No ()
- Environmental Assessment/Finding of No Significant Impact (FONSI)
Yes () No (X), or
- Environmental Impact Statement (EIS) Yes () No (X).

- Utility involvements:

The following utilities will be coordinated with the engineering of the streetscape project:

City of Canton Water and Sewer Authority – Water , Sewer, Storm Drainage
 Georgia Power – Power (lighting)

A meeting will be held to discuss the project scope with the appropriate utility providers.

All existing overhead utilities will remain overhead.

Project responsibilities:

- | | |
|--------------------------------|----------------|
| ○ Design: | PBS&J |
| ○ Right of Way Acquisition: | City of Canton |
| ○ Relocation of Utilities: | City of Canton |
| ○ Letting to contract: | City of Canton |
| ○ Supervision of construction: | City of Canton |
| ○ Providing material pits: | Contractor |
| ○ Providing detours: | Contractor |

Coordination

- Initial Concept Meeting date and brief summary. Attach minutes. -NA-
- Concept meeting date and brief summary. Attach minutes. -NA-
(Project Manager has only recently been established)
- P. A. R. meetings, dates and results. -NA-
- FEMA, USCG, and/or TVA -NA-
- Public involvement.
*LCI plan development public outreach meetings, etc.
(See Attachment 4)*
- Local government comments.
Concept Meeting with Mayor and Director of Economic Development. The purpose of this meeting was to discuss the different alignment options for the sidewalk element of the streetscape project. The associated cost estimates for each concept were also discussed. The project scope specified in this report was determined during this meeting. (See Attachment 5)
- Other projects in the area.
 1. STP-0002-00(846) - Hickory Flat Road in Canton (LCI Project)
 2. STP-0002-00(847) - Waleska Street Trail in Canton (LCI Project)
 3. CM-0000-00(615) – SR 20 Sidewalks From I-575 to Chamblee Lane
 4. STP-6424-00(900) – SR 5 Bus. Multi-Use Trail from Jupiter to Boling Park
 5. STP-6424-00 (950) – John T. Petit sidewalk from Marietta Rd to Main St
 6. STP-6626-00(160) – Meridian St: Bike/Ped Ln w/ Lighting & Signage
 7. STP-6626-00(180) – Ped Bridge fm W of Canton Mill Lofts to SR 5 to Juniper
 8. STP-6626-00(160) – Medical District in Canton: Hosp Rd @ SR 140 to Hosp Dr. & SR5 Bus.
- Other coordination to date. -NA-

Project Concept Report page 8
Project Number: STP-0002-00(848)
P. I. Number: 0002848 Q23
County: Cherokee

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 4 Months.
- Time to complete preliminary construction plans: 2 Months.
- Time to complete right of way plans: 1 Months.
- Time to complete the Section 404 Permit: -NA- Months.
- Time to complete final construction plans: 3 Months.
- Time to purchase right of way: 2 Months.

Other alternates considered: None

Attachments:

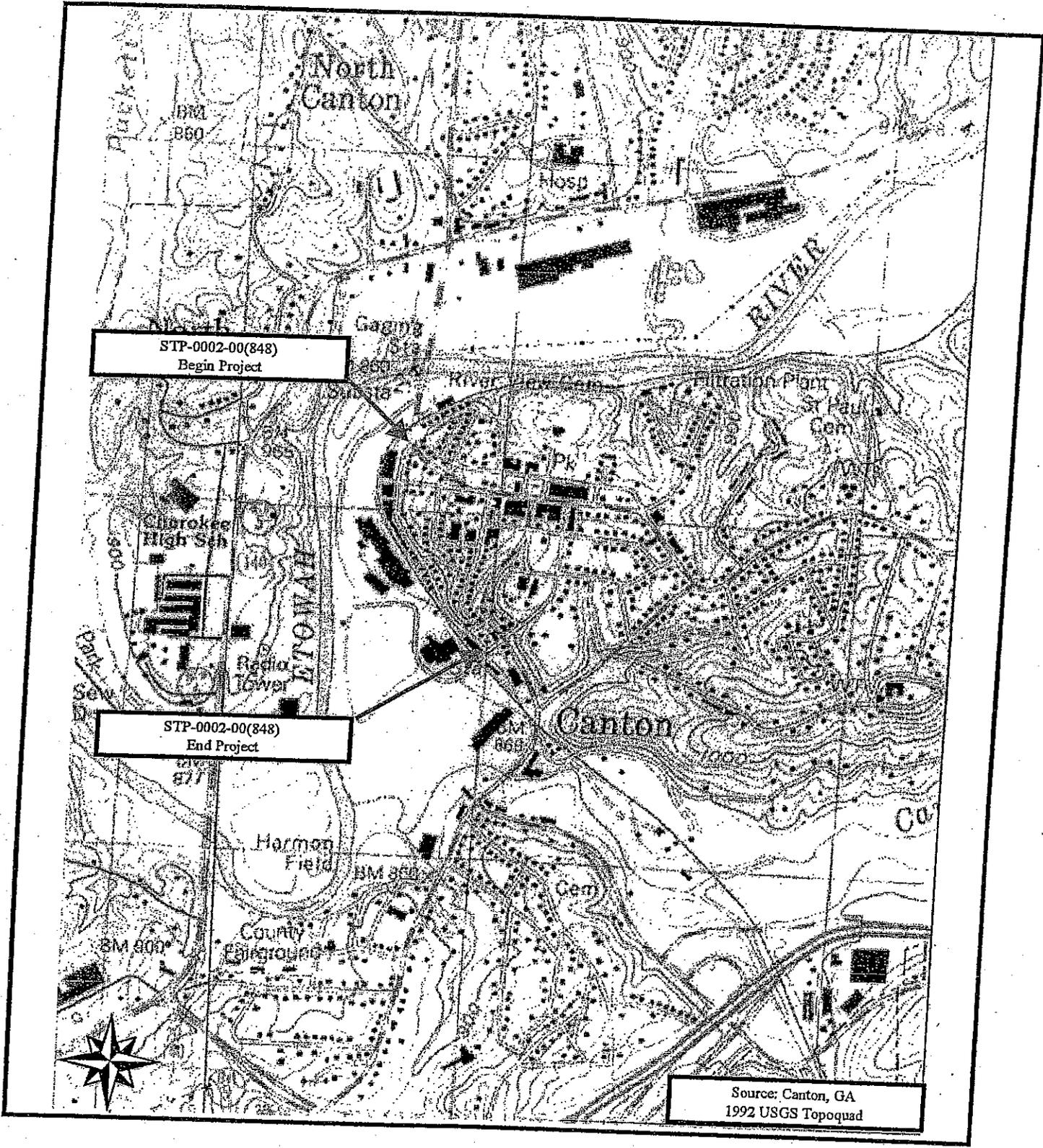
1. Cost Estimate,
2. Location map,
3. Typical section,
4. Minutes of any meetings that show support or objection to the concept,
5. Local Government meeting,
6. Location and Design Notice

PRELIMINARY COST ESTIMATE SUMMARY

STREETSCAPE IMPROVEMENT:	COST:
RAILROAD STREET (2300 L.F.)	
Sidewalk Improvements	\$ 1,130,000
Safety Lights 39 @ \$6,000 =	\$ 234,000
Street Trees 24 @ \$1,400 =	\$ 33,600
Landscaping	\$ 10,000
Drainage and Stormwater Management	\$ 50,000
Roadway Reconstruction	\$ 92,000
Traffic Control	\$ 30,000
<hr/>	
Miscellaneous (10%)	\$ 157,960
 SUBTOTAL	 \$ 1,737,560
 Inflation (5% for 1 Year)	 \$ 87,781
E&C (10%)	\$ 174,659
<hr/>	
TOTAL	\$2,000,000.00

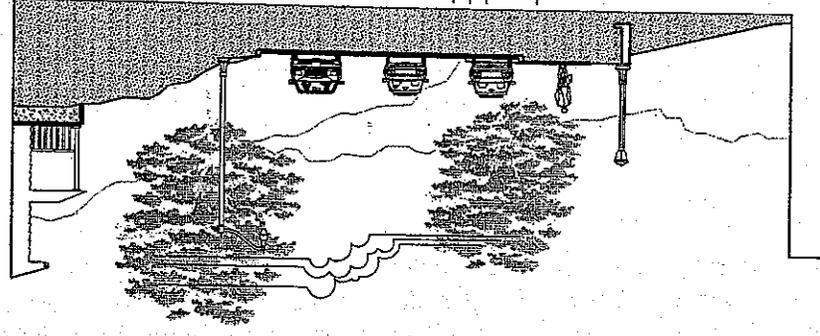
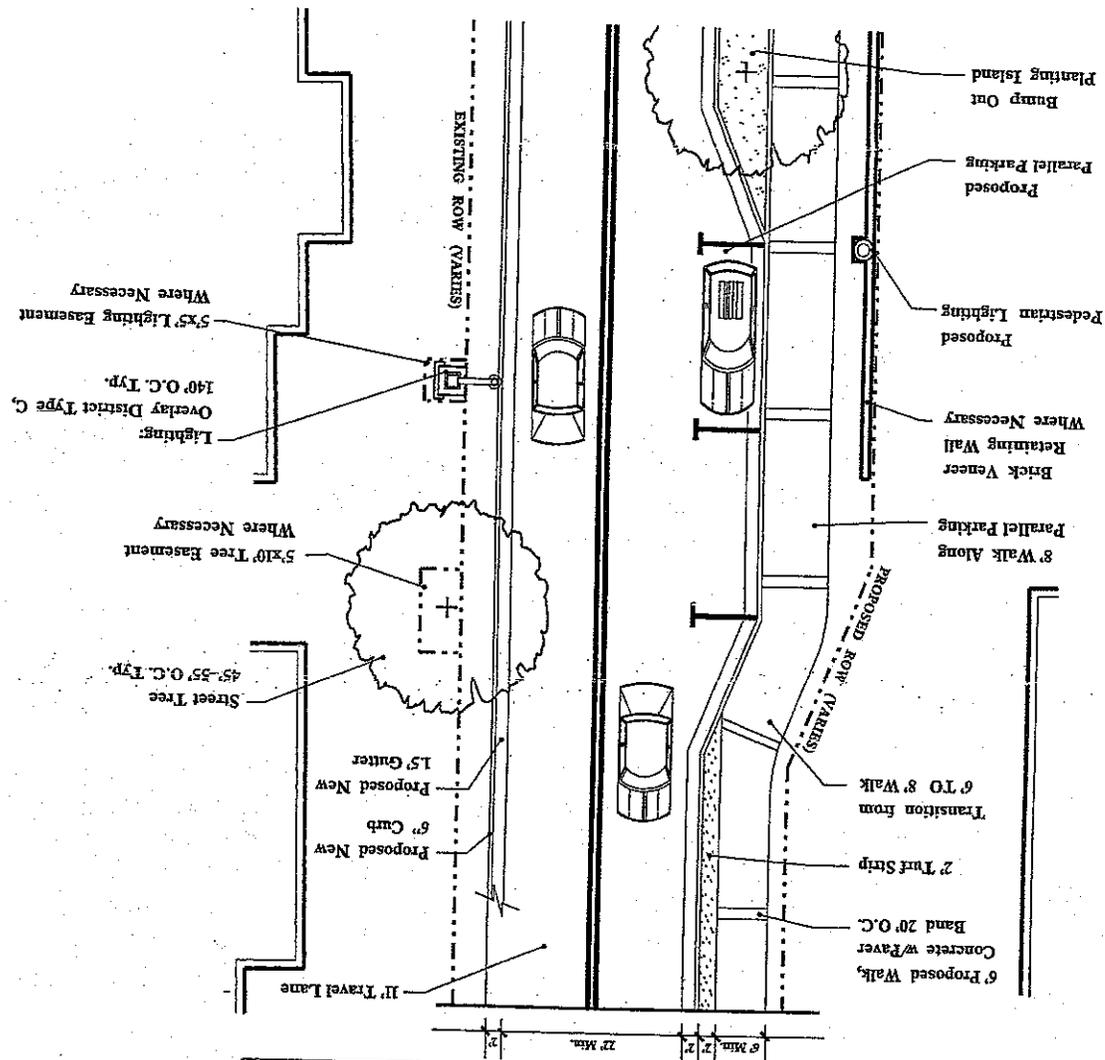
REVENUES

Q23-STP for LCI Program (FEDERAL FUNDS)	\$ 1,600,000.00
CITY MATCH	<u>\$ 400,000.00</u>
TOTAL	\$ 2,000,000.00

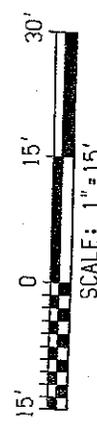


Railroad Street Streetscape Improvements
STP-0002-00(848)
P.I. No. 0002848
Cherokee County, Georgia

Location Map
Not to Scale



RAILROAD STREET STREETSCAPE IMPROVEMENTS PROJECT
 THE CITY OF CANTON, GEORGIA
 MAY 2002



Attachment 4

Plan Development

1.1 Public Involvement Overview

In order to ensure the plan addressed public values and needs the city of Canton sought to identify and understand the individuals and groups that were interested in the study. Initial meetings with stakeholders and other relevant groups, including the development community, assisted in the identification of issues and dynamics that the study needed to address. The primary goals of the public involvement program were to:

- Provide stakeholders and the general public with information on the Livable Center's Initiative and the planning process;
- Obtain information from the community on what they find important to include in the LCI study area and to integrate their goals and objectives into the transportation and design elements.
- Gather feedback on specific policies, strategies and projects that result from plan development.
- Involve diverse populations in the planning process.

A variety of tools were used to create a public involvement program that provided information and offered plenty of opportunities for input into the planning process. These are addressed further below.

1.1.1 Stakeholders meetings

The project team held three stakeholder meetings, with local representatives of community groups and organizations that had an interest in the study area. The first meeting included introductions, background information on the LCI study and the identification of problems and concerns through a strengths, weaknesses, and opportunities analysis (which also provided information for the Market Study in Section 3). The second meeting included a presentation on the results of the market study and a discussion of the draft goals and objectives. The third meeting focused on what they liked and disliked about the development options. (See appendix A for a listing of the community or business groups and interests represented by stakeholders).

1.1.2 Business and Community Group Meetings

Business and community groups were given presentations by the project team and city staff, by request. The presentations were designed to provide additional information about the study and to encourage involvement at community forums.

1.1.3 On-street surveys

82 short, on-street surveys were conducted in downtown Canton from November 2000 to January 2001. 13 of the interviews were conducted in Spanish. The short interviews, while not providing a statistical base for conclusions, were designed to gather feedback on key areas of interest and issues within the Livable Centers Initiative (LCI) study and to distribute information about the project, including, during the December 2 interviews, information about the first open house. Those who stated that they did not have time for the interviews were given project brochures. The summaries of the surveys are included in Appendix A.

1.1.4 Public Forums and Design Workshop

The project team held two public forums at the Canton Theatre in downtown Canton and a design workshop at the City of Canton Water and Sewer Authority in the study area.

The first City of Canton Livable Centers Initiative Study community forum was held on December 5, 2000 at the downtown Canton Theatre. Forty-one community members, city staff and ARC staff attended the event (see Attachment A). The goals of the community forum were: 1) to present the LCI study 2) to gather feedback on the perceived strengths, weaknesses and opportunities and 3) to present and gather feedback on the vision, goals and objectives.

A design workshop was held for the City of Canton Livable Centers Initiative (LCI) Study on December 13, 2000 from 9:00 a.m. to 5:00 p.m. The workshop was held in the conference room on the third floor of the City's water and sewage authority building, within the LCI study area. The intent of the all-day workshop was to bring together the design team, city staff and stakeholders in order to facilitate discussions about design issues and to determine alternative conceptual designs for the study area. All stakeholders were invited and encouraged to participate in the design workshop. Four stakeholders, city staff from the water authority and a previous resident of Roosterville participated in the workshop.

A second public forum was held to review specific design strategies and projects resulting Forty-seven people attended the second City of Canton Livable Center Initiative Study Community Meeting (see Attachment A for the sign-in sheet) on March 6, 2001. Participants included local property owners, city officials and staff, business owners and local citizens. The meeting was held downtown at the Canton Theatre. The goal of the meeting was to present design options and gather specific information on what the community liked and didn't like about each design option.

Summaries for each of the meetings is included in Appendix A.

1.1.5 Additional Outreach

The project team hosted a kick-off event with media playing a central role. Local government officials, stakeholders, residents and business owners were asked to support this project through a brief speech and/or interviews. Project brochures were developed and distributed to stakeholders, local businesses and community groups, the general public. Flyers for display in windows of businesses and on bulletin boards were also developed announcing the public forums.

In support of the community forums, the project team mailed postcards all residents and businesses in the project area and developed posters for storefront displays

Surveys

On-Street Interviews Summary: General Community November 2000

Joddie Gray, of ARCADIS Geraghty & Miller, and Walt Ray, of PB&SJ, conducted approximately 69 short, on-street surveys in the city of Canton: 18 surveys were completed in downtown Canton on November 7, 2000; 16 surveys were completed at downtown Canton and McFarland Foods on November 20, 2000; and 35 surveys were completed in downtown Canton on December 2, 2000. The short interviews, while not providing a statistical base for conclusions, were designed to more generally:

- Gauge interest in the project from those who might not otherwise become engaged in such a project through more traditional means;
- Distribute information about the project, including, during the December 2 interviews, information about the first open house; and
- Gather feedback on key areas of interest and issues within the Livable Centers Initiative (LCI) study.

The intent of the interviews focused just as much on getting information out to those interviewed as receiving input on the project. Those who stated that they did not have time for the interviews were given project brochures.

The majority of respondents supported green and open space within the study area, many also citing the need for additional recreational facilities. Many respondents also felt that the existing character of the city is important and they would like to see the existing buildings cleaned and renovated for a variety of uses. Many other respondents felt that no additional development should occur in the study area. Barriers to development were thought to be funding, politics and people who do not want change.

Respondents included:

- 37 white males
- 27 white females
- 3 black females
- 1 black male
- 1 unknown

The following three questions were asked participants. The number of responses are noted to the right of each question. For example, the first number, thirty, is the total number of respondents who made general and specific comments about supporting green space and parks, while bullets under the general comment include more specific responses; with the amount of respondents who made the more specific comment. Since all respondents did not make specific comments the number does not add up to the total general comments about green space and parks.

Have you heard about the Livable Centers Initiative Program?

Yes	3
No	66

What would you like to see in the study area?

<i>Responses</i>	<i>Number of Responses</i>
Green Space/Parks	30
<ul style="list-style-type: none"> ▪ Trails (biking, jogging and hiking) (8) ▪ Picnic areas (4) ▪ Complete greenway (3) ▪ Do not tear down trees (3) ▪ Upscale park ▪ Riverfront park ▪ Greenway transition from the river to commercial and residential ▪ Allow dogs ▪ Concentrate development; keep open space 	
Save River	
Recreational Facilities	15
<ul style="list-style-type: none"> ▪ Playground (7) <ul style="list-style-type: none"> ○ Non-wooden structure ▪ Soccer fields/Ball fields (4) ▪ More recreation for children ▪ Youth programs ▪ Amphitheater ▪ City pool ▪ Running track ▪ Tennis ▪ Basketball 	
Entertainment Venues	4
<ul style="list-style-type: none"> ▪ Outdoor theater for concerts and gatherings (2) ▪ Dance clubs; local band venues ▪ Outlet for teenagers 	
Renovate Existing Buildings	23
<ul style="list-style-type: none"> ▪ Lofts (7) ▪ Renovate Old Mill; currently an eyesore (2) ▪ Use Old Mill for small shops (2) ▪ Mill Village: restore houses, widen streets or remove on-street parking/parking on one side only ▪ Restaurant, shops 	

- Similar to Chattanooga
- Leave the outside, remodel the inside
- Use for community center, teens and elderly/Boys and Girls Club (2)
- Keep old housing

Residential 16

- Upscale housing/condos (5)
- Apartments (4)
 - o There is not enough middle income housing
- High density with apartments, cluster homes, etc.
- Loft apartments (2)
- Apartments with mixed use (2)

Upscale development 4

- High density; upscale development
- Canton has a future; it just needs to be upscaled

Commercial/Retail 12

- Restaurants and shops overlooking the River
- Mall
- Harley Davidson Motorcycle shop
- Building supply store
- Rich's or Macy's
- Shopping center

Nothing/No Development 20

- Too much overcrowding/too many buildings (3)
- No more office/commercial/retail (5)
 - o Too much office in the downtown area
 - o Not a good place for a shopping center
 - o Not another Riverstone; no big box
- No more residential (4)
 - o No more apartments
 - o Due to overcrowded schools and roads (2)
- No more industrial

Renovate McFarland's 4

Commuter Rail 5

- Bus/Train Stations like Portland with art gallery, coffee, and shops
- Tie commuter rail to downtown with shuttle system
- Railroad depot

- Multi-use facility for commuter rail
- Shuttle every 15-20 minutes to restaurants and shops downtown

Gateways 3

- Advertise downtown Canton on the interstate (2)

Transportation Improvements 7

- Develop 140 Extension
- Sidewalks (3)
- Improved roads (2)
- Improve Railroad Street

Keep character of downtown; historic Canton — 2

The area needs a little bit of everything

Tear down old Mill; widen streets

Convention center

More jobs; industrial

Train tours

Service organizations for underprivileged people

Clean it up (3)

Cultural arts center/Arts center (2)

What do you think will prevent these things from happening?

Responses

Number of Responses

Funding/Cost 22

Politics/City 9

- Vision of City – missing out on downtown Canton
- Needs to listen and have more open communication (2)

Environmental Constraints 3

- Floodplain (2)

- River

Current character of the area (5)

- Crime
- Police that are nonresponsive in this area
- Economically depressed
- Lack of youth interest (drugs, skating rink out of business)

Do not want it to hurt businesses downtown (3)

- Take advantage of downtown events and activities
- Improve the areas we got

Established businesses (such as the concrete plant)

People who don't want change 8

- Fighting development
- Getting agreement on what needs to be done
- No growth
- Cooperation and interest from community

Investors

If you build it, they will come

Get developers to do it

People want short-term results, not long-term investments

Traffic

Parking

Road access

Landowners/Homeowners (5)

Noise from railroad

Closed mind about blending commercial, retail and residential

Zoning/Planning Department (2)

Business interests (will prevent recreational/open space)

Older established residents

Competition from Riverstone

(3)

Lack of public involvement

Lack of agreement on what to put there

Getting it started

**On-Street Interviews Summary: Spanish Speaking Community
January, 2001**

Gladys Ibañez, of Latino Research and Consulting, conducted 13 on-street surveys in the city of Canton. All interviews were near Downtown or near McFarland's Foods. Three interviewees were business owners: El Morenito Video Store, Mango Music, and Servicios para Hispanos in Downtown. The goal of the survey was to collect and provide information about the project to the Latino community of Canton. There were no refusals. The Latino community of Canton was very approachable.

Many respondents mentioned the need for better public transportation, and more recreational facilities. Poor housing and sanitation services were also cited as problems in the community. Although the majority of respondents did not know what barriers may prevent these changes from happening, they did mention some barriers such as local government, disinterest by city officials, and lack of development in the past. In addition, there were many social issues cited such as police abuse, and the lack of English classes. Of the 3 business owners, two are bilingual and stated that they would be willing to work with the city on future improvements. The third business owner is only Spanish speaking, but offered her store space as a potential meeting place for English classes.

Summary of Canton Surveys with Latino Community

Number of Participants	
Males	10
Females	3

The following three questions were asked participants. The number of responses are noted to the right of each question.

Have you heard of the "Livable Centers Initiative?"

No 100%
Yes 0%

What would you like to see in the Study Area?

<i>Response</i>	<i>Number of Responses</i>
Better public transportation/more buses	(8)
Increase recreational facilities (i.e., gym, parks, Basketball courts)	(6)
More rental properties/houses to buy	(3)
Provide better sanitation services	(2)
More businesses serving Latinos	(2)
More employment	(2)
More landscaping	(1)
Public works services are not responsive	(1)

Renovate houses/neighborhoods	(1)
More places to eat/dine	(1)
More restaurants for Spanish-speakers	(1)
Better postal services	(1)
Movies are not accessible	(1)
Less restrictions on businesses	(1)
More investment	(1)
More places for families	(1)
Hispanic clubs/music performers	(1)
More sidewalks	(1)
Bicycle lanes because it is dangerous now	(1)
DMV should not ask for social security number for drivers License	(1)

What do you think will prevent these things from happening?

Don't Know	(8)
The city not having interest in providing these services	(2)
City has not grown with the times/No development has happened in recent years	(1)
Police abuse	(1)
City Council	(1)

Other comments

Need English classes	(1)
Would be willing to pay a little extra money for changes	(1)
Public Transportation is neither consistent nor reliable	(1)

Public Forums

Community Forum December 5, 2000

The first City of Canton Livable Centers Initiative Study community forum was held on December 5, 2000 at the downtown Canton Theatre. Forty-one community members, city staff and ARC staff attended the event (see Attachment A). The goals of the community forum were: 1) to present the LCI study 2) to gather feedback on the perceived strengths, weaknesses and opportunities and 3) to present and gather feedback on the vision, goals and objectives.

The public was notified of the community forum in several ways. A media advisory was sent to the *Cherokee Tribune*, *Lakeside Ledger*, *WLJA* and *WCHK*. Postcards were sent to downtown business owners and posters and postcards were placed in local area businesses.

The meeting was held in an open-house format. A sign-in station was set up in the lobby of the theater. A display at the sign-in table provided information on the format of the open house. Staff at the sign-in table gave attendees instructions about the open-house format and distributed informational fliers, project brochures and comment forms.

The theatre was divided into three stations. The first station was entitled "Canton—Past, Present and Future." Displays included photos of historic Canton, the study area map, information on the Etowah River Greenway Plan, and facts on the commuter rail station. A helicopter flyover of the study area was shown on a small television, and an informational presentation on the market study was displayed on a laptop computer. The last display board asked participants what their vision was for the future of downtown Canton. This question corresponded with the first question on their comment form. The second station displayed boards with strengths, weaknesses and opportunities, which were determined by the stakeholders and the market study. Participants were invited to add comments to the strengths, weaknesses and opportunities listed using post-it notes. The last station included boards with the draft goals and objectives developed by the stakeholders. The boards corresponded with the questions on the comment forms. Participants also used post-it notes to add comments directly to the display boards.

Summary of Written Comments

The following summarizes all comments made using comment forms or post-it notes at the community forum:

Station 1: Canton—Past, Present and Future

What is your vision for the future of downtown Canton?

- √ Preserve historical buildings, but keep the place attractive.
- √ Promote the Etowah River Program.
- √ Increase parking where possible.
- √ Continue to promote and support the downtown merchants.
- √ Promote the commuter system to the best interest for everyone who lives inside or outside of the city.
- √ Consider more schools for the City of Canton.
- √ Dynamic, economically successful, crime free with no neon signs.
- √ More trees (i.e., along the sidewalks like in Athens, Georgia).

- √ An attractive unique environment, featuring the arts as the focus of Canton's downtown character, including theater, galleries, arts center, restaurants and adequate parking and/or access through public transportation.
- √ Large office area.
- √ More mixed use; like it used to be before the retailers were run off and City Hall moved.
- √ Very active.
- √ More shopping areas, especially a mall to eliminate the need to travel south for access to shopping. Anchor stores like Rich's, Macy's, etc.
- √ Would like to see existing buildings renovated and utilized. Keep new development architecturally compatible. Keep a mixture of uses. I would like to have downtown be more than an office complex. I would like more entertainment/recreation options so that there are things to do downtown, day and night and within walking distances of each other.

Station Two: Strengths, Weaknesses and Opportunities

Participants were asked to review the strengths, weaknesses and opportunities developed by the stakeholder group and add any additional items they felt were missing.

What Are the Strengths of the Study Area?

Stakeholder Comments:

- √ Easy access to I-575.
- √ Close to downtown.
- √ Brown Park.
- √ Churches.
- √ Significant stock of historic homes.
- √ Pedestrian friendly.
- √ Greenway program.
- √ Existing shuttle system.
- √ Good quality of life.
- √ Safe.
- √ Good for children.
- √ Homeowners.
- √ Housing available to rent.
- √ Zoning regulations.
- √ Downtown Canton enhancements.
- √ Projected employment and household growth.

Open-House Participants' Comments:

- √ Theater.
- √ Specialty shopping.
- √ Close access to multiple recreational facilities that are ripe for future, modestly-priced improvements.
- √ Easy access to I-575.
- √ Etowah River.
- √ Easy access to railroad.
- √ Local airport for large company; zoning regulations; old town looking.

What Are the Weaknesses of the Study Area?

Stakeholder Comments:

- √ Flood plain.
- √ Difficult to access existing properties.
- √ Overcrowding in single-family residences.
- √ Substandard sidewalks.
- √ Absence of proper entrance into the City of Canton.
- √ Terrain.
- √ Possible environmental constraints at industrial properties.
- √ Downtown retail must compete with new and proposed regional-serving retail.
- √ Current jobs being offered are primarily unskilled, low-paying positions.

Open-House Participants' Comments:

- √ Architectural theme or guidance.
- √ Some areas in this plan are poorly lit.
- √ More light and sidewalk for pedestrians on John T. Petit Street.
- √ Current jobs need to be suited to the residents that live in the area.
- √ Need historic theme.
- √ Fountain in Brown Park.
- √ Bicycle friendly with bicycle police patrol.
- √ Need visible walking police in downtown from Academy Street to John T. Petit Street.
- √ Garbage Cans.

What Opportunities Does the Study Area Offer?

Stakeholder Comments:

- √ Arts and arts-related businesses/center.
- √ Available land for development and existing building stock for reuse:
 - Housing
 - Commercial
 - Retail
- √ History and small-town charm.
- √ Capitalize on the growth of Cherokee County to recruit higher paying employment.
- √ Capitalize on growing employment base, population growth and interest in neighborhood retail.

Open-House Participants' Comments:

- √ Interior Design Center.
- √ Center for Cultural Events:
 - Build a place for different cultures to hold events that can bring awareness to others.
- √ Keep the old town look, nothing too ultra modern.
- √ A unique identity as an arts center/community for the county.

Station Three: Goals and Objectives

Goal: Increase the accessibility and availability of transportation options near and to the downtown area.

Objectives:

- ✓ Provide connections between transportation options.
- ✓ Identify site for a safe and convenient commuter rail station.
- ✓ Provide safe, attractive and convenient parking downtown.

Comments:

- ✓ Old Railroad Depot location would be ideal site for Rail Station. (2 comments). Good luck in getting folks out of their cars. Need more parking. May need to enforce parking restrictions on Friday and Saturday nights to encourage theater patrons to use other parking. Good access to retail areas downtown and also along access to river greenway and Old Mill #1. Future Highway 140 corridor will get commuters in and out of station area. I question the cost effectiveness of commuter rail. I like the idea but people scattered in subdivisions tend to leave home only by car. The city should encourage development that promotes pedestrian/public transportation and improving existing sidewalks. I don't want a parking deck or similar eyesore. Shuttle buses should run throughout Canton at half-hour intervals. Transportation options should be considered north of town.
- ✓ Consider means of 24-hour safety options when considering the transportation options.
- ✓ Plan construction design based on old downtown look.
- ✓ The area provides: easy access to downtown, the River Green Way, and the future Highway 140 route. Also has several acres of available land for parking commuter cars.

Goal: Provide open space and recreational opportunities near the River.

Objectives:

- ✓ Develop parks and plazas.
- ✓ Support youth activities.

Comments:

- ✓ Need more parks, tennis courts, and ball fields.
- ✓ A skate park.
- ✓ Recreational areas already provided; need parks and plazas.
- ✓ Have space enough to accommodate patrons, especially ample parking.
- ✓ This goal is very important. I have young children and generally our parks are terrible. Most are either inadequate or outdated. Renovations at Brown Park are great, but it is a small park. I really like the greenway proposal and think it would be a big draw.
- ✓ Teach the community how important the river is to our lives.
- ✓ Protect flowers, trees, animals and river.
- ✓ Provide picnic area and soccer area.

Goal: Provide attractive and safe commercial and residential areas in the study area.

Objectives:

- ✓ Preserve and enhance the historic character of downtown.

- ✓ Use topography as an advantage.
- ✓ Preserve and strengthen existing residential areas, such as the Mill Village.
- ✓ Encourage use of vacant land.
- ✓ Encourage rehabilitation and restoration of buildings in the study area.

Comments:

- ✓ It is important to preserve and enhance the historic character of downtown and to encourage the rehabilitation and restoration of buildings in the study area. Rehab and restoration should be your primary goal, and then look to vacant land. Development regulations should promote architectural integrity of downtown (no brick boxes, glass boxes or strip mall style construction). I don't see some vacant land/greenspace as a problem.
- ✓ We need to preserve as much of the character of the city as possible and enhance it with commercial development that contributes to that character.
- ✓ Reduce lot sizes, more trees in parking lots, rain gardens to collect stormwater in parking lots. Make use of existing buildings. Reconstruct existing buildings (vacant apartments) before constructing new buildings. Make use of existing buildings. Reconstruct existing buildings (vacant apartments) before constructing new buildings.
- ✓ Provide tax incentives/abatement to improve structures within the master plan.
- ✓ Why? It has value being vacant.
- ✓ Walking police patrol needed in the CBD.

Goal: Create an active downtown.

Objectives:

- ✓ Promote downtown as a destination.
- ✓ Provide gateway entrances into the downtown.
- ✓ Create community pride through the use of festivals, events and support for the arts community
- ✓ Increase residential opportunities in the downtown Canton area to support local businesses.

Comments:

- ✓ I support downtown as a destination and creating community pride through festivals and events and supporting the arts community. Retail needed, less emphasis on office space. Have a forum where we can talk about our concerns about the entire downtown area. Ensure 24-hour safety of transportation options. If you promote and assist downtown in becoming a nice place to live first, then it will be come a destination on its own. I would prefer to walk to stores, restaurants, theaters, etc. than drive to Riverstone. Stop encouraging more subdivisions and start encouraging a mixture of uses that are pedestrian friendly. Move City Hall back to the downtown area.
- ✓ Preserve existing Canton landmarks.
- ✓ Improve lighting, etc. at exit 16 and 17 to make the area visible.
- ✓ Appreciate the growth opportunities for this area, but would like to keep small town charm.
- ✓ Renaming of gateway entrance of Highway 140. Present name is difficult to understand, suggest "Exit 16" and "Exit 17."

Additional Comment:

Interpreter for Hispanics to encourage community participation in all areas.

**Design Workshop
December 13, 2000**

A design workshop was held for the City of Canton Livable Centers Initiative (LCI) Study on December 13 from 9:00 a.m. to 5:00 p.m. The workshop was held in the conference room on the third floor of the City's water and sewage authority building, within the LCI study area. The intent of the all-day workshop was to bring together the design team, city staff and stakeholders in order to facilitate discussions about design issues and to determine alternative conceptual designs for the study area. All stakeholders were invited and encouraged to participate in the design workshop. Four stakeholders, city staff from the water authority and a previous resident of Roosterville participated in the workshop.

Members of the design team took time in the afternoon to visit parts of the study area. An impromptu tour of the old mill was arranged during the walking tour. Team members also walked to other structures within the study area to better ascertain their condition and potential for re-use.

The workshop produced discussions and design ideas. Issues and principles surfaced that were seen as key to developing a master plan for the study area.

Issues

- A large portion of the study is in the floodplain
- Access within and to the study area is a concern
- Property ownership
- Fiscal Year 2003 TIP funding priorities:
 - Bus extension to LCI study area
 - Park and ride lot
 - Streetscape along Waleska Street from Highway 5 to Main Street
 - Design for commuter rail station
 - Preliminary engineering and right-of-way for entry features
 - Railroad Street improvements

Principles

- Need an amenity: lake, pond, river
 - River is at the bottom of a steep slope; carve a new channel (environmental concerns and challenges)
 - Meander old river, wetlands, stream channel
 - Excavation as mitigation to potential fill within the floodplain
 - City needs to control buffers and development along river corridor
- Residential to support transit and downtown retail
- Mill Village/Roosterville will be kept as is with improved access and parking and façade improvements.
- Parking decks are long-range goals/needs
- Lofts in renovated mill should be rental with adjacent townhomes

- We should preserve buildings when possible

A draft master plan was developed during the workshop that includes transportation and land use components. There are two nodes on which the master plan hinges that serve as development centers and connection points to the existing historic downtown. A strong pedestrian corridor will connect the nodes. The rail station platform will form part of the pedestrian corridor.

The rail station and renovation/development are proposed at the East Marietta Street node. A traffic circle was proposed for the intersection of West Marietta Street, Railroad Street and Marietta Road. The traffic circle will be surrounded by infill development, seen as townhouses but could possibly be retail, with residential above.

The second node begins at the intersection of Main Street and Railroad Street. This node encompasses the old mill. The old mill was seen as a renovated loft space. The newer, one-story portion of the old mill, abutting Railroad Street, is proposed to be demolished. Townhouses will be built in its place. The townhouses will front Railroad Street as two-story buildings, with a three-story elevation in the rear facing the pedestrian corridor.

Gateways and access points into the study area and downtown were also identified at the design workshop. In order to make the new development and commuter rail station accessible and convenient for all users, a new access route from I-575 was recommended. The proposed gateway features, located outside of the study area boundary, function to support and identify the central business district and, specifically, the LCI study area.

These design options and planning considerations will be discussed with affected property owners before being presented to the stakeholders, city council and general public for review and comment.

**Community Forum
March 6, 2001**

Forty-seven people attended the second City of Canton Livable Center Initiative Study Community Meeting (see Attachment A for the sign-in sheet) on March 6, 2001. Participants included local property owners, city officials and staff, business owners and local citizens. The meeting was held downtown at the Canton Theatre.

As participants entered the theater they were asked to sign in and were given a name badge color-coded for breakout into small groups. They were also given comment forms and informational handouts. In the lobby of the theater, displays were set up into three areas. Area 1 included a map of the study area and photos of the conditions in the study area today. Area 2 included the final draft goals and objectives, which corresponded to the comment form. Area 3 included the two design options that were presented. The participants were then asked to gather in the main area of the theater for a presentation (see Attachment B for presentation). The presentation was designed to provide information to participants on the existing conditions, land use, market study results and the future options, including design renderings. The participants were then divided into three smaller groups and were asked to discuss their likes and dislikes about the options presented. They were also asked to choose their favorite option. Following are their compiled responses.

Likes	Dislikes
Range of housing types/prices	Limited river access
A plan for improvement	New McFarlands needs to be closer to road
Density and circulation	Too much parking
Streetlights and sidewalks (two comments)	Need bike lanes on roads
Density (three comments)	Hickory Flat extension across sod farm (two comments) v Favors auto and detracts from community
"Rotary" intersection location now	Design guidelines
New road to address traffic on Marietta	Proximity of rail and train to development (two comments)
Restaurants and high-density housing	Present condition
Commuter rail station	Cash Alley sign (neon) at the "new" entrance
Plan for future	What will the impact be? – How to visualize/understand
Keeping/reusing the Old Mill	Nothing (two comments)
Continuity (look and feel)	Roundabout (three comments) v Property concerns v Don't see the need
Quality town homes on hill	Too much change
Extension of Hickory Flat Road (three comments)	Too much focus on Railroad Street and not enough on downtown

	<ul style="list-style-type: none"> ✓ People will not walk up the hill
Historic Preservation and integrity (two comments)	River as amenity - not realized views of river
Revitalizes the historic area	Indoor soccer complex
Terrace Restaurant	Historical preservation <ul style="list-style-type: none"> ✓ Ferry Site ✓ Indoor soccer
Green space	Feasibility/practicality
Old Mill is saved How old is adjacent piece to be removed?	Methods leading up to meeting (landowner's needs)
Improvements to Railroad Street	Current traffic
Pedestrian bridge	
Imagination	
Revitalization	
Continuity, walkability, and design	

Option A	Option B
11	9
Comments: <ul style="list-style-type: none"> ✓ Street through ✓ More single family 	Comments: <ul style="list-style-type: none"> ✓ Density ✓ Hickory Flat Road Connection

Additional Comments:

- Pull all plans together (town hall meeting)
- Pedestrian bridge over fishery

Summary of Comment Form

Five comment forms were returned with the following summarized comments.

1. Do you have any questions or comments on the final goals and objectives?

- The goals and objectives are not demonstrated fully on the options.
- I don't think of the study area as downtown Canton, but it could be a destination for the residents of Canton.
- The goals and objectives should not take away from or create any problems for existing residents. One example is the townhouse or residential development between Longview and Cherokee Street.
- I like the general concept but would like more information on how this will impact what we have downtown already.

2. Please provide any additional comments you have on the two design options.

- If the Hickory Flat Highway Extension is a problem, connect with Marietta Road and make the entrance to the city end at the square (gazebo).
- The residential development on the hill will require massive grading and will overlook the new area. If residences are done in a design-oriented manner, then it could be nice, if not, it could become an eyesore (especially town homes). The money that it would take to develop this property might then compromise the design.
- Density is not necessarily the answer. Quality developments and renovations, such as the Canton Theatre, do not require higher density to be successful. A quality product will attract people.
- The access to the hill development is a serious concern. In Option A there are two entrance/exits on Cherokee Street—a street that is narrow and has no striping or sidewalks. It would also increase cut-through traffic and neighborhood traffic on our existing local streets. This development has no entrance/exits on John T. Petit or Marietta Street, two main arteries in the city. I don't want a new neighborhood in the middle of our existing neighborhood that is going to significantly change the character of the area and increase traffic on our neighborhood streets.
- Option B is the best. The short street between W. Marietta Street and Railroad Street, close to the gateway feature, needs to be closed on the W. Marietta end so that the landscape can go all the way to the gateway.
- I think the train will be a necessary component (environmentally and to help with growth).
- I would like a written description of each of the options.
- The two site plans for the large residential parcel east of Petit Road are both "anywhere" USA and not walkable from the train station. I suggest showing a more traditional site plan (that addresses the steep slopes) that is walkable, has character and is connected to the train station and mixed-use center.
- Pedestrian corridor along the railroad tracks might be a better investment along Railroad Street. Pedestrian corridor needs to be in active place with passing vehicles, street front retail and other active uses.
- Neighborhood retail at the north section might be better located adjacent to or within the neighborhood. Not disconnected.

3. Do you have any other comments or suggestions?

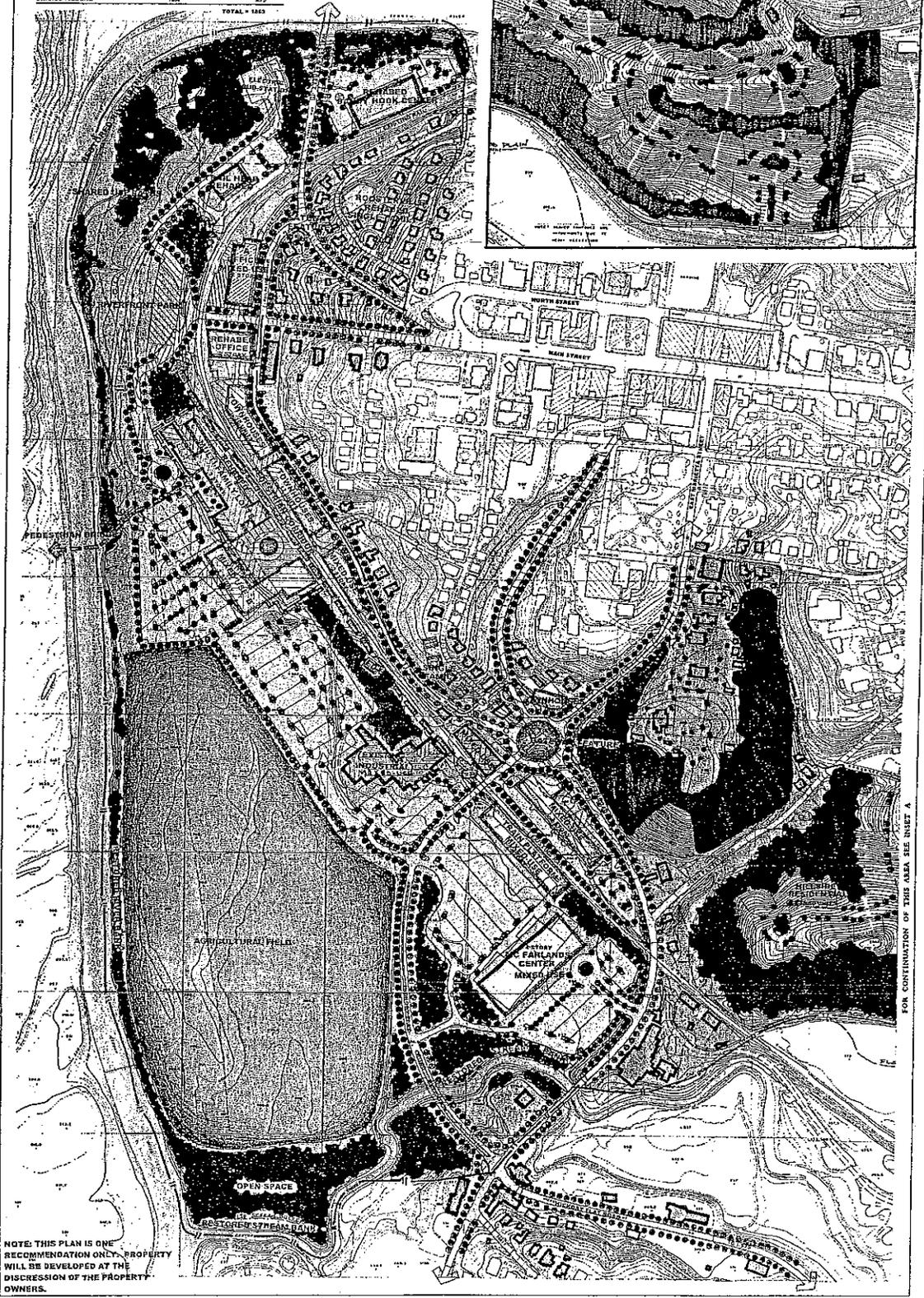
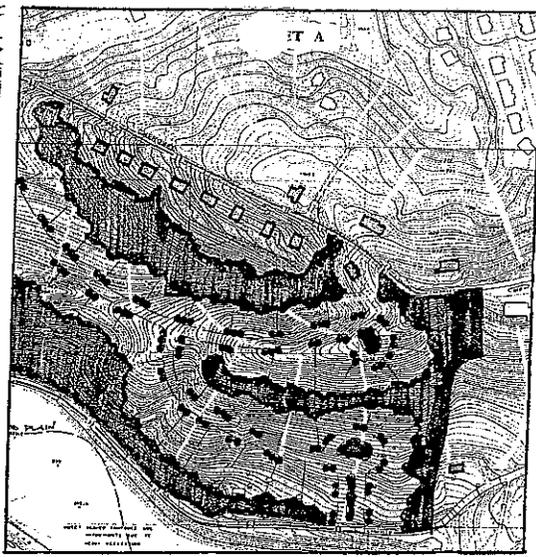
- I don't think the townhouses add to the historical look. Get rid of those and the entrance/exits on Cherokee Street and I would endorse this plan wholeheartedly.
- Need to extend the Main Street improvements all the way to Academy Street (the downtown streetscapes start on the east side of Academy Street).
- Try to sort out the actual developer plans from the hypothetical. This would make it more understandable.
- One of the biggest factors is the railroad, and we have heard nothing from them. The existing railroad crossings within the study area are "grandfathered" unofficial crossings. I feel certain that if this plan is implemented, the railroad will have a lot to say about it and will demand strict control over crossings and right-of-ways.
- If the purpose of the plan is to help downtown, it would be wrong to move the "gateway" intersection of Marietta Road, E. Marietta Street and W. Marietta Street down to Railroad Street because the existing system offers two direct routes into downtown, and the other will eliminate one.

Also, a traffic circle is “cutesy,” but uses more land and is not an improvement over a normal intersection with turning lanes.

- I think the biggest plus in the whole project is saving the mill—the entire mill. I have mixed feelings about adding a story. I do not think there is enough space between the railroad and Railroad Street to support the townhouses shown; consequently, this area could be better used to support the mill, to widen Railroad Street, to provide parking and to build sidewalks.
- I am opposed to the roadway crossing from Highway 140 to E. Marietta Street. I don't think the roadway behind the buildings can be prevented from being a thoroughfare (a cut-through to Waleska).
- Many in our group preferred Option B (townhouses on Cherokee Street/Longview Road)—without the road.
- I endorse streetlights on Highway 140, sidewalks throughout, cleaning up the trash dump on Thacker Street and an effort to keep it policed, and the protection of historical sites.
- We need an overview of all the projects under way in Canton: Etowah Greenway, Streetscapes, the traffic study, etc. to see how they relate to the LCI. It may have answered a lot of questions.

DEVELOPMENT SUMMARY

DESCRIPTION	SIZE	Q
REHABIL SANDY HOOK CENTER	72,400 S.F.	
TRAIL HEAD REHAB	8,400 S.F.	35
OFFICE MIXED-USE	40,200 S.F.	30
REHABED OFFICE	28,200 S.F.	30
RECREATION PARK	14.41 ACRES	30
TOWNHOUSES	24 UNITS	32
RENOVATED LOFTS	105,024 S.F.	SHARED
MIXED-USE - A	35,800 S.F.	15
MIXED-USE - B	30,850 S.F.	SHARED
SINGLE FAMILY INFILL	4 UNITS	SHARED
TRAM PLATFORM - MIXED USE	54,000	350
MCFARLAND'S CENTER - MIXED-USE	215,000	325
MULTI-FAMILY TOWNHOUSES	8 UNITS	16
MULTI-FAMILY RESIDENTIAL	40-60 UNITS	100
SHARED PARKING	N/A	622
TOTAL = 680		



NOTE: THIS PLAN IS ONE RECOMMENDATION ONLY. PROPERTY WILL BE DEVELOPED AT THE DISCRETION OF THE PROPERTY OWNERS.

FOR CONTINUATION OF THIS AREA SEE SHEET A.

CANTON LIVABLE CENTERS INITIATIVE

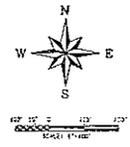
PREFERRED OPTION

FOR:

THE CITY OF CANTON

BY:

 ARCADIS Geraghty & Miller
 Sizemore Floyd
 Robert Charles Lessor & Co.





5665 New Northside Drive
Suite 500
Atlanta, GA 30328
770/933-0280 * FAX: 770/933-0971

MEETING MINUTES

MEETING DATE: February 14, 2002, 1:30 P.M.

LOCATION: Canton City Hall

SUBJECT: Railroad Street Preliminary Design Meeting

LIST OF ATTENDEES: Brady Curl – City of Canton
John Fish - PBS&J
Marie Garrett – City of Canton (Partial)
Seth Hendler- PBS&J
Eddie McCollum – City of Canton
Mayor Cecil Pruett- Mayor of Canton
Melissa Rea- PBS&J
Joel Stone - JFS Consulting
Melanie Whitt – City of Canton

DISTRIBUTION: Project File: 06-1019.20
Attendees

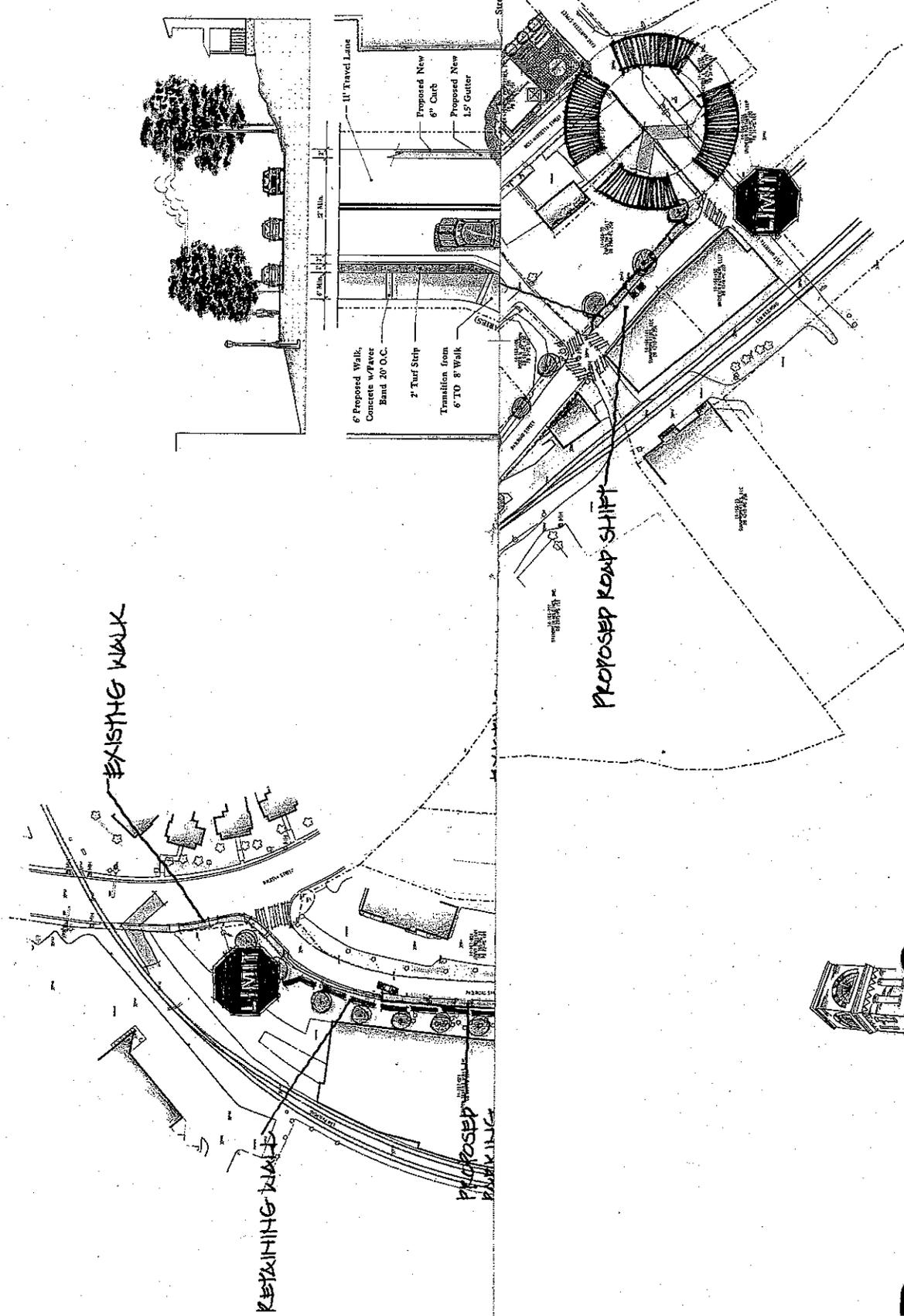
DATE OF ISSUANCE: March 5, 2002

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1. Ms. Melissa Rea of PBS&J reviewed common ownership patterns along Railroad Street.
 2. Mr. John Fish of PBS&J explained the western side of Railroad Street is broken into large properties with few owners while the Eastern side is broken into many small properties with a multitude of owners.
 3. Ms. Rea indicated that because of inconsistent and narrow width, additional R.O. W. may need to be purchased in specific areas along Railroad Street in order to accommodate necessary sidewalks, parking and other design elements.
 4. Referring to a prepared site analysis diagram, Ms. Rea presented the opportunities and constraints of the corridor to the group.
 5. Mrs. Rea explained that PBS&J has received an initial report from the PBS&J Environmental Division stating that a large portion of the site will be considered as a historic district and that much of the infrastructure, including the Mill and Mill residences will have to be treated sensitively.

6. Mr. Fish verified that the City of Canton cannot remove those buildings labeled historic through the use of federal government funds –only the private property owners have that power.
7. Discussion commenced about the historic status of the ramp connected to the historic building on the eastern side of Railroad Street. No conclusion was reached, however the fact that the ramp is made of concrete lead the group to believe that it may not be original to the building.
8. Mr. Brady Curl of the City of Canton pointed out the location of multiple, unmapped sewer and waterlines systems to the group.
10. Ms. Rea walked the group through three proposed design alternatives for Railroad Street.
11. The following is a compilation of dialog in response to Ms. Rea’s presentation of Alternative A – sidewalk to be placed primarily on the western side of Railroad Street.
 - A. Mr. Stone questioned the need of fifteen parking spaces.
 - B. Mr. Fish explained that the spaces would serve the future commercial uses along the site and promote access to the area by evoking a sense of available parking locations.
 - C. Ms. Rea and Ms. Melanie Whitt, of the City of Canton, concur that a parking time limit will need to be enforced for the proposed parking spaces.
 - D. The need for parking patrols also came into question. The meeting attendees agreed that the scope of the current parking patrol area could be expanded from downtown, hence utilizing the same patrol officers.
 - E. Mr. Fish explained the cost effects of placing the sidewalk on the western side of the road. Extensive retaining walls would have to be constructed along the Mill buildings. The cost of the walls could easily reach upwards of a half million dollars. These walls may not be necessary if the Mill property is redeveloped, and if so, the money might be wasted. Mr. Fish also noted that the retaining walls proposed for options B and C were estimated to be considerably less costly.
13. The following is a compilation of dialog in response to Ms. Rea’s presentation of Alternative B – sidewalk to be placed primarily on the eastern side of Railroad Street.
 - A. Ms. Rea explained that this alternative called for parking on both ends of the site.
13. The following is a compilation of dialog in response to Ms. Rea’s presentation of Alternative C – sidewalk switches from the western to eastern and back to the western side of the street.
 - A. The group collectively agrees that this alternative is the best option.

- B. With this alternative, the sidewalk would be placed on the eastern side of Railroad Street along the Cherokee County Water and Sewer Authority Building. The parking area for the building would have to be reconfigured to angle parking in order to gain additional room for the sidewalk addition.
- C. Mayor Pruett questioned if there was an ample amount of parking spaces at the Water Authority building once the configuration is done.
- D. Mr. Fish explained that a portion of the lot may remain as un-angled parking, which would assist in retaining more of the original parking spaces
- E. Ms. Rea expressed that the parking may also be used as shared parking once more development occurs on Railroad Street.
- D. Ms. Whitt expressed her delight that this alternative leaves room for the future development of the Mill and other infrastructure along the project site.
- F. Mr. Joel Stone of JFS Consulting explained that waiting to build the retaining wall along the Mill will save Canton in construction/demolition costs and allow them to put money towards R.O.W. purchase, which TIP will not financially support.
- G. Mayor Pruett expressed that he would like to see the lot on East Marietta Street be developed into a park and ride facility. He reasoned that the lot might be transitioned into a commuter rail lot once such a project is implemented.
- H. It was explained that new fill for the grading of a new lot will be available to the City in the near future.
- I. Mr. Stone agreed to contact GRTA consultants in regards to attaining preliminary funds to connect Marietta Street more directly to Hickory Flat Road and Interstate 575.
- J. To accommodate for the proposed traffic circle, Mr. Fish proposed to re-set the limit of work one half block back on the west side of the Site.
- K. Mr. Stone expressed the importance of parking and asked Mr. Fish not to "cut back" the project.
- L. Mr. Fish explained that the design would have to be processed through the environmental permitting which can take four to five months.
- M. Mr. McCollum of the City of Canton explained that the future developers of the Mills could include the relocation of overhead utilities as part of their design scope.
- N. It was suggested that Ms. Rea and Mr. Fish walk the site with Mr. Curl to identify and access the location and condition of the various utilities.
- O. Upon being asked for his direction, Mayor Pruett instructed PBS&J to move forward with Alternative C.
- P. Mr. Stone asked whether the existing makeshift retaining walls along the Mill are stable enough to remain un-addressed in the design. He inquired whether borings had been taken in those areas.

- Q. Mayor Pruett informed the group that before making any final decisions, the City would assess the willingness of property owners to donate pieces of their properties for R.O.W.
- R. Mr. Stone requested that PBS&J compose a letter to Mayor Pruett verifying his instructions to proceed with the design development of Alternative C.

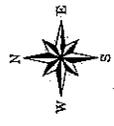


RAILROAD STREET

City of Canton, Ga



Alternative C



NOTICE OF LOCATION AND DESIGN APPROVAL

Project No. STP-0002-00(848) – Cherokee County
P.I. Number 0002848

Notice is hereby given in compliance with Georgia code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is AUGUST 15, 2002.

The project consists of the construction of 6-foot sidewalks along portions of the eastern and western sides of Railroad Street. Curb and gutter will also be constructed along the project, where necessary. Retaining walls will be constructed along portions of the steep terrain. This will provide for the addition of the new sidewalks, as well as, the construction of parallel parking spaces along portions of both the eastern and western sides of Railroad Street. Pedestrian lighting and street landscaping will also be included as part of the scope of construction. This project is located in GMD No. (-NA-); Lands Lots Nos. 166 and 167; 14th District, 2nd Section, the City of Canton, Cherokee County, Georgia.

The project will result in the construction of approximately 2500' linear feet of concrete sidewalk, 2900' linear feet of curb and gutter and 820' linear feet of retaining wall. Curb cuts will be provided at all driveways and ramps and crosswalks will be provided at all intersections. Erosion control and regressing of all disturbed areas with permanent seeds are also included in the project scope.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation.

James M. Thompson
Mike.Thompson@dot.state.ga.us
874 Peebles Valley Road, N.W.
Cartersville, Georgia 30120
770-387-3680

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Melanie Whitt
Melanie.whitt@canton-georgia.com
Director of Economic Development
City of Canton
687 Marietta Highway
Canton, Georgia 30114
770-704-1509

Any written requests or communication in reference to this project or notice SHOULD include the Project and P.I. Numbers as noted at the top of this notice.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 6 – Cartersville Office

RAILROAD STREET STREETScape IMPROVEMENTS

Project Number: STP-0002-00(848)
County: Cherokee
P. I. Number: 0002848
Federal Route Number: -NA-
State Route Number: -NA-

RECOMMENDATION FOR APPROVAL:

DATE 7-15-2002

Curtis D. Com

Project Manager

DATE 7-15-2002

Keith S. ...

District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 7/15/02

M. ...
State Transportation Planning Administrator

DATE _____

Office of Financial Planning Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 6 - Cartersville Office

RAILROAD STREET STREETScape IMPROVEMENTS

Project Number: STP-0002-00(848)
County: Cherokee
P. I. Number: 0002848
Federal Route Number: -NA-
State Route Number: -NA-

RECOMMENDATION FOR APPROVAL:

DATE 7-15-2002
DATE 7-15-2002

Curtis D. Corn
Project Manager
Keith [Signature]
District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE _____
DATE 7/18/02
DATE _____
DATE _____
DATE _____

State Transportation Planning Administrator
[Signature]
Office of Financial Planning Administrator

State Environmental/Location Engineer

State Traffic Safety & Design Engineer

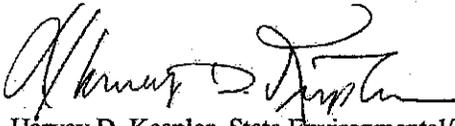
Project Review Engineer

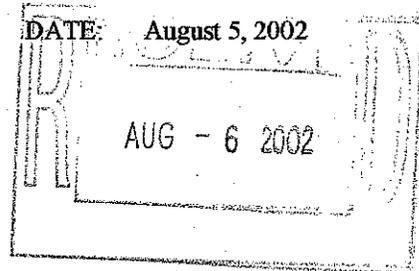
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.L No. 0002848

OFFICE: Environment/Location

FROM: 
Harvey D. Keeper, State Environmental/Location Engineer



TO: Wayne Hutto, P.E., Assistant Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT**
STP-0002-00(848), CHEROKEE COUNTY

The above subject concept report has been reviewed. Project should be designed, if feasible, to avoid adverse impacts to historic district that appears to be within project APE.

If you have any questions, please contact me at (404) 699-4401.

HDK/rtt

Attachment

cc: David Mulling
Kent Sager

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 6 – Cartersville Office

RAILROAD STREET STREETScape IMPROVEMENTS

Project Number: STP-0002-00(848)
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RECOMMENDATION FOR APPROVAL:

DATE 7-15-2002

Curtis D. Com

Project Manager

DATE 7-15-2002

Keith Segan

District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Planning Administrator

DATE 7/26/02

Matthew D. Kuyper
State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer