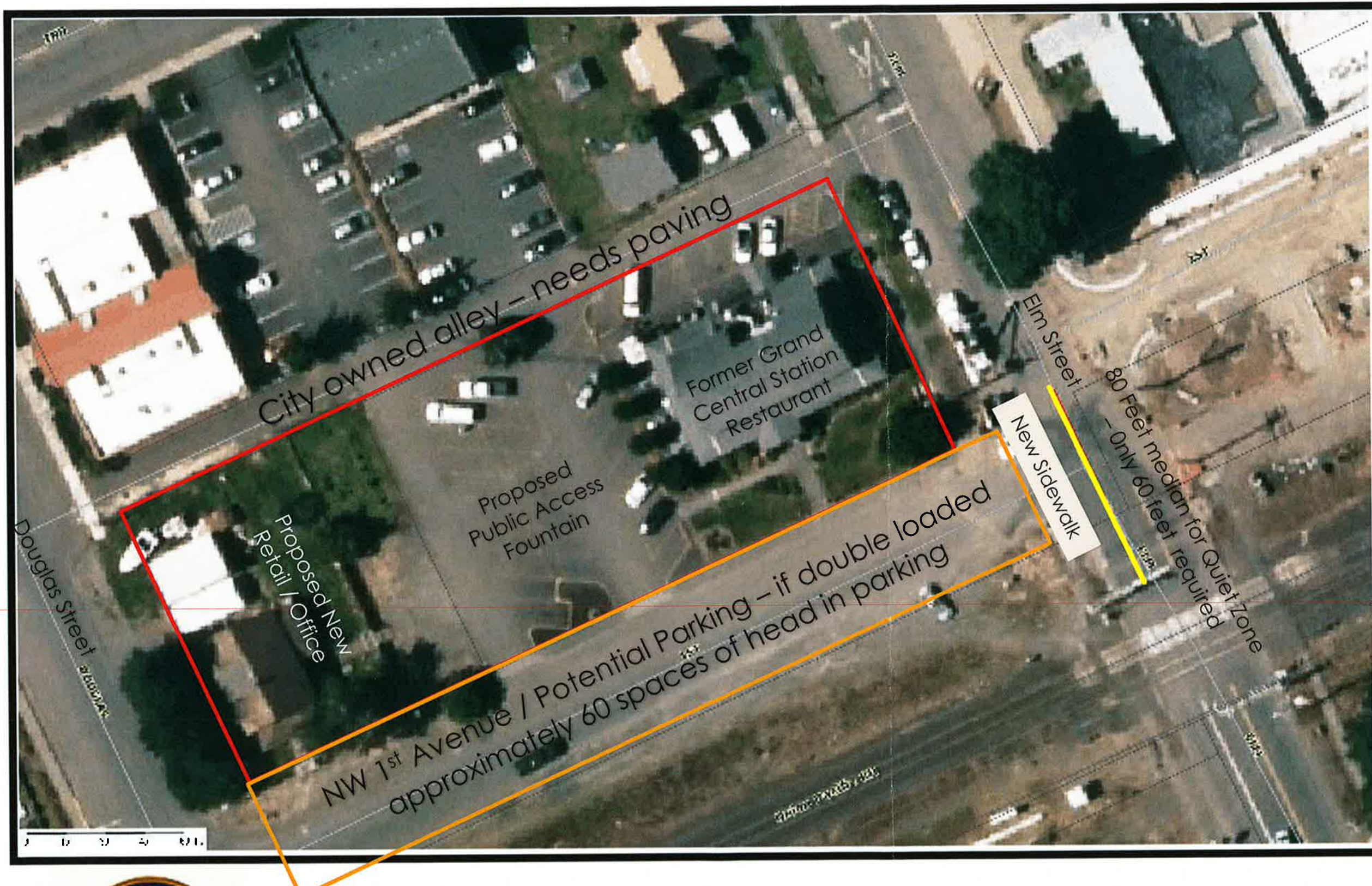


Elm Street Development Proposal Highlights

- **Canby Quiet Zone:** The city is preparing to pursue establishing a railroad quiet zone in Downtown Canby. This would require a street closure at 1st and Elm adjacent to the former Grand Central Station Restaurant to meet safety standards. The quiet zone would ensure that trains would not blast their horns on Ivy, Grant and Elm intersections. The City plans to invite railroad officials out this winter to review the safety improvement proposal that was developed by the city engineer. The city could potentially install the safety features this spring or summer, assuming funding is in place. Once the improvements are completed, staff would request quiet zone designation.
- **Development Proposal:** The developer is in final stages of purchasing the former Grand Central Station property at 1st and Elm. If all goes well, the developer hopes to open all phases of the development potentially by February 2016. The development would include:
 - Refurbished and Expanded Restaurant:** They will gut and expand the inside including enclosing the porch to expand restaurant space, relocating the kitchen, adding an elevator to make the upper story more accessible. They will pursue an Italian or higher end dining establishment.
 - New Retail / Office Space** - They will build a new “L” shaped, two story building on the west end of the property. It will have about 7,500 to 10,000 square foot retail space on the ground floor that could accommodate a wine store, coffee shop, hair salon, bakery/deli or other retail users. The upper story 7,500 or 10,000 square foot space would accommodate office uses.
 - New Water Feature:** the developer envisions a large water fountain in the center of the current parking lot to provide an attractive and distinctive amenity for the project that would be accessible to the community. The water jets would be well lit at night and could be customized for various holidays. They would like to encourage community involvement in the project (i.e. sell bricks).
- **Possible new parking lot on 1st Avenue:** The city could close 1st Avenue at Elm and create a city owned parking lot that could accommodate about 60 spaces of head in parking that could serve the development as well as the general public. This would more than double the onsite parking the development has now. The city could retain ownership, make parking lot improvements and maintain the property. If agreeable - the developer would enter into a use agreement with the city on the details, dedicate 10 feet on the south side of their property to make the area wide enough for double loaded parking. Currently the paved area is 37 feet, there is 50 feet of right of way and 60 feet is needed to provide adequate parking space. Funding for the parking lot improvements could potentially come from the 2015-16 urban renewal budget.
- **Additional Parking:** More angled parking could be added on the west of the property at Douglas Street as well.
- **Fencing:** Black wrought iron fencing like the one on 1st Avenue parking lot should be extended from Elm along the parking lot to ensure safety. The city could install curbs and fence on the south side and curbs and landscaped islands on the north side to make the lot safe and attractive. Funding for the fence would come from the developer.
- **Alley:** The current alley on the north side of the property is wide enough for two way traffic at 20 feet. It will become the major access point for the new development. It is somewhat worn and uneven now. The city could pave it so it will accommodate more traffic with development. It could provide direct access for post office customers to Elm Street as well.

Elm Street Development



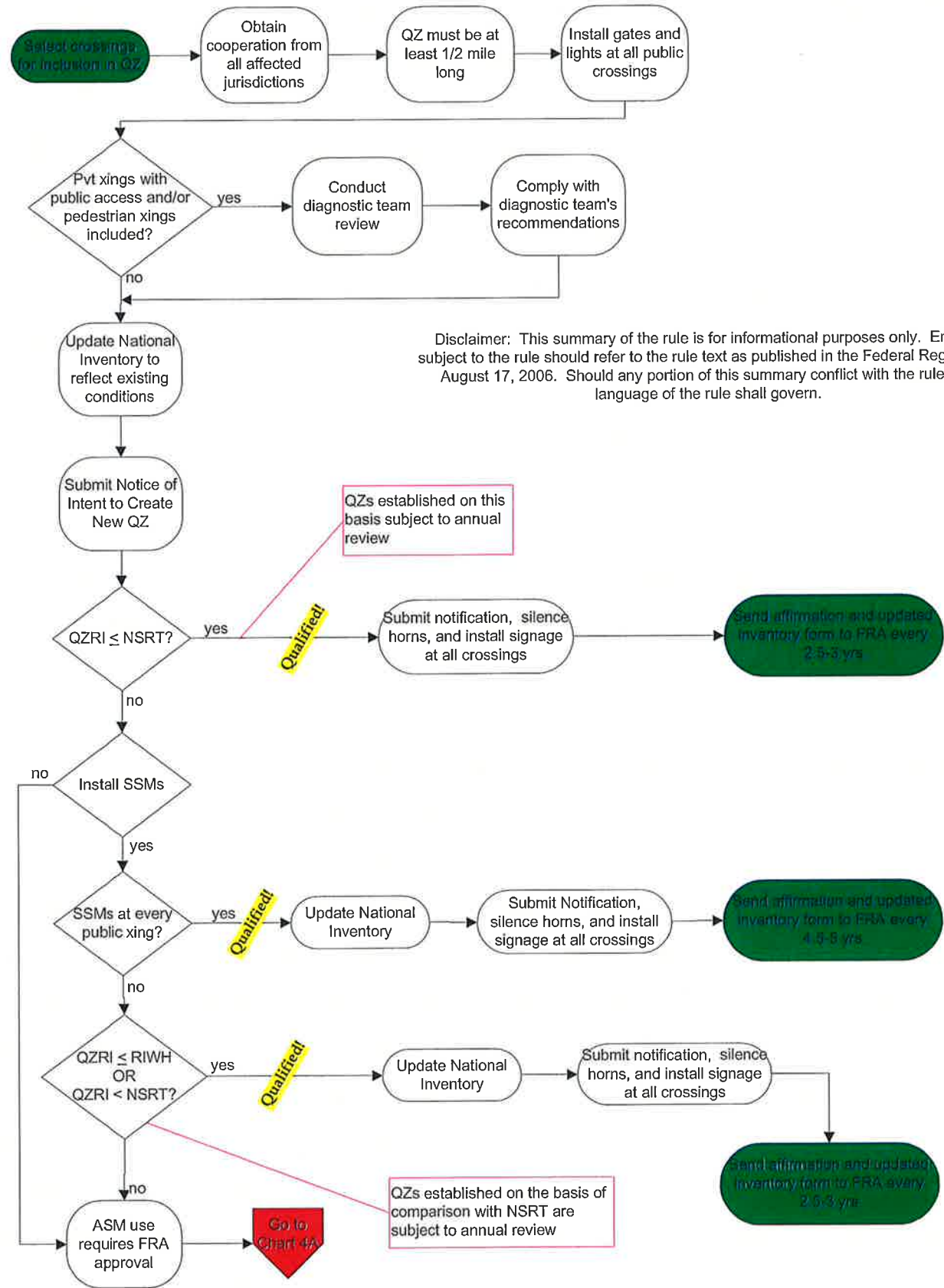
What is a Quiet Zone?

A Quiet Zone is a section of a rail line that contains one or more consecutive public crossings at which locomotive horns are not routinely sounded.

The City of Canby's Commercial Downtown District is adjacent to the Union Pacific Railroad, which currently accommodates 18 trains per day. Elm has 30 train movement per day which includes switching activities. Railroad engineers are required to sound their horns prior to approaching public crossings. There are three public crossings spaced a short distance apart within our Downtown, which results in train horns being sounded continuously through downtown each time a train passes through town. Train horns can discourage outdoor activity, which in turn can negatively impact the economic vitality of our Downtown Business Community. The City is exploring the possibility of creating a Quiet Zone, which would include the crossings at Ivy, Grant, and Elm, in order to create a more pleasant environment in our Downtown. Below is a very brief FAQ about Quiet Zones in general, followed by an update on where Canby is in the process to towards establishing our own Quiet Zone.

- Who determines whether a community can create a Quiet Zone?
 - The Federal Railroad Administration, following a diagnostic team site visit and review of the proposal. The diagnostic team typically includes City staff, Railroad and FRA staff, and ODOT Rail staff.
- How can a local government create a Quiet Zone?
 - Minimum length is ½ mile
 - Show that either:
 - the lack of the horn does not pose a significant safety risk, or
 - Implement safety measures to reduce excess risk associated with no horn
 - Risk values are determined using the Federal Railroad Administration's Quiet Zone Calculator.
 - To qualify for a quiet zone, the risk (after safety measures) must be the same or lower than would exist if horns were sounded.
- What are examples of safety measures ?
 - Wayside horns
 - Median barriers
 - Four-quadrant gate systems
 - One-way street with gates
 - Temporary or permanent closure of a grade crossing(s)
 - Alternate safety systems or procedures approved by FRA
- What happens after the diagnostic team review?
 - Design plans are completed
 - Notice of Intent and plans submitted to stakeholders for comment (60 days)
 - Construction of improvements
 - Final Inspection by diagnostic team
 - Notice of Establishment . Application and as built sent to stakeholder for comment (30 days)

Chart 3 - Creating a New Quiet Zone or New Partial Quiet Zone using SSMs



City of Canby

Parking Lot Improvements Preliminary Cost Estimate (300'x60'):

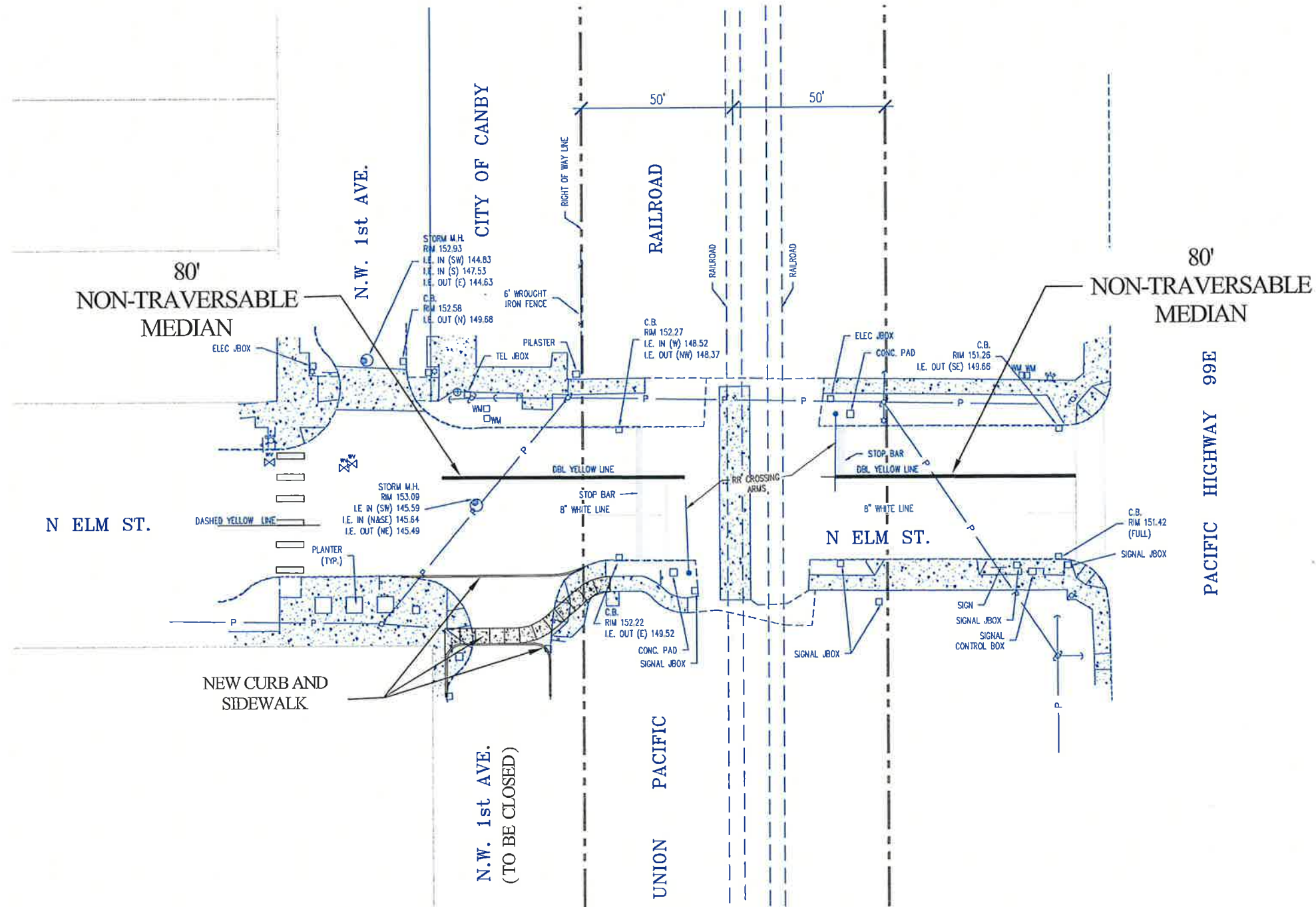
January 7, 2015

Item No.	Description	Quantity	Unit	Unit Price	Total
A. Site Preparation					
A.1	Mobilization	All	Lump Sum	\$13,625.00	\$13,625.00
A.2	Temporary Protection & Direction of Traffic	All	LS	1,000.00	1,000.00
A.3	Erosion Control	All	LS	1,000.00	1,000.00
A.4	Clearing & Grubbing	All	LS	2,000.00	2,000.00
A.5	Common Excavation (1.5' Depth)	1,000	CY	15.00	15,000.00
A.6	Subgrade / Trench Stabilization	50	CY	30.00	1,500.00
A.7	Sawcut Asphalt/ Concrete Pavement	100	LF	5.00	500.00
Subtotal					\$34,625.00
B. Paving and Surfacing					
B.1	1"-0" Crushed Rock Base for AC (12" deep)	1,000	SY	\$12.00	\$12,000.00
B.2	Type "C" Concrete Curb	1,750	LF	15.00	26,250.00
B.3	6" Concrete Driveway w/Leveling Rock & WWF	25	SY	55.00	1,375.00
B.4	4" Concrete Sidewalk w/ Leveling Rock	0	SY	50.00	0.00
B.5	Detectable Warning Cast-in-Place Tile (ADA Ramp)	0	Each	500.00	0.00
B.6	Lighting	6	Each	5,000.00	30,000.00
B.7	½" Dense Mix Asphalt Pavement	250	Tons	85.00	21,250.00
B.8	Parking Lot Striping	All	LS	8,000.00	8,000.00
B.9	Traffic Signs and Posts	6	Each	250.00	1,500.00
B.10	Site Restoration	All	L S	3,000.00	3,000.00
Subtotal					\$103,375.00
C. Landscaping					
C.1	Landscaping	All	LS	\$5,000.00	\$5,000.00
C.2	Vegetated Planter/ Rain Gardens	All	LS	2,500.00	2,500.00
Subtotal					\$7,500.00

City of Canby
N. Elm Street Improvements Preliminary Cost Estimate:
January 7, 2015

Item No.	Description	Quantity	Unit	Unit Price	Total
A. Site Preparation					
A.1	Mobilization	All	Lump Sum	\$2,500.00	\$2,500.00
A.2	Temporary Protection & Direction of Traffic	All	LS	1,000.00	1,000.00
A.3	Erosion Control	All	LS	1,000.00	500.00
A.4	Clearing & Grubbing	All	LS	2,000.00	1,000.00
A.5	Common Excavation (1.5' Depth)	100	CY	30.00	3,000.00
A.6	Sawcut Asphalt/ Concrete Pavement	100	LF	5.00	500.00
Subtotal					\$8,500.00
B. Paving and Surfacing					
B.1	1"-0" Crushed Rock Base for AC (12" deep)	175	SY	\$15.00	\$2,625.00
B.2	Type "C" Concrete Curb	75	LF	25.00	1,875.00
B.3	4" Concrete Sidewalk w/ Leveling Rock	40	SY	50.00	2,000.00
B.4	½" Dense Mix Asphalt Pavement	50	Tons	100.00	5,000.00
B.5	Traffic Signs and Posts	2	Each	250.00	500.00
B.6	Site Restoration/ Landscaping	All	L S	3,000.00	3,000.00
Subtotal					\$15,000.00
Construction Cost					\$23,500.00
Engineering (15%)					\$3,000.00
Contingencies (15%)					\$3,000.00
Total Construction Cost					\$29,500.00

J:\Canby\1009 Quiet Zone\1009 Quiet Zone Sheets.dwg, 12/31/2014 10:27:12 AM, Nitro PDF Creator (Pro 9).pc3



N. ELM ST. RR CROSSING MEDIAN IMPROVEMENTS



BAR IS ONE INCH ON ORIGINAL DRAWING. ADJUST SCALE AS SHOWN ACCORDINGLY.		
REV.	DESCRIPTION	REVISED BY
REVISIONS		

PRELIMINARY

CURRAN-McLEOD, INC.
CONSULTING ENGINEERS

6655 S.W. HAMPTON ST., SUITE 210
PORTLAND, OREGON 97223
PHONE (503) 684-3478

REGISTERED PROFESSIONAL ENGINEER
11,529
JAMES MCLEOD
EXPIRES: 12/31/2014

CITY OF CANBY

**N ELM STREET RR CROSSING
MEDIAN BARRIER IMPROVEMENTS**

CLACKAMAS COUNTY, OREGON

DATE	AUG 2014
BY	1009
CHK	CJM
DVS	dco
DATE	
1 OF 3	