



Legislation Text

File #: 19-054, Version: 1

Railroad Quiet Zone (Goal 1)

RECOMMENDED ACTION (Motion):

Staff will provide an update on the status of the Railroad Quiet Zone mitigation design and implementation planning and support a discussion on the City Commission's continued interest in proceeding with a Quiet Zone designation for Downtown Oregon City.

BACKGROUND:

Goal 1: Cultivate an Environment for Successful Economic Development

Railroad Quiet Zone

- * Complete design and construction drawings of required quiet zone improvements at 10th and 11th Streets.*
- * Identify a funding strategy to construct the quiet zone improvements.*

During the 2017/19 goals setting the City Commission identified a goal and supported staff in an effort to complete a quiet zone mitigation design and implementation plan with knowledge that construction of mitigation requirements would only occur upon executing a Disposition and Development Agreement associated with downtown infill development properties.

A quiet zone is an area designated by the railroad where the sounding of train horns is prohibited. Such zones can be put into place only after a prescribed level of mitigation efforts have been successfully performed. Quiet zones can potentially have a positive impact on the local economy by ultimately enhancing the business climate and livability of an area due to reduced noise disturbances.

Developers in the past who have expressed interest in developing the existing infill sites or who have evaluated the feasibility of establishing residential in downtown seem to share the opinion that the train horn noise is one of the challenges for such development. However, mitigating a railroad crossing to the level where horns can be silenced will include mitigation measures in the form of significant public improvements at both the vehicle and pedestrian crossings at 10th Street and the pedestrian crossing at 11th Street.

The design and implementation plan is in progress and when in place better prepares the City if and when a quiet zone is requested, acts as an incentive to prospective developers and provides efficiencies in the overall timing of construction. However, construction will not occur until construction funding is allocated and could include funds thought the Urban Renewal District, gas tax revenue, developer contributions, general fund, pavement maintenance fee revenue, and grants. Staff considers this an important but costly project and should not proceed until there is a signed Disposition and Development Agreement between the City and the project developer(s) that specifies the Developer contribution to the capital costs of the project(s).

Staff recommends that the City Commission re-affirm the objective within Goal 1 to proceed with the

OC Quiet Zone designation, identify the final design recommendations and funding needs, affirm the developer and disposition agreement at 10th and Main Street, and complete the design / bid package for future construction bid solicitation.

BUDGET IMPACT:

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|-----------------|-------------------------------------|
| Amount: | Range from \$600,000 to \$1,200,000 |
| FY(s): | 2019/20 and 20/21 |
| Funding Source: | Various |