



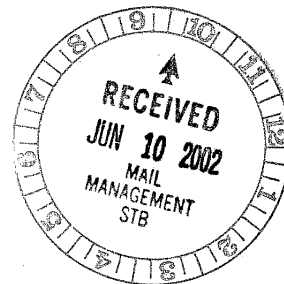
CHICAGO CENTRAL and PACIFIC RAILROAD COMPANY

455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5504
(312) 755-7500

205568

June 7, 2002

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001



Re: Environmental Report, Historical Report and Required Certifications for
Docket No. AB-314 (Sub-No. 2X), Chicago Central & Pacific Railroad
Company — Petition for Exemption for Abandonment in Linn County, Iowa

Dear Secretary Williams:

Chicago Central & Pacific Railroad Company intends on filing a Petition for Exemption for the above-referenced proposed abandonment any time on or after June 27, 2002. Enclosed for the above-referenced Petition for Abandonment Exemption are the following, which are required by 49 C.F.R. Part 1105:

1. An original and ten copies of the Environmental Report
2. An original and ten copies of the Historical Report
3. An original and ten copies of the transmittal letter that accompanied the reports, and
4. An original and ten copies of a certificate demonstrating compliance with the requirements of 49 C.F.R. Part 1105.

Please stamp and return the duplicate copy of this letter to my attention to indicate that you received the items listed. As shown in the Environmental Report, the proposed abandonment is outside a coastal area, so Chicago Central & Pacific Railroad Company concludes the proposed abandonment does not need a Coastal Zone Management Plan Consistency Review.

Feel free to call me at (312) 755-7954 if you have any questions.

Respectfully submitted,


Michael J. Barron, Jr.
Counsel for Chicago Central & Pacific
Railroad Company

ENTERED
Office of the Secretary

JUN 10 2002

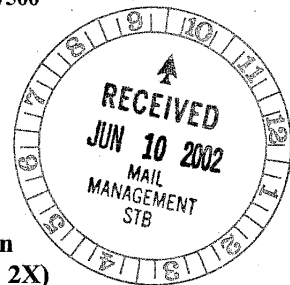
Part of
Public Record

Encls.



and PACIFIC RAILROAD COMPANY

455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5504
(312) 755-7500



June 7, 2002

**Re: Chicago Central & Pacific Railroad Company Petition for Exemption
for Abandonment — Linn County, Iowa — Docket AB-314 (Sub-No. 2X)**

To Whom It May Concern:

Any time on or after June 27, 2002, Chicago Central & Pacific Railroad Company ("CCP") expects to file with the Surface Transportation Board ("STB") a Petition for Exemption seeking authority to abandon a railroad line located between milepost 225.7 and 229.5 in Linn County, Iowa. Enclosed is an Environmental Report and a Historical Report describing the proposed action and any expected environmental and historical effects, as well as a map of the affected area.

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental and historical analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the STB's environmental and historical review process, please contact their Section of Environmental Analysis (OESEA), at the Surface Transportation Board, 1925 K Street, N.W., Washington, D.C. 20423-0001, (202) 565-1545, and refer to the above docket number.

CCP will file the Environmental Report and Historical Report with the STB on or about June 7, 2002. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to the STB (with a copy to the undersigned) would be appreciated within three weeks. Your comments will be considered by the STB in evaluating the environmental and historical impact of the contemplated action.

If there are any questions concerning this proposal, please contact the undersigned directly at (312) 755-7954 or by mail at the above address.

Sincerely,

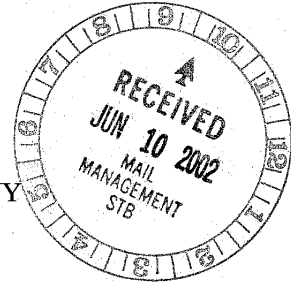
Michael J. Barron, Jr.
Counsel for Chicago Central & Pacific
Railroad Company

Encl.

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-314 (SUB-NO. 2X)

CHICAGO CENTRAL & PACIFIC RAILROAD COMPANY
— ABANDONMENT EXEMPTION —
IN LINN COUNTY, IOWA



ENVIRONMENTAL/HISTORIC REPORT

Chicago Central & Pacific Railroad Company ("CCP") submits this Environmental/ Historic Report in compliance with the reporting requirements of 49 C.F.R. §§ 1105.7 and 1105.8. Supporting correspondence is attached. It is the conclusion of this Report that the proposed abandonment, if implemented, will not significantly affect either the quality of the human environment or the conservation of energy resources.

ENVIRONMENTAL REPORT – 49 C.F.R. § 1105.7(e)

1. Proposed Action and Alternatives. CCP seeks to abandon its line of railroad, referred to as part of the Marion-Louisa Industry Lead ("MLIL") extending from milepost ZA 229.5 near Blairs Ferry Road to the current end of track at milepost ZA 225.7 near 35th Street for a total of 3.8 miles. This trackage, part of a CCP acquisition of trackage originally owned by the Milwaukee Road, connects with another CCP segment in Cedar Rapids. This latter segment goes north from Cedar Rapids and connects with the CCP mainline in Manchester, Iowa.

MLIL runs through residential and industrial/commercial areas and passes, at grade, between a city park and the public library, with a street on one side and a parking lot on

the other as the only buffers between the tracks and these two city facilities. Following abandonment, fifteen at-grade crossings can be removed (see Section 2.)

Indian Creek is crossed by the only bridge within the abandonment area. Located at milepost ZA 227.70, it was built in 1915. It is 90 ft. high, 332 ft. long, with a construction type of concrete deck on concrete piers. CCP does not have structural drawings for the Indian Creek bridge.

Two underpasses are located within the abandonment area, one located at 1st Street, and the other at 7th Street. CCP is determining whether CCP or the City of Marion is responsible for these underpass structures. Both were constructed in 1958.

There are no buildings or other structures located within the abandonment area.

No alternatives to the proposed abandonment have been considered other than a possible conversion to trail use. Traffic generated by the three customers located along the proposed abandonment has declined over the years to just a few carloads in 2001 and no carloads thus far in 2002, and there is no reasonable possibility for the development of new rail traffic. CCP will continue to provide rail services at locations up to milepost ZA 229.5.

After abandonment, CCP intends to salvage rail, ties and track material from the line.

A map showing the location of MLIL is attached hereto as Appendix A.

2. Transportation System CCP does not anticipate that existing regional or local transportation systems or patterns will be adversely affected by the proposed abandonment. Comments have been requested from the Iowa Department of Transportation; they have yet to respond. See correspondence attached hereto as Appendix B.

In 2001, traffic consisted of only four outbound carloads from Marion Metal and six inbound carloads to Prince Agri Chem. There was no traffic in 2001 associated with Linn Co-op, the remaining customer on the proposed abandonment. For the year 2002, there has been zero traffic on the line through April.

Service to these customers is by a road switcher assignment, based in Cedar Rapids. Service was normally given twice a week, on Wednesdays and Sundays, but changed to an as-needed basis as demand for service dropped. A crew works on a regular basis at Louisa, and customers there will be unaffected by this proceeding.

The right of way in the proposed abandonment varies in width:

<u>From MP</u>	<u>To MP</u>	<u>Width</u>
ZA 225.70	ZA 226.03	100 ft.
ZA 226.03	ZA 227.20	None – track in city street
ZA 227.20	ZA 227.50	Variable – up to 70 ft.
ZA 227.50	ZA 227.90	Variable – from 70 ft. to 200 ft.
ZA 227.90	ZA 229.50	100 ft.

Abandonment of MLIL will allow permanent closure of fifteen highway grade crossings, as follows:

<u>Milepost</u>	<u>Name</u>	<u>DOT No.</u>	<u>Warning devices</u>
ZA 229.32	Blairs Ferry Road	376-907D	Flashing Light Signals (FLS)
ZA 229.10	"C" Avenue NE	376-906W	FLS
ZA 228.62	Private	376-905P	None
ZA 228.17	Lindale Drive	376-904H	FLS
ZA 227.12	9 th Street	376-681U	Crossbucks
ZA 227.04	10 th Street	376-680M	Crossbucks
ZA 227.00	11 th Street	376-679T	Crossbucks
ZA 226.94	12 th Street	376-678L	Crossbucks
ZA 226.88	13 th Street	376-677E	Crossbucks
ZA 226.82	14 th Street	376-676X	Crossbucks

ZA 226.78	15 th Street	376-675R	Crossbucks
ZA 226.73	17 th Street	376-674J	Crossbucks
ZA 226.64	19 th Street	376-672V	Crossbucks
ZA 226.02	31 st Street	908-228M	Crossbucks
ZA 225.78	35 th Street	376-391L	Crossbucks (2 tracks)

There are also two grade separations as follows:

<u>Milepost</u>	<u>Name</u>	<u>DOT No.</u>	<u>Warning devices</u>
ZA 227.59	US 151	376-683H	Grade Separation
	1 st St. (underground)		
ZA 227.24	7 th St. (underground)	376-682B	Grade Separation

3. Land Use.

(i) CCP does not foresee any inconsistency with regional and/or local land use plans, but has contacted and received two communications from the City of Marion, Iowa. The City has advised that a portion of the corridor may be in a potential brownfield. While we do not believe abandonment would have a negative impact on the potential brownfield site, we will work with the City to resolve this issue. There is a question as to ownership of various bridges, overpasses and viaducts as well as a portion of the line that runs through the Marion downtown district. We will provide the City of Marion with documents related to land ownership. Conversion of the corridor to trail use would address this concern. See correspondence attached hereto as Appendix C.

CCP has contacted the Linn County (Iowa) Board of Supervisors and requested comments; they have not yet responded. See correspondence attached hereto as Appendix D.

(ii) MLIL is located within and in the immediate vicinity of the City of Marion, Iowa, and thus CCP does not believe that the proposed abandonment will impact any

prime agricultural lands. CCP has contacted and requested comments from the Division of Soil Conservation of the Iowa Department of Agriculture and Land Stewardship, and the Midwest Regional Office of the U.S. Department of Agriculture Natural Resource Conservation Service. Neither organization has responded. See correspondence attached hereto as Appendices E and F.

(iii) The City of Marion has confirmed that MLIL does not lie within a designated Coastal Zone Management Area and, accordingly, the proposed abandonment will not affect any land or water uses in such an area or result in any coastal impacts. See correspondence attached hereto as Appendix C.

(iv) The City of Cedar Rapids, Iowa has indicated that in two of their planning documents, Metro Area Trails System (February, 1993) and 2030 Transportation Plan (July, 2000), they have identified the proposed abandonment corridor for potential trail development. CCP would support this initiative. See correspondence attached hereto as Appendix G.

(v) The U.S. Environmental Protection Agency has informed us that their review of the EnviroFacts and Surf Your Watershed databases did not reveal any significant environmental issues within the proposed abandonment's alignment. U.S. Geological Survey has noted that their scientific equipment in the area of the abandonment will not be affected by the proposed action. See correspondence attached hereto as Appendices H and I.

4. Energy.

(i) The proposed abandonment will not have any effect on the transportation of energy resources. No energy resource commodities move over MLIL, and CCP foresees little or no possibility that such on-line traffic would develop in the future.

(ii) The movement and/or recovery of recyclable commodities will not be adversely affected by this abandonment. No such traffic has been handled on MLIL for many

years (if ever), and CCP foresees little or no possibility that any on-line recyclable commodity traffic would develop in the future.

(iii) Abandonment will not result in an increase or decrease in overall energy efficiency. Rail freight traffic on MLIL is virtually zero and thus there will be no changes in existing transportation patterns or energy usage as a result of the proposed abandonment.

(iv) Not applicable. Abandonment of MLIL will not cause the diversion of more than 1,000 rail carloads per year or an average of 50 rail carloads per mile per year to motor carriers.

5. Air.

(i) Not applicable. Abandonment will not result in (A) a minimum increase in rail traffic of 100% or eight trains per day on any segment of rail line, (B) an increase in rail yard activity of at least 100%, or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles per day on any road segment.

(ii) Abandonment of MLIL will not result in traffic increases which exceed the thresholds specified in 49 C.F.R. § 1105.7(e)(5)(ii)(A), (B) or (C).

(iii) Not applicable. Only ten carloads of traffic were handled on MLIP in the year 2001, and zero carloads thus far in 2002, and to CCP's knowledge ozone-depleting materials were not transported over the line prior to that time. Accordingly, no shipments of ozone-depleting materials will be diverted as a result of this abandonment.

6. Noise. Not applicable. As indicated above, none of the thresholds identified in 49 C.F.R. § 1105.7(e)(5)(i) will be exceeded as a result of the abandonment.

7. Safety.

(i) The proposed action will have significant positive effects on public health and safety. Abandonment of MLIL will allow elimination of no fewer than 15 rail/highway grade crossings, as well as the elimination of operations for over a mile on a city street. During any salvage operations on MLIL, precautions will be taken to ensure public safety.

(ii) Not applicable. To CCP's knowledge no hazardous commodities were handled on MLIL in recent times. Only ten carloads of traffic were handled in the year 2001 and no traffic thus far in 2002. Accordingly, the proposed abandonment will have no effect on the transportation of hazardous materials.

(iii) There are no known hazardous waste sites or sites where there have been known hazardous material spills on the right-of-way of MLIL. There are no known environmental issues relating to this site.

8. Biological Resources.

(i) The U.S. Fish & Wildlife Service has indicated that it does not object to the proposed abandonment, therefore no endangered or threatened species or critical habitats will be adversely affected as a result of the proposed abandonment. See correspondence attached hereto as Appendix J.

(ii) MLIL does not pass through or is not adjacent to any wildlife sanctuaries or refuges or any national or state parks or forests and, accordingly, none will be adversely affected.

9. Water.

(i) CCP has contacted the Iowa Department of Natural Resources ("IDNR") to determine whether the proposed abandonment is consistent with applicable federal, state and local water quality standards. See correspondence attached hereto as Appendix K. While IDNR

has not responded, CCP will be mindful of proper erosion control in the removal of track and other salvageable materials to minimize impact. CCP intends on leaving bridges and culverts in place.

(ii) CCP has contacted the Army Corps of Engineers to determine if the proposed abandonment requires permits under Section 404 of the Clean Water Act. See correspondence attached hereto as Appendix L. In their response, the Corps determined that no Section 404 permit is required. No work will be done in a navigable water of the United States, and no dredged or fill material will be discharged in any water of the United States, including wetlands. Regarding the Corps' concerns on removal of any bridges, deposit of fill material, or seeding disturbed areas, CCP will be mindful of these concerns. Conversion to a trail would alleviate substantially the Corps' concerns.

CCP also believes that removal of rails and ties will not affect any existing wetlands. In addition, CCP believes that abandonment should not impact any 100-year floodplain if no additional fill is placed in any floodplain.

(iii) Based on CCP's plans for disposal and recycling of track material, CCP concludes that no permits under Section 402 of the Clean Water Act are required. No material will be disposed of into waterways as part of the abandonment.

10. Proposed Mitigation.

Since CCP anticipates no adverse environmental impact from this proposed transaction, no mitigation actions are proposed.

HISTORIC REPORT – 49 C.F.R. § 1105.8(d)

1. Map. A map of MLIL is attached hereto as Appendix A.

2. Description of Line. MLIL runs in a generally east-west direction and starts at the current end of track in Marion, Iowa (milepost 225.7), and ends at CCP's Louisa Station (milepost 229.5). The line continues westward from Louisa Station to milepost 230.99 at which point the branch connects with a generally north-south CCP route (south to Cedar Rapids, Iowa and north to Manchester, Iowa). Manchester is the junction with the CCP east-west mainline (east to Chicago and west to Council Bluffs and Sioux City). Topography is generally flat between mileposts ZA 225.7 and ZA 227.15. A substantial portion of the track within this latter area, from milepost ZA 226.03 to milepost ZA 227.2, is located on a City of Marion street. The topography between milepost ZA 227.15 and milepost ZA 228.2 can be considered generally rolling, with track on fill. From there to the end of the proposed abandonment (milepost ZA 229.5), topography is generally flat, with the track on fill.

Other than that portion of track in a public right-of-way, the right-of-way varies in width, with the widest portion at 200 ft.

3. Photographs. Attached as Appendix M are photostatic copies of photographs of the bridge over Indian Creek (milepost ZA 227.7) which is more than 50 years old. This bridge is the only structure of any kind located on MLIL that is 50 years old or older. Color photographs of this bridge have been provided to the State Historical Society of Iowa.

4. Information on Structures. Information regarding the bridge on MLIL that is 50 years old or older is as follows:

<u>Milepost</u>	<u>Name</u>	<u>Length</u>	<u>Year Built</u>	<u>Type</u>
ZA 227.7	Indian Creek	332 ft.	1915	Concrete deck and piers

The Indian Creek bridge has does not have any historical value or significance. CCP has no current plans to remove or alter this structure in connection with the proposed abandonment.

5. History of Operations. A brief history is as follows:

1870's – 1880's	The Chicago, Milwaukee & St. Paul ("Milwaukee Road") expands west through Iowa to the Missouri River. The MLIL was part of this route. The Milwaukee Road was considered a "Grange" line due to its importance in the grain-rich northern central plains region.
Late 1880's	By this time, the Milwaukee Road was a key grain route. It owned 1,410 grain elevators across Illinois and Iowa
Between late 1880's and 1915	CCP records are not specific as to the actual time of construction of the Marion/Louisa portion. Real estate records indicate that Indian Creek bridge was constructed in 1915.
1980	The Illinois Central purchases the MLIL from the Milwaukee Road in a bankruptcy sale. It is part of the Illinois Central's Iowa Division.
1985	The Illinois Central sells the Iowa Division to private shareholders and the line is renamed Chicago Central & Pacific Railroad Company.
1996	Illinois Central buys back their former Iowa Division. The CCP name is retained.
1999	The Illinois Central merges with the Canadian National.

6. Engineering Documents. CCP does not possess engineering drawings of the Indian Creek bridge.

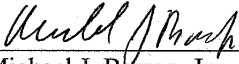
7. Historic Criteria. Based on readily available information in its possession, CCP believes that no site or structure listed in or meeting the criteria for listing in the National Register of Historic Places is located on MLIL or will be affected by the abandonment. The only structure on the line that is 50 years old or older, the Indian Creek bridge, is not rare in character, style or composition or otherwise of historic significance. CCP also believes that no culturally significant locations, archaeological sites or unique land forms will be affected by the

abandonment. CCP has contacted the State Historical Society of Iowa and requested a historical review. See correspondence attached hereto as Appendix N. Color photographs of the line along with all relevant structures have been provided to the Society, and photographs are also provided with this report.

8. Ground Disturbance. Approximately 1.3 miles of the proposed abandonment was constructed on fill. CCP is unaware of any other environmental conditions that might affect the archaeological recovery of resources. Access to the line is good.

Dated: 6-7-02

Respectfully submitted,


Michael J. Barron, Jr.
Attorney for Chicago Central & Pacific
Railroad Company
Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, IL 60611-5317
(312) 755-7954

**MAP WILL BE SCANNED
AT A LATER DATE**



Michael J. Barron, Jr.
Counsel
Legal Department

Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

APPENDIX B

March 22, 2002

Neil Volmer
Director - Modal Division
Iowa Dept. of Transportation
800 Lincoln Way
Ames, IA 50010

Re: Chicago Central & Pacific Railroad Company Proposed Abandonment in
Linn County, Iowa

Dear Mr. Volmer:

Chicago Central & Pacific Railroad Company ("CCP") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon a 3.8 mile line of railroad in Linn County, Iowa between milepost ZA 229.5 at Louisa, Iowa to current end of track at milepost 225.7 in Marion, Iowa. For your convenience, we have attached a map for your reference. CCP is advising you of the proposed action so you may assist us in identifying any potential effects of the proposed action on, among other things, the following:

1. Water quality;
2. Designated wetlands;
3. 100-year-old flood plains;
4. Endangered or threatened species;
5. Critical habitats
6. Wildlife sanctuaries or refuges;
7. National or state parks or forests;
8. Coastal zone management
9. Soil and natural resource conservation
10. Agricultural land;
11. Regional and/or local land use plans; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act.

Because of the nature of the proposed action, we foresee no adverse effects. Nevertheless, we would appreciate your review and any comments you may wish to offer. We would appreciate a written response as soon as possible so that we may include it in the environmental report, which we will file with the STB. We intend on filing the Environmental Report in four weeks.

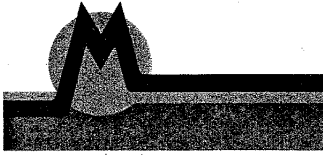
Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Chicago Central
& Pacific Railroad Company

Encl.

APPENDIX C



City of Marion

1100 Eighth Ave. • Marion, IA 52302 • 319.377.1581 • Fax 319.377.7892

April 5, 2002

Mr. Michael J. Barron, Jr.
Counsel for Chicago Central
& Pacific Railroad Company
455 North Cityfront Plaza Drive
Chicago, IL 60611-5317

RE: Chicago Central & Pacific Railroad Proposed Abandonment in Linn County

Dear Mr. Barron:

In response to your letter of March 22, the City of Marion offers the following comments:

1. Attached is a copy of the city's Comprehensive Plan, including both map and narrative related to the railway corridor.
2. Location of flood plains in relation to the rail corridor as shown on the attached map.
3. Although no water quality or environmental problem areas have been identified, please be advised that a significant portion of the railroad corridor between approximately 22nd Street and 31st Street may be located in a potential brownfield area. The city is currently in the process of conducting a study in determining the extent and possible impacts of this situation.
4. The city is concerned about the responsibility for long-term maintenance and liability of the various rail overpasses, bridges and viaducts located within the city limits. It is suggested that if there will no longer be active rail traffic, then consideration should be given toward removal of these structures (specifically at 7th Street, Marion Boulevard and over Indian Creek).
5. To the best of our knowledge, there are no endangered or threatened species, critical habitats, wildlife sanctuaries or refuges, national or state parks or forests, coastal zone management areas, soil and natural resource conservation districts or need for permits under Section 402 or 404 of the Clear Water Act.

I hope this letter provides the information you requested.

We would appreciate receiving your comments regarding the status of the railroad overpasses, viaducts and bridges at your earliest convenience.

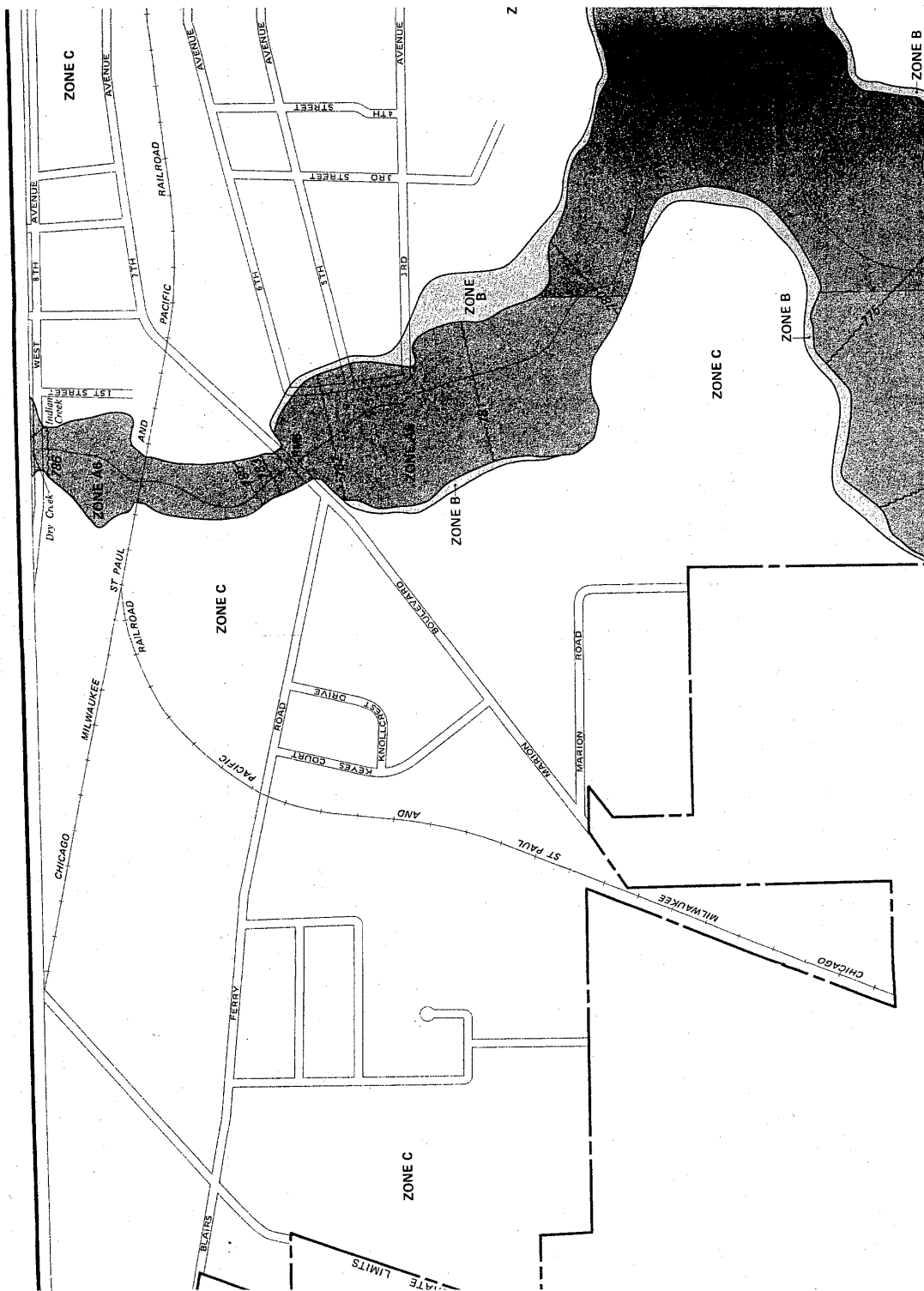
Sincerely,

A handwritten signature in black ink, appearing to read 'Jeff Schott', is written over a horizontal line.

Jeff Schott
City Manager

JS:st

attachments



Challenges

COMMUNITY FRAMEWORK

Some parts of the city are physically isolated from one another, and linkages outside of the extended grid of the pre-1970 city are limited. Two growth centers on the extreme edges of the city -- Hunters Ridge and the Highway 100 corridor -- are four miles apart; similarly, the east-west dimension of Marion stretches for almost five miles in places. This geographic spread can lead to separate communities and can discourage the emergence of a unifying community framework. Marion is challenged to develop overall frameworks of transportation, open spaces, and other features which can knit these separate parts of the community together.

DEVELOPMENT FINANCE AND INFRASTRUCTURE MAINTENANCE

New development demands supporting public improvements. Rapidly growing communities such as Marion are faced with the difficult challenge of providing for these supporting improvements. The construction of facilities such as interceptor or outfall sewers can constitute a large front-end exposure to the community; the added taxes that eventually pay for the facility do not return for a number of years. This challenge becomes especially severe when weighed against the maintenance burden of aging sewer and water systems and inadequate storm drainage facilities.

Marion faces the problem of developing an infrastructure financing system that develops necessary public improvements without creating a financial burden for the existing community.

REDEVELOPMENT POTENTIALS

Changes in transportation and development patterns cause the normal market role of certain parts of the city to change. This is particularly evident along Marion's central corridor, especially between 5th and 7th Avenues east of the town center. This corridor, once the eastern edge of a small town with railroad service, naturally became a focus for industry. However, in 1998, the railroad is no more than a spur and its long-term viability may be questionable; the corridor is now

Challenges

the center of a growing city; and industry tends to move to open sites well-served by the highway system. This corridor, still hosting a variety of industries including a large salvage facility, affects the value of surrounding neighborhoods and separates the core of Marion from eastward residential growth. An increasingly obsolete industrial and commercial corridor may transition to other uses during the planning period. The ability of the city to guide this transition and provide alternative locations to industries will allow this strategic area to contribute to the revitalization of Marion's central city.

STREET CONTINUITY

Incremental development, drainageways and slopes, historic street alignments, and land use patterns make travel from one part of Marion to other parts relatively difficult. The development of a continuous grid of arterial, collector, and local streets supports sound community growth and distributes traffic, reducing congestion along single corridors.

COMMERCIAL DEMANDS AND CHANGE

New population growth also creates commercial development pressures. The character of new commercial development, usually designed to accommodate automobiles, is different from traditional patterns in Marion's more pedestrian oriented town center. In contrast to the small scale and district character of the traditional business district, contemporary commercial development usually includes free-standing buildings, individual parking lots that separate the building from the street, and a lack of pedestrian accommodations. The emergence of the Highway 100 and Highway 13 corridors as significant regional arterials is likely to produce related commercial and office development. As this development takes place, it should be integrated into the structure of the community.

In addition, new residential areas are developing in Marion without access to local commercial services. Growth concepts for Marion should provide neighborhood commercial development to serve new residential growth.

Development Principles for Marion

expansions of the current southeast industrial park.

In addition, new neighborhoods can also accommodate a planned balance between residential uses and necessary local commercial services. Contemporary development has rigidly zoned different land uses from one another. While conflicts exist between different types of uses, these can be moderated by techniques such as buffering, landscaping, and project design which provides connections between commercial and residential areas and respects the scale and character of adjacent neighborhoods.

A VITAL COMMUNITY CORE

MARION SHOULD ENCOURAGE THE EMERGENCE OF ITS CENTRAL CORRIDOR AS A HIGH-VALUE, MIXED USE CENTER.

Marion's traditional town center is a unique district and the civic focus of town, with the new library, City Hall, and both specialty and general retailing. It is graced by City Square Park, historic buildings, and the Depot Pavilion. The small town character of this district is both created and limited by the fact that it is the center of a town of 5,000. The city's much larger present and projected population can inject more energy into this important district.

A key to expanding the role of the town center is to broaden the vision to encompass the entire central corridor. The Chicago Central spur bisects this corridor; its possible future abandonment and reuse may provide an opportunity for new private investment in this corridor east to 31st Street. This district, now characterized by a mixture of industrial, salvage, and commercial uses, appropriate when it was the edge of a small town and bisected by a railroad, now can provide a bridge to developing areas to the east. The reduction of regional traffic that may occur with the completion of the Highway 100 bypass can help the central corridor evolve into a new kind of urban district for a growing city.

Elements of a central corridor development program include:

Development Principles for Marion

- In the event of an end to railroad operations, reuse of the Chicago Central corridor as a greenway and local collector street between the town center and 31st Street. The railroad corridor can be integrated into the community greenway system, linking the Indian Creek and Squaw Creek legs of the Greenway System.
- Improvements to commercial frontage, including private redevelopment, improved pedestrian access, and aesthetic improvements along 7th Avenue.
- Remediation and recreational reuse of the Marion Iron Company site, should that industry ever relocate to a less central location.
- Assistance for the gradual reuse of land in the central corridor to new commercial, residential, and office uses, on a project specific basis.
- Location of a new city hall/civic center facility within the central district.

PRESERVATION OF HISTORIC MARION

MARION'S HISTORIC BUILT ENVIRONMENT MUST BE MAINTAINED AND PRESERVED.

Street patterns, setbacks, land development regulations, and transportation and land use patterns form the historic underpinnings of Marion. These forms set the stage for architecture of the historic town. Several potential historic districts (including the 8th Avenue District and the City Square district) and individual buildings in Marion are worthy of National Register designation.

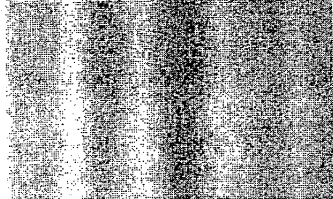
The preservation of these resources from the past is an indispensable part of the city's future. Policies which promote preservation, then, are a key corollary to the Development Principles. These policies should:

- Maintain the value and character of historic neighborhoods or buildings. When use conversions occur, they should be accomplished in a way that preserves the most critical elements and architectural significance of

Land Use Policies

HIGHWAY 100 MIXED USE CORRIDOR

MARION COMMONS



along the corridor should include the following features:

- Effective landscaping to establish a positive image for the corridor.
- Incorporation of pedestrian and bicycle transportation into the development of the corridor. This includes development of a greenway trail along the south side of the highway, linking the Squaw Creek and Indian Creek legs of the proposed greenway system.
- Well controlled, high quality signage, making maximum use of ground or monument signs.
- A clear local circulation pattern, including rear service road access to major uses, including management of points of access to service roads.
- Pedestrian linkages to surrounding neighborhoods and to the overall community greenway system.

MARION COMMONS

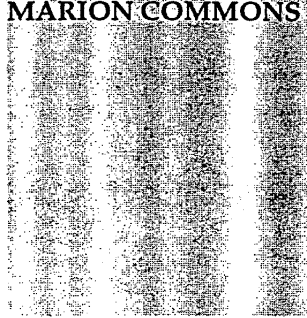
IF ABANDONED, THE CHICAGO CENTRAL RAILROAD ALIGNMENT SHOULD BECOME A LOCAL COLLECTOR AND GREENWAY CORRIDOR. OVER TIME, THIS WILL ENCOURAGE THE GRADUAL, PRIVATE REUSE OF THE CENTRAL CORRIDOR AS AN URBAN MIXED USE DISTRICT.

Marion's central corridor developed as an industrial corridor along a railroad at the edge of town. The nature of land uses reflected this status, as a variety of road-related commercial uses and industrial development (including large salvage facilities) were established. As major residential and commercial growth has occurred to the north and east, this pattern of land uses, once appropriate, has become increasingly obsolete. It is a barrier between north and south parts of the city, and tends to be a blighting influence on adjacent residential areas.

Because of the strategic location of this corridor, a long-term program should be implemented to improve its appearance

Land Use Policies

MARION COMMONS



and reduce its impact on neighboring areas. The major impetus for this renewal process would be the abandonment of the Chicago Central spur. If this occurred, the following steps should take place:

- Public ownership of the corridor, with development as a local collector east to 31st Street. Development of the 6th Avenue/Railroad corridor as a greenway/boulevard spine, including an east-west greenway and trail, linking the east part of the city with the town center and providing an additional connection to Squaw Creek County Park.
- Encouraging the improvement of landscaping, signage, and buildings along the 5th and 7th Avenue corridors.
- Private redevelopment of underused sites in the corridor. Redevelopment should include a mix of uses and should feature a strong relationship to the new corridor. While the city may provide assistance to individual projects, the plan does not foresee large scale public redevelopment.
- Gradual private relocation of existing industries to more appropriate and modern industrial districts to the southeast.
- Joining of additional north-south local streets across the corridor.
- Execution of a revised urban design and revitalization program for the traditional city center. The land use role of this district should be as a vital mixed use nucleus, combining services, specialty retailing, entertainment, housing, and civic uses.
- Possible location of a new civic center within the central corridor redevelopment.

Capacity Analysis

- *8th Avenue widening from two to three lanes from Lindale Drive to Indian Creek.* This widening is intended to accommodate the programmed realignment of Alburnett Road contained in the 2020 Transportation Plan.

- *Alburnett Road from 8th Avenue to north of Boyson Road.* Alburnett Road currently runs southeast to central Marion via Central Avenue and 10th Avenue. This realignment will extend Alburnett due south to 8th Avenue, providing a route around Downtown Marion. This planned extension affects Donnelly Park and surrounding neighborhoods.

Other Transportation Modes

- *Public Transportation*

Public transit service to Marion is provided by Five Seasons Transit, the Cedar Rapids area's public transportation authority. Local service in Marion is offered by a fixed route bus combining aspects of a line-haul trunk service along the central corridor with neighborhood circulators. Line-haul service links Marion to Downtown Cedar Rapids along the Business 151 corridor (7th Avenue, Marion Boulevard, and First Avenue). The circulator portion of the route includes both north and south loops extending as far east as 35th Street, south to Grand Avenue, and north to McGowan Boulevard.

- *Bicycles*

Marion accommodates bicycle transportation through exclusive trails, bike lanes, and road sharing on local streets. The city's existing trail is developing along the Indian Creek corridor, and currently extends from Hanna Park to Donnelly Park. Painted bicycle lanes are designated along:

- South 15th Street from 1st Avenue to Grand Avenue.
- 8th Avenue between 31st Street and Downtown Marion.
- 35th Street from Business 151/10th Avenue to Willowood Park.
- South 11th Street from 1st Avenue to Grand Avenue.
- 31st Street from 8th Avenue to 29th Avenue.

Programmed Projects

The Metro Area Trails Study (MATS), completed in 1993 and incorporated into the Year 2020 Transportation Plan, proposes a comprehensive trail system for the region. Major components of this system planned for Marion include:

- The Indian Creek corridor from north Marion to Cedar Rapids. An offshoot of this trail would use the abandoned interurban line from Hanna Park southeast to Coe College.
- The Highway 100 corridor, connecting to Squaw Creek County Park.
- The Highway 13/151 corridor.
- The Dry Creek corridor from Indian Creek to Hiawatha, with a future extension to the Cedar Valley Nature Trail.
- The central railroad corridor, should current railroad operations end.

Conclusions

This analysis suggests that:

- Major existing congestion problems in Marion occur along the 7th Avenue corridor and on two-lane major and minor arterials near the traditional town center. The developed nature of these corridors, which include areas of special community character, limit the ability to increase street capacity. Therefore, transportation and land use policies which increase the number of route alternatives and divert some trips away from the central corridor are advisable. The completion of the Highway 100 corridor helps divert regional trips from the Business 151 corridor.
- Additional development to the north will place stress on the North 10th Street corridor without additional north-south street continuity. Therefore, the evolving transportation system should provide additional north-south through connections to complement 10th Street.
- The alignment of the Business 151 corridor create awkward

Other Transportation Modes

ward intersections at some locations. Redesign in 1997 of the 8th Avenue/31st Street/Business 151 intersection has improved one of these conflict points.

- Evolution of public transportation system, providing services which are more specific to the function of each route segment, can help increase transit ridership and improve the quality of bus service to a range of users.

- Expansion of bicycle use in Marion can help complement the automobile for certain recreational and commercial trips.

Park Development Plan

Marion's excellent park system should continue to be one of the city's greatest future growth assets.

This section presents strategies designed to maintain Marion's park system as a leading community features. The overall concept:

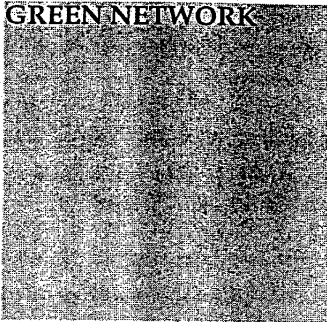
- Envisions a linked park system, molding Marion's open space system into a green network that unites the community and makes each major park the territory of everyone in the city.
- Allows the park system to grow with the community.
- Proposes two new community parks, which are integrated into a greenway system and permit existing and future neighborhood parks to serve local residential needs.
- Links Marion's park system into a regional recreation network.

The components of this program include:

- GREEN NETWORK
- PARKSITE ENHANCEMENTS
- GREENWAY ACCESS TO MAJOR COMMUNITY FEATURES
- NEIGHBORHOOD PARKS IN GROWTH CENTERS
- NEIGHBORHOOD PARK FINANCE MECHANISM
- TWO NEW COMMUNITY PARKS
- JOINT USE SCHOOL SITES

Park Development Policies

GREEN NETWORK



GREEN NETWORK

MARION'S PARK SYSTEM SHOULD BE A NETWORK OF PARKS, CONNECTED BY CONTINUOUS GREEN CORRIDORS DEFINED BY TRAILS, GREENWAYS, BOULEVARDS, AND CIVIC STREETS.

A linked greenway system merges parks and open spaces into all parts of the life and development of the city. It expands the use of the park system beyond individual service areas to encompass the entire city. The concept of a Green Loop using the Indian and Squaw Creek corridors as the main legs of an open space system is one of the basic principles of the Marion Plan and is the core of the open space network. The components of Marion's greenway system will include its existing and future parks, and major linear open space links, such as trails and civic streets. Major green space linkages will include:

- The proposed greenway system. The main components of this system include:

- the Indian Creek corridor and its chain of parks and open spaces, made up of Hanna Park, Oakshade Cemetery, Thomas/Legion Park, Willow Park, Donnelly Park, and Lininger Park. An extension of this corridor along the Dry Creek tributary links Boyson Park into the system.

- the Squaw Creek corridor. North of 29th Avenue, a greenway corridor should be defined in advance of development to connect this corridor to the Indian Creek greenway near Hunters Ridge in north Marion. A greenway link should connect Willowood Park to the Squaw Creek corridor.

- a greenway and trail on the south side of Highway 100. The Indian and Squaw Creek greenways and trails should connect under bridges to the Highway 100 trail.

- the reuse of the railroad right-of-way through the central corridor for greenway use if rail operations cease.

- east-west greenway links between the Indian and extended Squaw Creek corridors along 29th and 35th Avenues.

A VITAL COMMUNITY NUCLEUS

A Vision for the Center of Marion

Marion's traditional town center will emerge as a strong community feature and a place of great importance, focusing on retail, office, civic, and residential uses.

The traditional center of a community is a particular place of importance. It is unique to its individual community - no downtown looks exactly like any other downtown. Because of this relationship, people often measure the health of their city by the health of their traditional business center.

The center of Marion, located at the traditional crossroads of 7th Avenue and 10th and 11th Street and oriented around a town square, plays such a role for the city. Parts of Downtown Marion reflect the character of the small rural town of the early part of the century, providing the district with a unique physical quality. However, since Marion has experienced its most rapid growth in an age of automobile dominance, Downtown Marion's size and business mix do not reflect the city's current population. The direction of the district in recent years has been to capitalize on its historic character and architecturally significant buildings to establish a sub-center for specialty retailing and services in the Cedar Rapids metropolitan area. Street landscaping and streetscape improvements have contributed to this trend. More recent commercial development in the core of the city, including the strip retail center on the east side of the square and new commercial development immediately to the east, represent attempts to extend the town center into the more auto-oriented, larger city that Marion has become.

Downtown Marion is also a key center of civic life. Civic buildings, including city hall and several historic churches, are located in the district. The superb new Marion Public Library, completed in 1996 on the square's south side, is another critical contributor to the civic character of Downtown.

Downtown Marion now faces the important question of defining its future role in a much larger and growing commu-

A Vision for the Center of Marion

nity. While conveniently located at a major point in the city's transportation system, it has little room to grow concentrically. Potential futures for the district include maintaining itself as a commercial node along the Business 151 corridor, featuring specialized retailing and services; a focus for Marion's civic and cultural life; or a larger function as a growing, mixed use district for a city with a future population of 39,000.

The strategy presented in this plan combines these various futures by proposing:

- Enhancement of the existing historic center of Marion as a distinctive sub-district within a larger city center.
- Reinforcement of the tradition of civic and cultural facilities, already established by the location of the existing Marion City Hall, the new public library, a signature town square open space, and historic churches and residential neighborhoods.
- Expansion of the town center as a mixed use district, incorporating substantial residential, commercial, office, and recreational development through the long-term redevelopment of the city's industrial and railroad corridor east of the historic downtown district.

In the future, Marion's central district will grow from the traditional "town square" district of the pre-war small rural town to a new kind of linear city center, a central layer that grows along with the city. An important resource for Marion is the presence of land that can accommodate this kind of evolution. The policies presented in this section present a program that can help Marion grow a new kind of central district for the next century.

Goals

Marion's core business district is the 7th Avenue/Business 151 corridor, punctuated by the historic town center around the city square. Major neighborhood and consumer services have located farther east on the Business 151 corridor as they have become increasingly oriented toward automobile access. Thus, these major facilities occur east of 31st Street, with the major concentration located at the 35th Street intersection. Despite this, the traditional town center remains a vital center for specialty retailing, services, eating places, and civic facilities. While it is no longer the city's major retail center, the traditional town center can strengthen its role as a mixed use center, a place that combines shopping, working, civic life, and living in a vital, richly textured way. The district should be alive with people, and use its distinctive, historic environment to best advantage.

To position itself to meet the district's future needs, the city should:

■ **MAINTAIN AGING INFRASTRUCTURE TO PRESERVE PUBLIC SAFETY AND THE DISTRICT'S STRUCTURES.**

Preservation requires city investment in infrastructure improvements to keep pace with public service needs.

■ **STRENGTHEN THE TOWN CENTER'S ROLE AS A SIGNATURE FEATURE FOR THE CITY.**

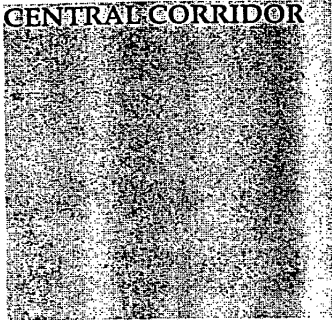
Marion's town center is a psychological focus for the city. Its historic buildings, mature landscaping, attractive city square, and civic investments help it become a signature feature for the city. In addition, its relatively central location makes it the territory of all parts of Marion. As a result, the city center's image is bound up with that of the entire community. The district should capitalize on this identification by becoming a source of pride and vitality, a center that people in the city and around the region like to visit for enjoyment, commerce, and cultural enrichment.

■ **CREATE A MIX OF USES AND ACTIVITIES.**

The dramatic changes in retailing and transportation that

Marion Town Center Development Policies

CENTRAL CORRIDOR



THE CENTRAL CORRIDOR

IF ABANDONMENT OF THE ILLINOIS CENTRAL RAILROAD THROUGH THE CENTRAL CORRIDOR APPEARS LIKELY, THE CITY SHOULD DEVELOP A STUDY TO EXAMINE DEVELOPMENT OPTIONS FOR THE CORRIDOR.

If abandonment of the Illinois Central right-of-way along 6th Avenue appears imminent, the city should proceed with a reuse study of this corridor, potentially leading to city acquisition and development. The study should evaluate:

- Possible use of the corridor as a street or boulevard, providing special design features.
- Development of a trail and greenway either as a primary use of the corridor or as part of the street design. The 6th Avenue reuse concept would ultimately extend east to 31st Street.
- Development of north-south links across the current corridor, including connections for minor arterials in the Marion street system. This can provide better service and circulation for businesses on the east end of the corridor, and reduce its tendency to divide the north and south sides of Marion.
- Improved landscaping, sign standards, and building facades along 7th and 5th Avenues.
- Possible private mixed use development on underused sites in the corridor. Types of future development include:
 - Neighborhood commercial development, potentially in the design of a neighborhood business district.
 - Townhouse and apartment residential development, oriented to streets and surrounding neighborhoods.
 - Office development.

Transportation to Build Community: Summary Of Recommendations

	Type	On-going	Short	Med	Long
COLLECTOR STREET CRITERIA <i>The collector street system in developing areas should provide collector streets spaced at no more than one-half mile apart.</i>	Policy	•			
LOCAL CONNECTIVITY <i>The local street network in developing residential areas should be designed with multiple connections and relatively direct routes.</i>	Policy	•			
CIVIC STREETS <i>Marion's major streets should be designed as public spaces as well as movers of traffic. Civic streets include</i>	Policy	•			
• 10th/11th Street.	Capital			•	
• 35th Street.	Capital		•		
• 7th Avenue	Capital				•
• 8th Avenue.	Capital			•	
• 29th Avenue.	Capital			•	
• 35th Avenue.	Capital				•
CROSSTOWN LINKS <i>Future redevelopment in the central corridor should provide additional north to south linkages.</i>	Policy				•
	Capital				•
MULTI-USE CORRIDORS <i>Marion should develop a network of multi-use corridors that encourage pedestrian and bicycle transit.</i>					
• <u>Trail corridors</u>					
- The core greenway system.	Capital		•	•	
- The Dry Creek corridor.	Capital			•	
- Linkages to the planned Cedar Rapids system.	Capital			•	•
- The central railroad corridor.	Capital				•
- The north tributary of Dry Creek.	Capital				•
- North Dry Creek tributary to Indian Creek.	Capital				•
• <u>Multi-Use Corridors</u>					
- The East Post Road/11th/10th Street corridor.	Capital			•	
- 35th Street.	Capital			•	
- Grand Avenue.	Capital			•	•
- Business 151.	Capital				•
- 29th Avenue.	Capital		•		
- 35th Avenue.	Capital	•			
- Highway 100.	Capital		•	•	
• <u>On-Street Routes.</u>	Action	•			
FUNCTION SPECIFIC TRANSIT <i>Marion, in cooperation with five seasons transit. Should consider a transit system in marion that provides services</i>	Action		•		
	Capital			•	

A Vital Community Nucleus: Summary Of Recommendations

	Type	On-going	Short	Med	Long
DISTRICT MANAGEMENT <i>Marion's town center should strengthen its organizational structure to manage and promote the commercial district.</i>	Action	•	•		
DOWNTOWN HOUSING OPPORTUNITIES <i>Marion should continue to encourage new housing development within walking distance of the traditional town center.</i>	Policy	•	•		
THE CENTRAL CORRIDOR <i>If abandonment of the Illinois Central Railroad through the central corridor appears likely, the city should develop a study to examine development options for the corridor.</i>	Action				•
STREETSCAPE REVITALIZATION <i>Marion should implement a streetscape revitalization program within the traditional town center.</i>	Capital		•		
INTERSECTION IMPROVEMENTS <i>Street improvements should be used to ease crossing of major streets and to increase the visibility of pedestrians.</i>	Capital		•		
ADAPTIVE REUSE AND PRESERVATION <i>Historic preservation and rehabilitation of key buildings should be encouraged to complement other private and public investment.</i>	Policy	•			



THE MARION PLAN

THE COMPREHENSIVE PLAN
FOR MARION, IOWA

PREPARED BY
RDG CROSE GARDNER SHUKERT
LANDSCAPE ARCHITECTURE, PLANNING AND URBAN DESIGN
OMAHA AND DES MOINES

MARION HAS UNDERGONE A TRANSITION FROM A CLASSIC SMALL TOWN TO A MAJOR URBAN CENTER IN A GROWING METROPOLITAN AREA. The city has experienced major residential development during the 1990s. Its growth prospects continue to present exciting challenges and opportunities. The objective of this comprehensive plan is to help Marion accommodate inevitable and desirable growth while maintaining its unique community character.

The comprehensive plan for Marion has three fundamental purposes. It provides a legal basis for land use regulation, presents a unified vision for a community, and defines the specific actions necessary to fulfill that vision. The Marion Plan is the result of a planning process that involved citizens of the city to define its future. In addition, it builds on an active program of local and regional community planning.

A Profile of Marion

POPULATION CHARACTERISTICS

- Marion has grown at a steady rate since 1970. That population growth has accelerated substantially since the late 1980s.
- Marion has shown population growth among most age cohorts. Marion's median age increased from 28.4 in 1980 to 32.6 in 1990.
- Marion's recent population growth has been most pronounced among family-aged households and older adults.
- Marion has experienced significant population in-migration since 1990.
- Population projections predict that 33,000 people will live in Marion by 2020. The largest amount of this growth will occur in areas north of the current city, generally between 29th Avenue and County Home Road.

ECONOMIC CHARACTERISTICS

- The character of Marion's workforce is shifting from a reliance on manufacturing jobs to a greater focus on retail and professional employment.

- Marion's average household income exceeds that of both Cedar Rapids and Iowa as a whole.
- The number of jobs within the immediate Marion area is projected to increase by about 66% between 1990 and 2020.
- Marion has experienced significant increases in both retail sales and number of businesses during the last ten years.

ECONOMIC POLICY DIRECTIONS

- The Marion community should promote commercial and industrial growth in order to support population growth and residential development.
- The Marion community should continue its active recent history of business start-ups by maintaining a focus as a center for entrepreneurial activity.
- The Marion community should respond to its own changing demographics and occupational characteristics by attracting additional office and non-manufacturing employment.
- The Marion community should continue to support ongoing business development and recruitment programs.

Development Principles for Marion

THE DEVELOPMENT PRINCIPLES establish basic patterns that should guide future development in Marion. These principles are based on the city's special character, development patterns, and opportunities.

- **A REGIONAL CITY OF 33,000.** Marion should capitalize on its ability to attract growth and will achieve a target population of 33,000 by the year 2020.
- **A UNIFIED COMMUNITY FRAMEWORK.** Marion, through its plan, should adopt a framework of future streets and open spaces.
- **URBAN GROWTH AREAS.** Marion should establish policy areas to manage growth, including an area for present urban development, and areas reserved for future urban growth and open space and agricultural preservation.
- **A GREENWAY SYSTEM.** Marion should develop a greenway system that touches all parts of the city and is connected to major activity centers and attractions.

■ **TRANSPORTATION TO MEET CITY AND REGIONAL NEEDS.** The transportation system should support development objectives of Marion as a growing city.

■ **EQUITABLY DISTRIBUTED AND FINANCED PUBLIC FACILITIES.** Marion should develop a system to assure that quality public facilities are extended to development areas and are financed in proportion to benefit.

■ **A BALANCED COMMUNITY.** Marion should accommodate diverse land uses and economic activities.

■ **A VITAL COMMUNITY CORE.** Marion should encourage the emergence of its central corridor as a high-value, mixed use center.

■ **PRESERVATION OF HISTORIC MARION.** Marion's historic built environment must be maintained and preserved.

Land Use Trends

RESIDENTIAL DEVELOPMENT

- Substantial development has occurred in the single-family growth areas identified in the 1989 plan.
- Development has occurred in the Hunters Ridge golf course development, generally bounded by Lucore and Winslow Roads.
- Single-family construction has continued north of 29th Avenue and west of 10th Street, and in the Alburnett Road corridor in northwest Marion.
- Major mobile home court development has continued along Highway 13 north of Highway 151.
- Development of single-family attached and townhouse developments has become popular in Marion.

COMMERCIAL DEVELOPMENT

- Most recent commercial development in Marion has occurred in the east and west parts of the Business 151 corridor.
- Major areas of commercial zoning have been granted in 1996-97 along the Highway 100 bypass in anticipation of significant demand.

INDUSTRIAL DEVELOPMENT

- Most industrial growth in Marion since 1990 has occurred in the southeastern industrial districts.
- A land use study of the airport area recommends substantial industrial development around that facility.

Land Use Projections

RESIDENTIAL LAND. Forecasts of future land needs in Marion are based on population and development projections for the planning period up to the year 2020. Population forecasts for Marion project a year 2020 population of about 33,000 for Marion. These projections indicate a cumulative demand of 6,880 units for Marion between 1990 and 2020, an annual average of 229 units. A demand for 5,054 units is projected between 1998 and 2020. Future housing trends suggest that:

- Higher-density housing forms that maintain single-family characteristics will grow in popularity.
- Affordable housing development will generally take the form of townhouse, multi-family, and mobile home development.

New development between 1997 and 2020 is projected to be:

- 65% single-family detached.
- 10% single-family attached, duplex, and townhouse.
- 20% multiple-family housing.
- 5% mobile homes.

Annual actual absorption of residential land will be about 50 acres annually. This suggests a total reservation of land for residential use of about 2,298 acres to the year 2020.

COMMERCIAL LAND. Marion has a relatively small proportion of total land being used for commercial purposes. Development needs created by an increasing population, the Highway 100 corridor, and a policy of encouraging balanced development suggests that Marion will require substantial new commercial space during the next twenty years. About 284 acres of land should be designated for future commercial development. Development of an entirely new project type, such as a regional research or business park, would require additional land.

INDUSTRIAL LAND. The need for industrial land is less related to population growth than commercial use, making it much more difficult to predict. Marion should provide for an absorption of between 130 and 180 acres of industrial land over a 20-year period and a designation of about 465 acres. The character of this industrial land should be related to Marion's overall community and economic development objectives. Industrial development may be increasingly related to major transportation facilities, including the Highway 100 and 13 corridors, and Marion Airport. Older industrial areas within Marion's central corridor should gradually redevelop for other uses.

Projected Need for Urban Land, 1998-2020

Land Use	Actual Demand (Acres)	Designated Land (Acres)
All Residential	1,149	2,298
- Single-Family Residential	939	1,877
- Attached Residential	84	168
- Multi-Family Residential	84	168
- Mobile Home Residential	42	84
Commercial	189	284
Industrial	155	465
Parks and Open Space (Based on standard of 1 acre per 100 people)	100	100
Total Land Needs	1,618	3,147

A Vital Community Nucleus

THE TRADITIONAL CENTER OF MARION, ORIENTED AROUND A TOWN SQUARE, IS A PLACE OF SPECIAL IMPORTANCE TO THE CITY. In recent years, the district has been able to capitalize on its historic character and architecturally significant buildings to establish a sub-center for specialty retailing and services. Street landscaping and streetscape improvements have contributed to this trend. Downtown Marion is also a key center of civic life. Civic buildings, including city hall, the new library, and several historic churches, are located in the district.

Downtown Marion now faces the important question of defining its future role in a much larger and growing community. The strategy presented in the Marion Plan proposes:

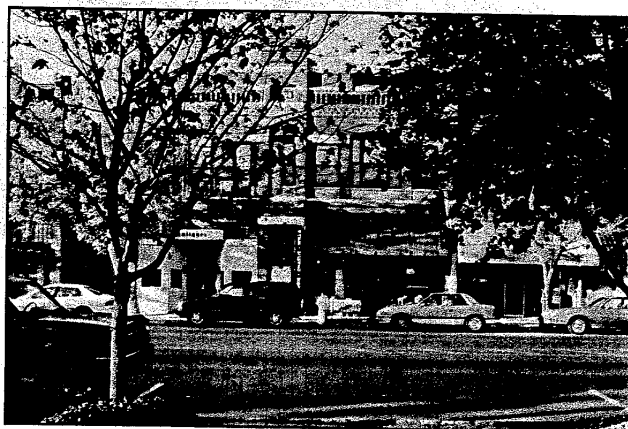
- Enhancing the existing historic center of Marion.
- Reinforcing the tradition of locating civic and cultural facilities in the town center.
- Expanding the center as a mixed use district, incorporating substantial residential, commercial, office, and recreational development.

DOWNTOWN HOUSING OPPORTUNITIES. Marion should continue to encourage new housing development within walking distance of the traditional town center. Many of Marion's two-story commercial buildings maintain active residential or commercial/office uses. These developments can use a variety of financing mechanisms. Pooling of several adjacent properties into unified developments can provide shared elevator service.

The future reuse of parts of the 6th Avenue corridor may also encourage new development of urban housing on underused sites.

THE CENTRAL CORRIDOR. If abandonment of the Illinois Central Railroad through the central corridor appears likely, the city should undertake a study to examine development options for the corridor. The study should evaluate:

- Possible use of the corridor as a street or boulevard, providing special design features.
- Development of a trail and greenway either as a primary use of the corridor or as part of the street design.
- Development of north-south links across the current corridor.
- Improved landscaping, sign standards, and building facades along 7th and 5th Avenues.
- Possible private mixed use development on underused sites in the corridor.



STREETScape REVITALIZATION. Marion should implement a streetscape revitalization program within the traditional town center. This program should include:

- Street landscaping which enhances the appearance of the district without obstructing visibility to businesses.
- Development of features which define the boundaries and entrances to the district.
- Developing and implementing a design plan for City Square.
- Providing a better sidewalk connection to the downtown strip center at 11th Street and 7th Avenue, extending the design features of downtown's sidewalks into the center.

INTERSECTION IMPROVEMENTS. Street improvements should be used to ease crossing of major streets and to increase the visibility of pedestrians. Corner and crossing nodes should be considered to ease crossing at critical points.

ADAPTIVE REUSE AND PRESERVATION. Historic preservation and rehabilitation of key buildings should be encouraged to complement other private and public investment.

- *Adaptive Reuse.* The city and local lenders should encourage the improvement of existing buildings in the town center.
- *Facade Improvements.* The community should develop a facade improvement program.
- *National Register Listing and Preservation Ordinance.* The city should work to list the town center district on the National Register of Historic Places and to implement a program of historic designation and design review.
- *8th Avenue.* The 8th Avenue historic district should be woven into the fabric of the downtown district, with directional and interpretive signage and information. In addition, the 8th Avenue residential district should be nominated separately as a National Register district.

Transportation Policies

TRANSPORTATION ISSUES

- Major existing congestion problems in Marion occur along the 7th Avenue corridor and on two-lane major and minor arterials near the traditional town center. Transportation and land use policies which increase the number of route alternatives and divert some trips away from the central corridor are advisable. The completion of the Highway 100 corridor helps divert regional trips from the Business 151 corridor.

- Additional development to the north will place stress on the North 10th Street corridor without additional north-south street continuity.

- The alignment of the Business 151 corridor creates awkward intersections at some locations.

- Evolution of a public transportation system, providing services which are more specific to the function of each route segment, can help increase transit ridership and improve the quality of bus service to a range of users.

- Expansion of bicycle use in Marion can help complement the automobile for certain recreational and commercial trips.

MAJOR STREET SYSTEM. Marion should complete the year 2020 transportation system presented in the Linn County transportation plan. Major elements of this system depend upon reservations of right-of-way in advance of development.

COLLECTOR STREET CRITERIA. The collector street system in developing areas should provide collector streets spaced no more than one-half mile apart. The collector system should be designed to complement the major street system. In development areas with curvilinear systems, an alternative standard is about four miles of collector or arterial streets per square mile of development. As projects are designed, they should reserve the required collector routes and dedicate their rights-of-way.

LOCAL CONNECTIVITY. The local street network in developing residential areas should be designed with multiple connections and relatively direct routes, preserving the quiet qualities of local streets while providing residents, visitors, and public safety and service vehicles access which is comprehensible and direct. The following standards or techniques in local street design encourage these goals:

- Connectivity. The street network should have segments which connect to one another internally and to collector streets. Local street networks should help lead residents and visitors to their destinations.

- Alternatives to Cul-de-Sacs. Cul-de-sacs are difficult and expensive to serve with public safety and maintenance. Alternatives should be used which maintain the positive characteristics of cul-de-sacs while limiting some of the liabilities.

- Design for Low Speeds. Local street systems should be designed to slow traffic.

CIVIC STREETS. Marion's major streets should be designed as public spaces as well as movers of traffic. Civic streets can connect neighborhoods, parks, and activity centers, and provide a strong and unified image for the community. These streets have special characteristics that serve to unify rather than divide neighborhoods, accommodate pedestrians and bicyclists, and encourage adjacent development to be oriented toward rather than away from the public right-of-way.

CROSSTOWN LINKS. Future redevelopment in the central corridor should provide additional north to south linkages.

MULTI-USE CORRIDORS. Marion should develop a network of multi-use corridors that encourage pedestrian and bicycle transit.

FUNCTION SPECIFIC TRANSIT. Marion, in cooperation with Five Seasons Transit, LIFTS, United Way, and other agencies, should consider a transit system in the city that provides services and vehicles tailored to functional demands.

Quality Public Services: Public Facilities

- **City Hall.** Marion's City Hall is generally in good structural condition, although scattered problems exist. Deficiencies include:

- Inefficient floor plan and circulation problems with poor public access to offices and other facilities.
- Lack of space for expansion or consolidation of city offices.
- A generally inadequate council chamber.
- A lack of contemporary meeting and conferencing space.

- **Public Library.** Marion's superb new public library was completed south of City Square Park in 1996. Potential issues for the library include monitoring future space needs with population growth and providing additional parking and drive-up services.

- **Police Department.** Marion's contemporary police headquarters was built in 1984. Building-related issues include a lack of space to house contemporary police activities and office space, a relatively inflexible floor plan, and ventilation problems.

- **Fire Station.** Marion maintains two fire stations which together offer excellent response time. As growth continues, the ability to maintain excellent emergency response should be monitored.

- **Public Works Facility and Yard.** The Public Works facility provides an excellent base of operations for critical city services. Future issues include a heated vehicle storage area and possible relocation of the Engineering Department if a city hall project makes office consolidation possible.

- **Marion Community Center.** The Marion Community Center is housed in a former elementary school facility at 10th Avenue

and 6th Street. The building does not provide the city with a contemporary recreation and community center. Facility issues include:

- Possible consolidation of Parks Department offices in a new city hall development.
- Future construction of a contemporary community center to house existing programs and provide improved community activity and recreational programs.

- **Airport.** The city is completing a comprehensive study and improvement program for the municipal airport.

PUBLIC FACILITIES PRIORITIES

Major priorities or potential projects for the planning period include:

- **Future City Hall replacement.** A replacement of the current facility would permit a single location for major operational and policy-making departments and better public meeting accommodations.

- **Space planning at the Police Department.** A space needs and building program should be established to address functional problems.

- **Community Center.** Marion should begin the process of developing a space and facility program for a new community center to replace the existing Marion Community Center. A community center site should be accessible to all residents of the city and associated with the city's parks and greenway system.

Quality Public Services: Infrastructure

SANITARY SEWERS

Marion's wastewater system is defined by two primary trunk line sewers, following the Indian and Squaw Creek drainage corridors. Wastewater treatment is provided regionally, by the Cedar Rapids Wastewater Treatment Plant. Future growth creates the following issues for the system:

- *Trunk Sewer System Capacity.* Extensions or expansions of the trunk sewer system will be needed to accommodate future growth to the northwest and northeast.
- *Trunk System Financing.* The financing of major trunk and interceptor sewer extensions poses significant challenges for the city. Marion should consider establishing a connection (or benefit) fee program to finance these necessary but costly system extensions and enhancements. This program provides front-end financing and reimbursement by fees charged to lots that are served by the improvement.
- *Plant Capacity.* Based on growth forecasts, additional capacity to serve Marion will be needed between 2005 and 2010. Planning and negotiations should begin immediately to expand capacity allocated to the city.
- *Conditions of the Existing System.* The city should provide regular funding for needed rehabilitation of sewer lines in older areas.

STORMWATER MANAGEMENT

In 1984, the City of Marion adopted a Stormwater Management Policy which governs design standards and stormwater design in new development areas. The policy mandates a Master Drainage Plan and requires preparation of and compliance with grading and drainage plans for each subdivision. The plan also defines the roles of the city and developers in financing stormwater improvements and creates an impact fee to finance storm management improvements.

Major issues and priorities for the stormwater system include:

• *Existing Stormwater Network.* The city should provide a regular source of funding to address deficiencies in the stormwater system, including construction of missing storm sewer segments and enlargement of intakes.

• *Multi-Use Greenway Corridors.* The development of greenway corridors in new developments can provide an important amenity for residents and increase the carrying capacity of surface drainageways.

• *Stormwater Management Policy.* Marion should continue administration and enforcement of its effective and systematic policy for managing stormwater.

WATER SUPPLY

Marion's municipal water is supplied by five wells located around the city. Issues relating to water supply and distribution that will emerge during the planning period include:

• *Well Construction and Replacement.* Well #3, at 5th Avenue and 31st Street, will require replacement. In addition, a new high capacity well will be needed east of 35th Street.

• *Unserved Areas.* Some scattered areas within the Marion corporate limits currently lack water service.

• *Ongoing Service Expansions.* Marion's municipal water system should continue to provide water service to new developing areas identified within the comprehensive plan.

• *Repair of the Existing System.* The city should continue an ongoing program of replacement and repair in areas that experience problems of aging or undersized mains.

SOLID WASTE MANAGEMENT

Marion is a partner in Bluestem, Linn County's regional solid waste management consortium. Marion should continue to expand waste stream reduction programs and participate in the Bluestem consortium.

A Green Network



PARK DEVELOPMENT ISSUES

- *Future Park Needs.* Marion's public park and open space system contains approximately 234 acres, excluding the private Indian Creek and Hunters Ridge Golf Courses. To serve its twenty-year target population of 33,000, Marion will have a need for about 100 acres of additional open space. Within this requirement, Marion will need an additional 25 acres of neighborhood parks and 75 acres of community parks to meet future population needs.

- *Facilities by Geographical Distribution.* Most existing developed areas in Marion are nominally (if not actually) served by neighborhood parks, although service north of 29th Avenue is dependent on recreation use of the Novak and Indian Creek school sites. Most of the city falls within the community park service areas of Thomas/Legion and Willowood Parks. However, the Willowood Park is too small to provide a full array of community park services.

- *Incremental upgrading of existing park facilities.*
- *Development of a community park facility to serve development east of Indian Creek outside of Thomas Park's service area.*
- *Growth and financing of parks to serve projected growth areas.*
- *Evolution of a trails and greenway system to connect existing and future parks.*
- *Use of park and open space amenities to support other community development and neighborhood revitalization efforts.*

GREEN NETWORK. Marion's park system should be a network of parks, connected by continuous green corridors defined by trails, greenways, boulevards, and civic streets.

PARK SITE ENHANCEMENTS. Marion should implement a regularly budgeted program of park site improvements and upgrades at its existing parks. The improvement program should address three specific types of situations:

- Parks which lack certain facilities that most users would expect to be present. An example of this situation is a neighborhood open space that lacks a playground, picnic area, or informal ballfield.
- Parks which have conditions that prevent use by certain population groups, require rehabilitation, or present potential hazards to safety. An example of this situation is a restroom which is not accessible to disabled users.
- Site and landscape improvements to upgrade the character and design of existing parks.

GREENWAY ACCESS TO COMMUNITY FEATURES. Major community activity centers should have pedestrian connections to the greenway system.

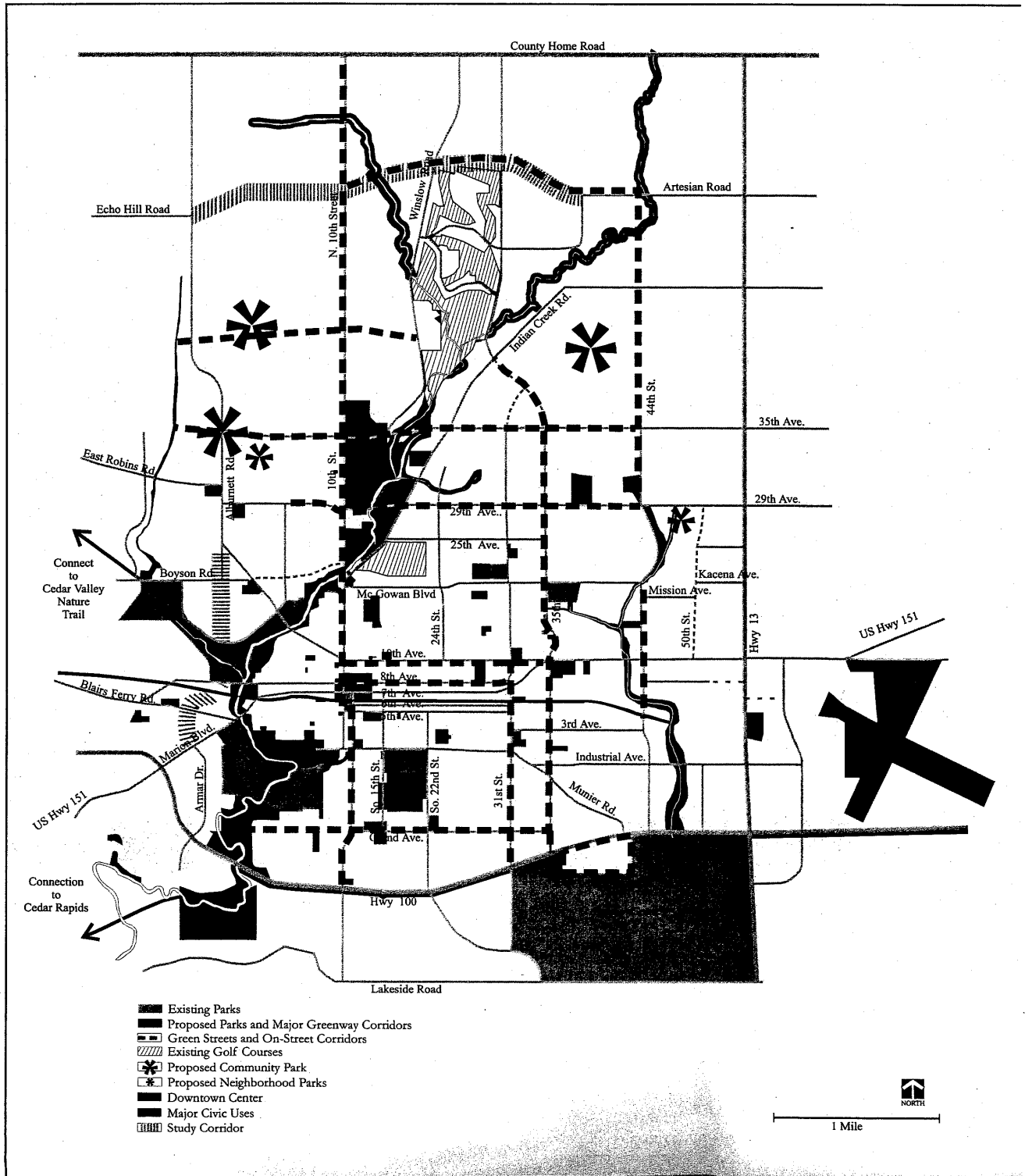
NEIGHBORHOOD PARKS IN GROWTH CENTERS. Marion should develop new neighborhood parks in growth areas. These parks should either develop as nodes along the greenway system or be linked to the system. Neighborhood park policy for Marion should identify the range of facilities typically included in a neighborhood park and size and location criteria.

NEIGHBORHOOD PARK FINANCE SYSTEM. In order to finance acquisition of appropriately sized parks, Marion should establish a park acquisition fund.

TWO NEW COMMUNITY PARKS. Marion should acquire and develop two new community parks to serve citywide park needs. Major projected growth north of 29th Avenue will require additional community park development. Parks should be located on the greenway and trail system, include the features of a neighborhood park along with special regional facilities, have a minimum size of 20 to 25 acres, and be highly accessible.

JOINT USE SCHOOL SITES. Marion should continue its policy of identifying joint school/park opportunities at new school sites. As Marion grows and needs additional school sites for an expanding population, the two school districts and parks department should continue to cooperate to identify joint use opportunities for park and recreational development.

A Green Network



Land Use Policies

ADEQUATE LAND SUPPLY. Marion should designate enough land for new development to meet its year 2020 population target of 33,000. New development in Marion should be focused in those areas designated by the Land Use Plan. The plan recommends four major development zones:

- **An Urban Development Zone.** This area corresponds to the projected land needs for the city between 1998 and 2020.
- **An Urban Reserve Zone.** This corresponds to areas likely to fall within Marion's future urban jurisdiction, and will be needed for urban development following the year 2020. The Urban Reserve Zone should be preserved in current agricultural and open space use during this planning period.
- **An Agricultural Zone.** These areas include excellent farmlands which will not be required for urban development in the foreseeable future and should continue in agricultural use.
- **A Conservation Development Zone.** These areas include land with difficult topography that cannot accommodate conventional urban development.

COMPACT DEVELOPMENT PATTERN. Marion should encourage compact development that channels growth into development areas contiguous to or served by existing infrastructure and developments.

DEVELOPMENT CENTERS. Marion should establish a framework of development centers, connected to one another by transportation and greenway connections, designed to create better neighborhoods and improved linkages.

CONSERVATION RESIDENTIAL DEVELOPMENT. Residential development should conserve the quality of the local landscape by designing subdivisions around important natural

features and resources.

GREENWAY SYSTEM. A continuous greenway system should be created in Marion to link development areas and the established city together. Major park space should be developed along with each growth center and related to the greenway network.

CONTINUOUS TRANSPORTATION. New growth areas in Marion should be served by continuous street networks that are linked to established parts of the city.

EQUITABLE DISTRIBUTION OF FACILITIES. Marion's public facilities should serve its growth areas equitably to support community growth objectives.

COMMERCIAL NODES. Marion's new commercial development should be located within well-defined nodes or districts.

INDUSTRIAL GROWTH AREAS. Marion should use its favorable transportation situation to generate new sites for industrial development.

HIGHWAY 100 MIXED USE CORRIDOR

Highway 100 should be a major mixed use corridor with a combination of commercial, office, and some residential uses.

CENTRAL CORRIDOR. If abandoned, the Illinois Central Railroad alignment should be studied for development of a local collector and greenway corridor, encouraging the gradual, private upgrading of the corridor into an urban mixed use district.

Land Use Map and Use Criteria

MARION'S FUTURE LAND USE PLAN provides a context that guides logical decisions which implement the overall principles of the plan. The Land Use Plan establishes categories of land uses, which are then located in various areas of the map. This section presents and defines the various categories proposed in the plan, and establishes criteria for their application.

URBAN RESERVE

- Generally in agricultural or open space use.
- Areas may be in the path of future urban development after the planning horizon contained in this plan.
- Very low density residential uses may be located in the area.
- These areas should be reserved for long-term urban development.
- Primary uses through the planning period will remain agricultural.
- Any interim large lot residential development should avoid obstructions to future urban development.

CONSERVATION DEVELOPMENT DISTRICT

- Restrictive land uses, emphasizing housing and open space.
- Civic uses may be allowed with special use permission.

- Applies to wooded and hilly areas, generally between Highway 100 and 30th Street Drive/Lakeside Drive.
- Development regulations should promote reservation of common open space and design of projects to take best advantage of open space resources.
- Gross densities will generally be less than one unit per acre.

LARGE LOT RESIDENTIAL

- Restrictive land uses, emphasizing housing and open space.
- Civic uses may be allowed with special use permission.
- Includes areas that have developed to low densities, but utilize conventional subdivision techniques.
- Applies to areas where conventional large lot subdivisions have been established.
- Gross densities will generally be less than one unit per acre.
- Includes areas that have developed to low densities, but utilize conventional subdivision techniques.
- Applies to areas where conventional large lot subdivisions have been established.
- Gross densities will generally be less than one unit per acre.
- Typical zoning would be A-1.

MARION CENTER MIXED USE

- Traditional downtown district of Marion.
- Includes mix of uses, primarily commercial, office, and upper level residential.
- Establishes mixed use pattern in the traditional city center.
- Recognizes current development patterns without permitting undesirable land uses.
- District may expand with development of appropriately designed adjacent projects.
- May include areas west of Downtown, including 8th Avenue, where a pattern of preservation and conversion of houses to non-residential uses has occurred.
- Zoning limited to C-2.

CIVIC

- Includes schools, churches, libraries, and other public facilities that act as centers of community activity.
- May be permitted in a number of different areas, including residential areas.
- Individual review of proposals requires an assessment of operating characteristics, project design, and traffic management.

INDUSTRIAL

- Limited industrial provides for uses which do not generate noticeable external effects. Business parks may combine office and light industrial/research uses.
- General industrial provides for a range of industrial enterprises, including those with significant external effects.
- Limited industrial uses may be located near office and commercial areas.
- Strict control over signage, landscaping, and design is necessary for locations near low intensity uses.
- Most proposed industrial locations in the Future Land Use Plan are relatively isolated from residential uses.
- Requires good access to the arterial street system without using local residential streets.
- When possible, public utilities should be located in industrial areas.
- Zoning would include C-4, I-1, I-1P, and I-2.

Land Use Compatibility Guide

THE LAND USE COMPATIBILITY TABLE ASSESSES THE COMPATIBILITY of various types of adjacent land uses and provides policies for the review of land use proposals based on their surroundings.

The vertical axis of the table lists land uses that might be proposed adjacent to pre-existing land uses displayed on the horizontal axis. Each condition is given a rating that corresponds to the policy guidelines indicated in the Rating Key.

COMPATIBILITY RATING KEY

• Identical to pre-existing land uses or totally compatible. Development should be designed consistent with good planning practice.

• The proposed use is basically compatible with the pre-existing adjacent use. Traffic from higher intensity uses should be directed away from lower intensity uses. Building elements and scale should be consistent with surrounding development.

• The proposed use may have potential conflicts with existing adjacent uses, which may be remedied or minimized through project design. Traffic and other external effects should be directed away from lower-intensity uses. Landscaping, buffering, and screening should be employed to minimize negative effects. A Planned Unit Development may be advisable.

• The proposed use has significant conflicts with the pre-existing adjacent use. Major effects must be strongly mitigated to prevent impact on adjacent uses. A Planned Unit Development is required in all cases to assess project impact and define development design.

• The proposed use is incompatible with adjacent land uses. Any development proposal requires a Planned Unit Development and extensive documentation to prove that external effects are fully mitigated. In general, proposed uses with this level of conflict will not be permitted.

Existing Adjacent Land Use

	Residential Units/Acre	Large Lot Residential	Low-Density Residential	Moderate-Density Residential	Medium-Density Residential	High-Density Residential	Office	Limited Commercial	General Commercial	Limited Industrial	General Industrial	Civic	Utilities
Large Lot Residential	<1	5	5	4	4	2	2	1	1	1	1	4	2
Low-Density Residential	1-6	4	5	4	3	2	2	2	2	1	1	4	2
Moderate-Density Residential	6-8	3	4	5	4	3	3	3	2	2	1	4	2
Medium-Density Residential	8-16	3	3	4	5	5	4	4	3	2	1	4	2
High-Density Residential	>16	2	2	3	4	5	4	4	3	2	1	4	2
Office		2	2	3	3	4	5	5	5	4	3	4	4
Limited Commercial		1	2	3	3	4	5	5	5	4	3	3	4
General Commercial		1	2	2	3	3	5	5	5	4	3	2	5
Limited Industrial		1	1	1	2	2	4	3	5	5	5	2	4
General Industrial		1	1	1	1	1	3	2	3	4	5	1	3
Civic		3	3	3	3	4	4	3	3	2	1	5	2
Utilities		2	2	2	2	2	2	2	3	4	5	2	5

URBAN RESIDENTIAL

- Restrictive land uses, emphasizing housing.
- May incorporate a mix of housing types, including single-family detached, single-family attached, and townhouse uses.
- Civic uses are generally allowed, with special permission for higher intensity uses.
- Primary uses within residential growth centers.
- Should be insulated from adverse environmental effects, including noise, smell, air pollution, and light pollution.
- Should provide a framework of streets and open spaces.
- Typical densities range from 1 to 10 units per acre.
- Typical zoning would include R-1, R-2, R-3, R-4.

MOBILE HOMES (MANUFACTURED HOUSING)

- Single-family, small lot settings within planned mobile home parks.
- Develop in projects with adequate size to provide full services.
- Tend to locate in complexes, but should include linkages to other aspects of the community.
- Typical maximum density is 6 units per acre.
- Proposals always require Planned Unit Developments.

MULTI-FAMILY/LOW INTENSITY MIXED USE

- Allows multi-family development exceeding 10 units per acre, along with compatible civic uses.

- Allows integration of limited office and convenience commercial within primarily residential areas.
- Density varies depending upon building configuration.
- Locate at sites near major amenities or activity centers.
- Should be integrated into the fabric of nearby residential areas, while avoiding adverse traffic and visual impacts on low-density uses.
- Traffic should have direct access to collector or arterial streets to avoid overloading local streets.
- Requires Planned Unit Developments when developed near lower intensity uses or in mixed use developments.
- Attractive landscape and planning standards should be applied.
- Typical zoning would include R-5 and R-6.

OFFICE/HIGH-INTENSITY MIXED USE

- Allows major office and high-density multi-family development.
 - May include limited commercial development, including lodging facilities.
 - Most appropriate on the edge of residential areas or along major local highway corridors, including Highway 100.
 - Appropriate category for planned office parks and for mixed use projects which combine living and working environments.
 - Should avoid traffic and operational impacts on adjacent lower-density areas.
-

- Buffering may be required to reduce effects on other uses.
- Attractive landscape and planning standards should be applied.
- Efforts should be taken to cluster office buildings and share parking areas.
- Normally requires Planned Unit Developments for mixed use or multi-building projects.
- Typical zoning would include R-5, R-6, O-1, and O-2.

LIMITED COMMERCIAL

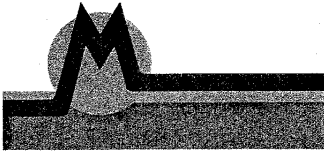
- Includes a range of low-impact commercial uses, providing a variety of neighborhood services.
- Includes low to moderate building and impervious coverage.
- Should be located at intersections of major or collector streets.
- Should avoid a "four corners" configuration.
- Uses should be limited in terms of operational effects such as noise, odors, glare, and excessive traffic.
- Restrictive signage standards should be applied.
- Good pedestrian/bicycle connections should be provided into surrounding areas.
- The dominance of automobiles should be moderated by project design.
- Attractive landscape and planning standards should be applied.
- Typical zoning would include C-1.

COMMERCIAL

- Includes a variety of commercial uses.
- Includes larger buildings and parking facilities than in Limited Commercial uses.
- Should be located at intersections of arterials or other major streets.
- Negative effects on surrounding residential areas should be limited.
- Restrictive signage standards should be applied.
- Good pedestrian/bicycle connections should be provided into surrounding areas.
- Buffering from surrounding uses may be required.
- Attractive landscape and planning standards should be applied.
- Typical zoning would include C-3 and C-3P.

CENTRAL CORRIDOR MIXED USE

- Mixture of residential, office, and commercial uses.
- Overlay or special design standards may apply to new projects.
- Provide improved landscaping along public rights-of-way.
- Coherent design themes are necessary to establish overall unity of the district.
- Public environment is very important.



City of Marion

1100 Eighth Ave. • Marion, IA 52302 • 319.377.1581 • Fax 319.377.7892

April 22, 2002

Mr. Michael J. Barron, Jr.
Counsel for Chicago Central
& Pacific Railroad Company
455 North Cityfront Plaza Drive
Chicago, IL 60611-5317

RE: Chicago Central & Pacific Railroad Proposed Abandonment in Linn County

Dear Mr. Barron:

The City of Marion is trying to determine the ownership status of the CCP railroad line through Marion.

We are of the understanding that a portion of the rail line – primarily through our Central Business District, is on an easement granted by the city, while the remainder of the line is owned in fee title by the railroad.

We were hoping you might have some information and/or maps that showed the ownership status of the rail line being abandoned. If so, it would be appreciated if you could provide us copies of such information.

If you have any questions or comments, please feel free to contact City Attorney Don Hoskins at 319-377-2022 or me at 319-377-1581.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Schott", is located below the "Sincerely," text.

Jeff Schott
City Manager

JS:st

cc: City Attorney



March 22, 2002

Jeff Schott
City Manager
City of Marion
1100 8th Avenue
Marion, IA 52302

Michael J. Barron, Jr.
Counsel
Legal Department

Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

Re: Chicago Central & Pacific Railroad Company Proposed Abandonment in
Linn County, Iowa

Dear Mr. Schott:

Chicago Central & Pacific Railroad Company ("CCP") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon a 3.8 mile line of railroad in Linn County, Iowa between milepost ZA 229.5 at Louisa, Iowa to current end of track at milepost 225.7 in Marion, Iowa. For your convenience, we have attached a map for your reference. CCP is advising you of the proposed action so you may assist us in identifying any potential effects of the proposed action on, among other things, the following:

1. Water quality;
2. Designated wetlands;
3. 100-year-old flood plains;
4. Endangered or threatened species;
5. Critical habitats
6. Wildlife sanctuaries or refuges;
7. National or state parks or forests;
8. Coastal zone management
9. Soil and natural resource conservation
10. Agricultural land;
11. Regional and/or local land use plans; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act.

Because of the nature of the proposed action, we foresee no adverse effects. Nevertheless, we would appreciate your review and any comments you may wish to offer. We would appreciate a written response as soon as possible so that we may include it in the environmental report, which we will file with the STB. We intend on filing the Environmental Report in four weeks.

Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Chicago Central
& Pacific Railroad Company

Encl.



Michael J. Barron, Jr.
Counsel
Legal Department

Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

March 22, 2002

APPENDIX D

Linn County Board of Supervisors
Linn County Administrative Office Building
930 First Street SW
Cedar Rapids, IA 52404

Re: Chicago Central & Pacific Railroad Company Proposed Abandonment in
Linn County, Iowa

Dear Members of the Board:

Chicago Central & Pacific Railroad Company ("CCP") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon a 3.8 mile line of railroad in Linn County, Iowa between milepost ZA 229.5 at Louisa, Iowa to current end of track at milepost 225.7 in Marion, Iowa. For your convenience, we have attached a map for your reference. CCP is advising you of the proposed action so you may assist us in identifying any potential effects of the proposed action on, among other things, the following:

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Counsel for Chicago Central
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Michael J. Barron, Jr.
Counsel
Legal Department

Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

APPENDIX E

March 22, 2002

Iowa Wetlands and Riparian Areas Conservation Plan
Division of Soil Conservation
Iowa Dept. of Agriculture and Land Stewardship
Wallace Bldg.
502 E. 9th
Des Moines, IA 50319

Re: Chicago Central & Pacific Railroad Company Proposed Abandonment in
Linn County, Iowa

Dear Sir/Madam:

Chicago Central & Pacific Railroad Company ("CCP") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon a 3.8 mile line of railroad in Linn County, Iowa between milepost ZA 229.5 at Louisa, Iowa to current end of track at milepost 225.7 in Marion, Iowa. For your convenience, we have attached a map for your reference. CCP is advising you of the proposed action so you may assist us in identifying any potential effects of the proposed action on, among other things, the following:

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Very truly yours,

Michael J. Barron, Jr.
Counsel for Chicago Central
& Pacific Railroad Company

Encl.



Michael J. Barron, Jr.
Counsel
Legal Department

Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

APPENDIX F

March 22, 2002

Charles Whitmore
Regional Conservationist
U.S. Department of Agriculture
Natural Resources Conservation Service
Midwest Regional Office
2820 Walton Commons West, Suite 123
Madison, WI 53718-6797

Re: Chicago Central & Pacific Railroad Company Proposed Abandonment in
Linn County, Iowa

Dear Mr. Whitmore:

Chicago Central & Pacific Railroad Company ("CCP") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon a 3.8 mile line of railroad in Linn County, Iowa between milepost ZA 229.5 at Louisa, Iowa to current end of track at milepost 225.7 in Marion, Iowa. For your convenience, we have attached a map for your reference. CCP is advising you of the proposed action so you may assist us in identifying any potential effects of the proposed action on, among other things, the following:

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Very truly yours,

Michael J. Barron, Jr.
Counsel for Chicago Central
& Pacific Railroad Company

Encl.

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APPENDIX G

May 14, 2002

Michael J. Barron, Jr.
Counsel
Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317

Re: Chicago Central & Pacific Railroad Co. Proposed Abandonment in Linn County, Iowa

Dear Mr. Barron:

Thank you for the notification of the plans by Chicago Central & Pacific Railroad Company (CCP) to abandon a 3.8 mile line of railroad in Linn County. A portion of the line in question is located within the corporate limits of the City of Cedar Rapids. That portion is between milepost ZA 229.5 and (approximately) Dry Creek.

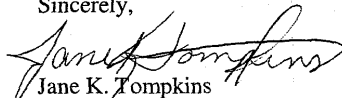
As you indicated in our phone conversation, a number of other local and state agencies, including the Department of Natural Resources, will be reviewing the plan. Consequently, I have limited my review to Cedar Rapids' land use issues and plans.

The City has adopted several planning documents and policies that pertain to the area in question. Of particular significance is the City's commitment to developing a continuous network of safe and convenient trails throughout the metropolitan area. This is reflected in both the Metro Area Trails System (February, 1993) and the 2030 Transportation Plan (July, 2000). These documents encourage the use of railroad right-of-way for trail development and specifically identify the line in question as a potential trail.

The CCP line is an important one as it will provide the only trail connection between the cities of Cedar Rapids and Marion. It will also provide a necessary link from the east side of the metropolitan area to the Cedar Valley Nature Trail, a fifty-plus mile trail connecting numerous towns, parks and recreation areas in eastern Iowa. It is our hope that the abandonment of the CCP line will be the first step in achieving this trail network.

Again, thank you for the opportunity to review CCP's plans. Please don't hesitate to contact me if you need additional information.

Sincerely,


Jane K. Tompkins
Development Director

DEPARTMENT OF DEVELOPMENT

50 Second Avenue Bridge • Sixth Floor, City Hall • Cedar Rapids, Iowa 52401-1256
Phone (319) 286-5041 • FAX (319) 286-5141 • Fax-on-Demand (319) 286-5146



Michael J. Barron, Jr.
Counsel
Legal Department

Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

March 22, 2002

Jane Tompkins
Director
Cedar Rapids Dept. of Development
6th floor, City Hall
50 Second Ave. Bridge
Cedar Rapids, IA 52401-1256

Re: Chicago Central & Pacific Railroad Company Proposed Abandonment in
Linn County, Iowa

Dear Ms. Tompkins:

Chicago Central & Pacific Railroad Company ("CCP") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon a 3.8 mile line of railroad in Linn County, Iowa between milepost ZA 229.5 at Louisa, Iowa to current end of track at milepost 225.7 in Marion, Iowa. For your convenience, we have attached a map for your reference. CCP is advising you of the proposed action so you may assist us in identifying any potential effects of the proposed action on, among other things, the following:

1. Water quality;
2. Designated wetlands;
3. 100-year-old flood plains;
4. Endangered or threatened species;
5. Critical habitats
6. Wildlife sanctuaries or refuges;
7. National or state parks or forests;
8. Coastal zone management
9. Soil and natural resource conservation
10. Agricultural land;
11. Regional and/or local land use plans; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act.

Because of the nature of the proposed action, we foresee no adverse effects. Nevertheless, we would appreciate your review and any comments you may wish to offer. We would appreciate a written response as soon as possible so that we may include it in the environmental report, which we will file with the STB. We intend on filing the Environmental Report in four weeks.

Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Chicago Central
& Pacific Railroad Company

Encl.

APPENDIX H



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION VII
901 N. 5TH STREET
KANSAS CITY, KANSAS 66101

APR 11 2002

Michael J. Barron, Jr.
Counsel for Chicago Central
& Pacific Railroad Company
Canadian National/Illinois Central
455 North City Front Plaza Drive
Chicago, Illinois 60611-5317

Dear Mr. Barron:

RE: Review of Railroad Abandonment in Linn County, Iowa (Milepost ZA 229.5 to 225.7)

This letter responds to your March 22, 2002 letter (to Regional Administrator James Gulliford) that requested the Environmental Protection Agency's input regarding the proposed railroad abandonment:

1. If trackage and ties are to be removed, please contact Mr. Joe Griffin at the Iowa Department of Natural Resources (515) 281-7017 for stormwater permitting requirements.
2. If any dredge and fill activities have been previously permitted by the U.S. Army Corps of Engineers through a Clean Water Act Section 404 permit, a review of the termination requirements of that permit should be undertaken.
3. Positive benefits resulting from such abandonments include a) discontinuance of right-of-way clearing by herbicides, b) conversion of rail bed to roadway systems or bike/pedestrian trails.
4. A review of the EnviroFacts and Surf Your Watershed databases did not reveal any significant environmental issues within the project's alignment. Copies of these Internet searches are provided as enclosures. For your future use, these web addresses are:

[Http://www.epa.gov/surf3/locate/index.html](http://www.epa.gov/surf3/locate/index.html)

This web site provides information organized by watershed.

[Http://www.epa.gov/enviro/index_java.html](http://www.epa.gov/enviro/index_java.html)

This web site contains information collected by the USEPA from departments within the Agency.





Index of
Watershed
Indicators

EnviroMapper for Watersheds

[IWI Home](#)
[Mapper Home](#)
[Surf Home](#)

Mapping Features

- ☒ ☐ Discharges to water
- ☒ ☐ Superfund sites
- ☒ ☐ Hazardous waste handler
- ☒ ☐ Toxic releases
- ☒ ☐ Air releases
- ☒ ☐ Others
- ☒ ☒ STORET (IWI-3C)
- ☒ ☒ STORET (IWI-5)
- ☒ ☒ STORET (IWI-6)
- ☐ ☐ Schools
- ☐ ☐ Hospitals
- ☐ ☐ Churches
- ☐ ☐ Populated Places
- ☒ ☒ Streets
- ☐ ☒ Streams
- ☐ ☐ Indian Lands
- ☐ ☐ Water Bodies
- ☐ ☐ Zipcodes
- ☐ ☒ Counties
- ☐ ☒ Watershed

Current IWI Data Layer:

0: Overall Watershed Characterization

Watershed Classification

- Better Water Quality - Low Vulnerability
- Better Water Quality - High Vulnerability
- Less Serious Water Quality Problems - Low Vulnerability
- Less Serious Water Quality Problems - High Vulnerability
- More Serious Water Quality Problems - Low Vulnerability
- More Serious Water Quality Problems - High Vulnerability
- Data Sufficiency Threshold Not Met

Select an IWI Data Layer for the color display:

- 0: Overall Watershed Characterization
- 1: Designated Use Attainment
- 2: Fish Consumption Advisories
- 3: Sources of Drinking Water

Zoom-In By

2X

Radius

Zoom-Out By

2X

Recenter Map

Identify

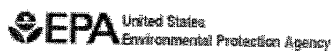
Show Location

Redraw Map

7 mi across. Tips: Click on the map or choose another option.

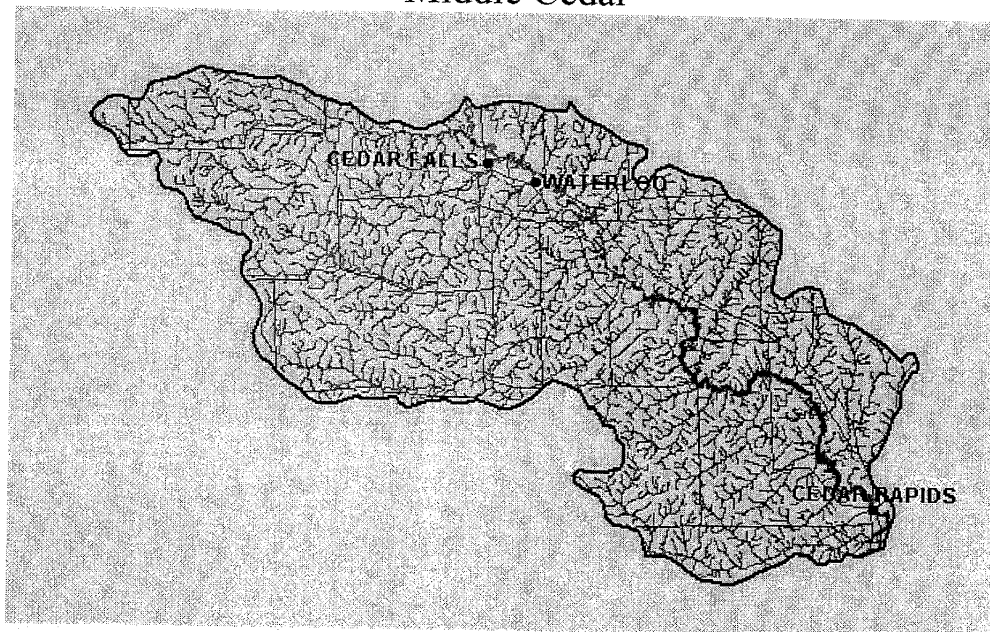
You can also zoom in by geography.

303(d) LISTED WATERS



303(d) | Watershed
loca

Middle Cedar



Legend

-  CWA Section 303(d)
Impaired Waters
-  RF3 Hydrography
-  City
-  Highway/Primary Road
-  8-digit USGS CU



Michael J. Barron, Jr.
Counsel
Legal Department

Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

March 22, 2002

James B. Guilliford
Regional Administrator
U.S. Environmental Protection Agency
901 N. 5th Street
Kansas City, KS 66101

Re: Chicago Central & Pacific Railroad Company Proposed Abandonment in
Linn County, Iowa

Dear Mr. Guilliford:

Chicago Central & Pacific Railroad Company ("CCP") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon a 3.8 mile line of railroad in Linn County, Iowa between milepost ZA 229.5 at Louisa, Iowa to current end of track at milepost 225.7 in Marion, Iowa. For your convenience, we have attached a map for your reference. CCP is advising you of the proposed action so you may assist us in identifying any potential effects of the proposed action on, among other things, the following:

1. Water quality; ✓
2. Designated wetlands; ✓
3. 100-year-old flood plains;
4. Endangered or threatened species; ✓
5. Critical habitats
6. Wildlife sanctuaries or refuges;
7. National or state parks or forests;
8. Coastal zone management
9. Soil and natural resource conservation
10. Agricultural land; ✓
11. Regional and/or local land use plans; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act. ✓

Because of the nature of the proposed action, we foresee no adverse effects. Nevertheless, we would appreciate your review and any comments you may wish to offer. We would appreciate a written response as soon as possible so that we may include it in the environmental report, which we will file with the STB. We intend on filing the Environmental Report in four weeks.

Thank you for your assistance.

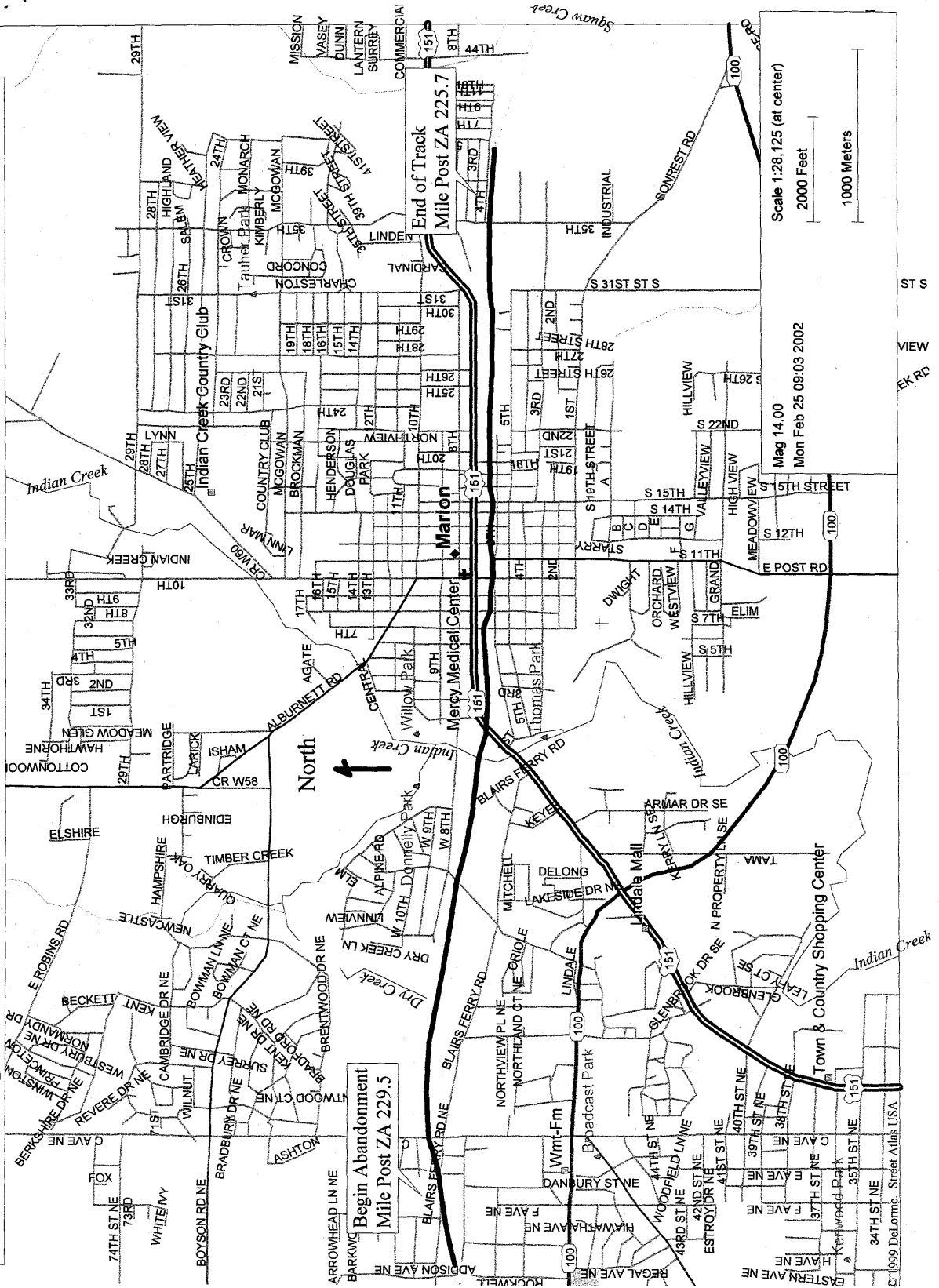
Very truly yours,

Michael J. Barron, Jr.
Counsel for Chicago Central
& Pacific Railroad Company

Encl.

Control: ECO
CC: RA/DRA

Proposed Abandonment in Cedar Rapids and Marion, Iowa



APPENDIX I



"Rob G
Middlemis-Brown"
<rgbrown@usgs.gov>

To: michael.barron@cn.ca
cc:
Subject: Proposed rail abandonment in Linn County

04/05/2002 11:58 AM

Mr. Barron,

In response to your request for comments on the potential effects of the proposed action of abandonment in Linn County, Iowa, the U.S. Geological Survey has no comment. The USGS is not a regulatory agency and our scientific equipment in the area will not be affected by the proposed action. We appreciate the opportunity.

Rob Middlemis-Brown
U.S. Geological Survey
District Chief, Iowa
319.358.3600
rgbrown@usgs.gov



Michael J. Barron, Jr.
Counsel
Legal Department

Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

March 22, 2002

James B. Guilliford
Regional Administrator
U.S. Environmental Protection Agency
901 N. 5th Street
Kansas City, KS 66101

Re: Chicago Central & Pacific Railroad Company Proposed Abandonment in
Linn County, Iowa

Dear Mr. Guilliford:

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Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Chicago Central
& Pacific Railroad Company

Encl.

APPENDIX J



March 22, 2002

U.S. Fish and Wildlife Service
Ecological Services Office
Rock Island Field Office
4469 48th Avenue Ct.
Rock Island, IL 61201-9213

Michael J. Barron, Jr.
Counsel
Legal Department

Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

NO OBJECTION
U.S. Fish & Wildlife Service
Rock Island, Illinois
[Signature]
Supervisor Date

4/23/02

Re: Chicago Central & Pacific Railroad Company Proposed Abandonment in
Linn County, Iowa

Dear Sir/Madam:

Chicago Central & Pacific Railroad Company ("CCP") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon a 3.8 mile line of railroad in Linn County, Iowa between milepost ZA 229.5 at Louisa, Iowa to current end of track at milepost 225.7 in Marion, Iowa. For your convenience, we have attached a map for your reference. CCP is advising you of the proposed action so you may assist us in identifying any potential effects of the proposed action on, among other things, the following:

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Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Chicago Central
& Pacific Railroad Company

Encl.

MAR 27 2002



Michael J. Barron, Jr.
Counsel
Legal Department

Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

APPENDIX K

March 22, 2002

Jeffrey R. Vonk
Director
Iowa Dept. of Natural Resources
Henry A. Wallace Bldg.
502 E. 9th
Des Moines, IA 50319

Re: Chicago Central & Pacific Railroad Company Proposed Abandonment in
Linn County, Iowa

Dear Mr. Vonk:

Chicago Central & Pacific Railroad Company ("CCP") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon a 3.8 mile line of railroad in Linn County, Iowa between milepost ZA 229.5 at Louisa, Iowa to current end of track at milepost 225.7 in Marion, Iowa. For your convenience, we have attached a map for your reference. CCP is advising you of the proposed action so you may assist us in identifying any potential effects of the proposed action on, among other things, the following:

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Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Chicago Central
& Pacific Railroad Company

Encl.



DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P.O. BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004

REPLY TO
ATTENTION OF

<http://www.mvr.usace.army.mil>

May 29, 2002

APPENDIX L

Operations Division

SUBJECT: CEMVR-OD-P-427700

Mr. Michael J. Barron, Jr.
Chicago Central Pacific Railroad Company
Legal Department
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317

Dear Mr. Barron:

Our office reviewed your letter dated March 22, 2002, concerning the proposed abandonment of 3.8 miles of railroad line in Sections 1 and 6, Township 83 North, Range 6 West, Linn County, Iowa.

Should your project involve the extraction of any bridges, you are required to remove all fill material to an upland, non-wetland site, and to remove all pilings to at least one foot below streambed elevations. You are also required to seed all disturbed areas with native grasses and to implement appropriate measures to insure that sediments are not introduced into waters of the United State during your project.

We determined your project as proposed does not require a Department of the Army (DA) Section 404 permit. The decision regarding this action is based on information found in the administrative record which documents the District's decision-making process, the basis for the decision, and the final decision. No indication of discharge of dredged or fill material was found to occur in waters of the United States (including wetlands). Therefore, this determination resulted.

You are advised that this determination for your project is valid for five years from the date of this letter. If the project is not completed within this five-year period or your project plans change, you should contact our office for another determination.

Although a DA Section 404 permit is not required for the project as proposed, you must still acquire other applicable Federal, state, and local permits.

Should you have any questions, please contact our Regulatory Branch by letter, or telephone me at 309/794-5367.

Sincerely,

Michael D. Hayes
Project Manager
Enforcement Section

Copy Furnished:

Mr. Kelly Stone (2)
Iowa Department of Natural Resources
Flood Plain Section
Henry A. Wallace Building
900 East Grand Avenue
Des Moines, Iowa 50319-0034



Michael J. Barron, Jr.
Counsel
Legal Department

Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

March 22, 2002

Colonel William J. Bayles
Commander & District Engineer
U.S. Army Corps of Engineers
Rock Island District
P.O. Box 2004
Rock Island, IL 61204-2004

Re: Chicago Central & Pacific Railroad Company Proposed Abandonment in
Linn County, Iowa

Dear Colonel Bayles:

Chicago Central & Pacific Railroad Company ("CCP") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon a 3.8 mile line of railroad in Linn County, Iowa between milepost ZA 229.5 at Louisa, Iowa to current end of track at milepost 225.7 in Marion, Iowa. For your convenience, we have attached a map for your reference. CCP is advising you of the proposed action so you may assist us in identifying any potential effects of the proposed action on, among other things, the following:

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Because of the nature of the proposed action, we foresee no adverse effects. Nevertheless, we would appreciate your review and any comments you may wish to offer. We would appreciate a written response as soon as possible so that we may include it in the environmental report, which we will file with the STB. We intend on filing the Environmental Report in four weeks.

Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Chicago Central
& Pacific Railroad Company

Encl.

**MAP WILL BE SCANNED
AT A LATER DATE**

The Historical Division of the Department of Cultural Affairs

STATE HISTORICAL SOCIETY OF IOWA

Where past meets future

APPENDIX N

April 16, 2002

American Gothic House
Eldon

Blood Run NHL
Larchwood

Centennial Building
Iowa City

Matthew Edel Blacksmith Shop
Marshalltown

Abbie Gardner Cabin
Arnolds Park

Iowa Historical Building
Des Moines

Montauk Governor's Home
Union Sunday School
Clermont Museum
Clermont

Plum Grove Governor's Home
Iowa City

Toolesboro Indian Mounds
Toolesboro

Western Historic Trails Center
Council Bluffs

Mr. Michael J. Barron Jr., Counsel
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317

RE: R & C # 020457030 - CHICAGO CENTRAL & PACIFIC RAILROAD CO.
PROPOSED ABANDONMENT IN LINN COUNTY, IOWA

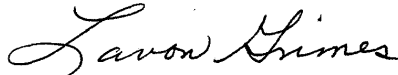
Dear Mr. Barron Jr.:

We have received information on the above referenced project for our review and recommendations. However, there is additional information needed before a judgement can be made.

We need photos and site sheets completed for all railroad owned properties 50 years of age or older along the line to be abandoned. We also need a 106 Request for SHPO Comments filled out. I am enclosing the site sheets, request for SHPO comment and a consultant's list in case you want to hire someone to do work for you. You may want to go to our web site at www.iowahistory.org, please see enclosed information.

Should you have any questions please contact me at the number below. Please refer to the Review & Compliance number listed above when contacting the Review and Compliance Program. Thank you.

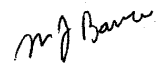
Sincerely,



Lavon Grimes
Review & Compliance Coordinator
State Historical Society of Iowa
600 East Locust Street
Des Moines, Iowa 50309-0290

6-6-02

We will contact
SHPO and ensure
that Env. / Hist.
Report is all that
is needed to
complete review.



IOWA HISTORICAL BUILDING

600 East Locust • Des Moines, Iowa 50319-0290

Phone: (515) 281-6412 • Fax: (515) 242-6498 or (515) 282-0502

www.uiowa.edu/~shsi/index.htm

**MAP WILL BE SCANNED
AT A LATER DATE**

APPENDIX N



Michael J. Barron, Jr.
Counsel
Legal Department

Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

March 22, 2002

Ms. Anita Walker
Executive Director
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319-0290

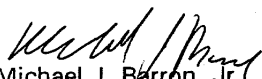
**Re: Chicago Central & Pacific Railroad Company Proposed Abandonment in
Linn County, Iowa**

Dear Ms. Walker:

Chicago Central & Pacific Railroad Company ("CCP") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon a 3.8 mile line of railroad in Linn County, Iowa between milepost ZA 229.5 at Louisa, Iowa to current end of track at milepost 225.7 in Marion, Iowa. For your convenience, we have attached a map for your reference. CCP is advising you of the proposed action so you may assist us in performing a historical review process. Photographs, as well as a map of the area up for abandonment, are enclosed.

Thank you for your assistance. Please call me should you have any questions.

Very truly yours,


Michael J. Barron, Jr.
Counsel for Chicago Central
& Pacific Railroad Company

Encl.

Docket No. AB-314 (Sub-No. 2X)

CHICAGO CENTRAL & PACIFIC
RAILROAD COMPANY

- PETITION FOR EXEMPTION FOR
ABANDONMENT IN LINN
COUNTY, IOWA

To: Mr. Vernon A. Williams
Secretary
Surface Transportation Board (STB)
1925 K Street, N.W.
Washington, DC 20423-0001

CERTIFICATE OF COMPLIANCE WITH 49 C.F.R. PART 1105

I hereby certify that on June 7, 2002, copies of the Environmental Report and Historic Report for the above-captioned proceeding were served on the agencies listed at 49 C.F.R. § 1105.7(b), all agencies consulted in preparing the reports, and on the State Historical Society of Iowa. A service list is attached and incorporated into this certificate at Attachment A. The reports have been sent within the time period specified, as Chicago Central & Pacific Railroad Company intends to file its Petition for Exemption in the above-captioned matter no earlier than June 27, 2002. All appropriate agencies as listed in 49 C.F.R. § 1105.7(e) have been consulted well in advance of preparing the Environmental Report.

I also certify that a newspaper notice was published on March 29, 2002, in *The Gazette*, a newspaper of general circulation in Linn County, Iowa. The notices alerted the public to the proposed abandonment, to possible reuse alternatives, and to procedures for participating in the STB proceeding. A copy of the notice is attached to this certificate as Attachment B.

Dated this 7th day of June, 2002.



Michael J. Barron, Jr.
Counsel for Chicago Central & Pacific
Railroad Company

Attachment A

Colonel William J. Bayles
Commander & District Engineer
U.S. Army Corps of Engineers
Rock Island District
P.O. Box 2004
Rock Island, IL 61204-2004

James B. Guilliford
Regional Administrator
U.S. Environmental Protection Agency
901 N. 5th Street
Kansas City, KS 66101

Charles Whitmore
Regional Conservationist
U.S. Department of Agriculture
Natural Resources Conservation Service
Midwest Regional Office
2820 Walton Commons West, Suite 123
Madison, WI 53718-6797

Jeffrey R. Vonk
Director
Iowa Dept. of Natural Resources
Henry A. Wallace Bldg.
502 E. 9th
Des Moines, IA 50319

Neil Volmer
Director - Modal Division
Iowa Dept. of Transportation
800 Lincoln Way
Ames, IA 50010

Anita Walker
Executive Director
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319-0290

U.S. Fish and Wildlife Service
Ecological Services Office
Rock Island Field Office
4469 48th Avenue Ct.
Rock Island, IL 61201-9213

Iowa Wetlands and Riparian Areas Conservation Plan
Division of Soil Conservation
Iowa Dept. of Agriculture and Land Stewardship
Wallace Bldg.
502 E. 9th
Des Moines, IA 50319

Linn County Board of Supervisors
Linn County Administrative Office Building
930 First Street SW
Cedar Rapids, IA 52404

U.S. Dept. of Interior
U.S. Geological Survey
P.O. Box 1230
Iowa City, IA 52244

Michael Murphy
Bureau Chief
Iowa Compliance & Enforcement Bureau
Dept. of Natural Resources
Henry A. Wallace Bldg.
502 E. 9th
Des Moines, IA 50319

Jeff Schott
City Manager
City of Marion
1100 8th Avenue
Marion, IA 52302

Jane Tompkins
Director
Cedar Rapids Dept. of Development
6th floor, City Hall
50 Second Ave. Bridge
Cedar Rapids, IA 52401-1256

Thomas Ross
National Recreation and Conservation
Assistance Division
National Park Service
800 N. Capitol Street, N.E., Room 490
Washington, DC 20002

Attachment A

Edward J. McKay
National Geodetic Survey
National Geodetic and Atmospheric Adm.
1315 East-West Highway, Rm. 8813
Silver Spring, MD 20910-3282

Steve McCann
Iowa Dept. of Economic Development
200 E. Grand Ave.
Des Moines, IA 50309

**3 motorcycles, 166
atvs, supplies**

2000 Honda XR100R,
like new, \$1900/best offer
or trade towards ATV
(319) 643-5716

HONDA 2000 XR80R,
good condition, 50 hrs.
on motor, \$1700.
319-626-6904

HONDA 1998 CR 125
with accessories,
\$2000/best offer.
319-643-5501.

HONDA 1985 700cc,
\$1000 563-886-2057

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thesis turn, in their
act."

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NORTH 03 29 A

♥ A K 7 2
♦ K 9 5
♦ A 8 5 4
♠ Q 7

WEST

♥ 10 8 6 3
♦ 4
♦ K Q 10 9 7
♣ A 9 3

EAST

♥ J 9 5 4
♦ Q 7 2
♦ 3 2
♣ K J 10 2

SOUTH

♥ Q
♦ A J 10 8 6 3
♦ J 6
♠ 8 6 5 4

Vulnerable: North-South
Dealer: North

The bidding:

North East South West
1 NT Pass 4 ♥ All pass

Opening lead: Diamond king

BID WITH THE ACES

03 29 B

South holds:

♥ 10 8 6 3
♦ 4
♦ K Q 10 9 7
♠ A 9 3

North South
1 ♥ ?

ANSWER: One spade. The dia-
mond suit is much stronger, but
the hand is not strong enough for
a two-over-one response.

Send bridge questions to The Aces, P.O. Box 831861,
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CHICAGO CENTRAL & PACIFIC RAILROAD COMPANY gives notice that on or after May 10, 2002, it intends to file with the Surface Transportation Board, Washington, DC 20423, a petition for exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 10903, permitting the abandonment of a 3.8 mile line of railroad between railroad milepost 2A 229.5 at Louisa, Iowa to current end of track at milepost 225.7 in Marion, Iowa, Linn County, Iowa, which line traverses through U.S. Postal Zip Codes 52302 and 52402. The proceeding will be docketed as AB-314 (Sub No. 2X).

The Board's Office of Economics, Environmental Analysis and Administration, Section of Environmental Analysis

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KAWASAKI 1997 KX80 Motocross, bike, great condition. \$1200

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KAWASAKI 1996 1500 VULCAN, 17K, metallic blue and silver. Good condition with windshield, backrest, luggage rack, saddle bags, tool pouch. Small crack on rear fender. \$4450/offer.

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KAWASAKI Mule 4x4, 22 hours, winch, bedliner, excellent condition. 431-1010.

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POLARIS 2001 Magnum 325, 71 mi. \$3500. 2001 Polaris Sportsman 500HO, yellow, 4x4, chrome wheels, wide tires \$6000. 364-1097.

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1980 NUWA 23' self-contained with shower and tub. Roof air, awning, TV and microwave included. \$2300 or best offer. 286-9384.

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CHICAGO CENTRAL & PACIFIC RAILROAD COMPANY gives notice that on or after May 10, 2002, it intends to file with the Surface Transportation Board, Washington, DC 20423, a petition for exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 10903, permitting the abandonment of a 3.8 mile line of railroad between railroad milepost 7A 229.5 at Louisa, Iowa to current end of track at milepost 225.7 in Marion, Iowa, Linn County, Iowa, which line traverses through U.S. Postal Zip Code 52302 and 52402. The proceeding will be docketed as AB-314 (Sub No. 2X).

The Board's Office of Economics, Environmental Analysis and Administration, Section of Environmental Analysis (OESEA) will generally prepare an Environmental Assessment (EA), which will normally be available 60 days after the filing of the petition for exemption. Comments on environmental and energy matters should be filed no later than 30 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to the OESEA, Surface Transportation Board, 1925 K Street NW, Washington, DC 20423 or by calling that office at (202) 565-1545.

Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Office of the Secretary, 1925 K Street NW, Washington, DC 20423-0001 (See 49 CFR 1104.1(a) and 1104.3(a)), and one copy must be served on applicant's representative. (See 49 CFR 1104.12(a)). Questions regarding offers of financial assistance, public use or trails use may be directed to the Commission's Office of Public Assistance at (202) 565-1592. Copies of any comments or requests for conditions should be served on the applicant's representative: Michael J. Barron, Jr., (312) 755-7954 at 455 North Cityfront Plaza Drive, 20th floor, Chicago, IL 60611-5317.

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