

City of John Day

Technical Memo #5

Draft Innovation Gateway Area Design Concepts



WALKER | MACY

March 29, 2019

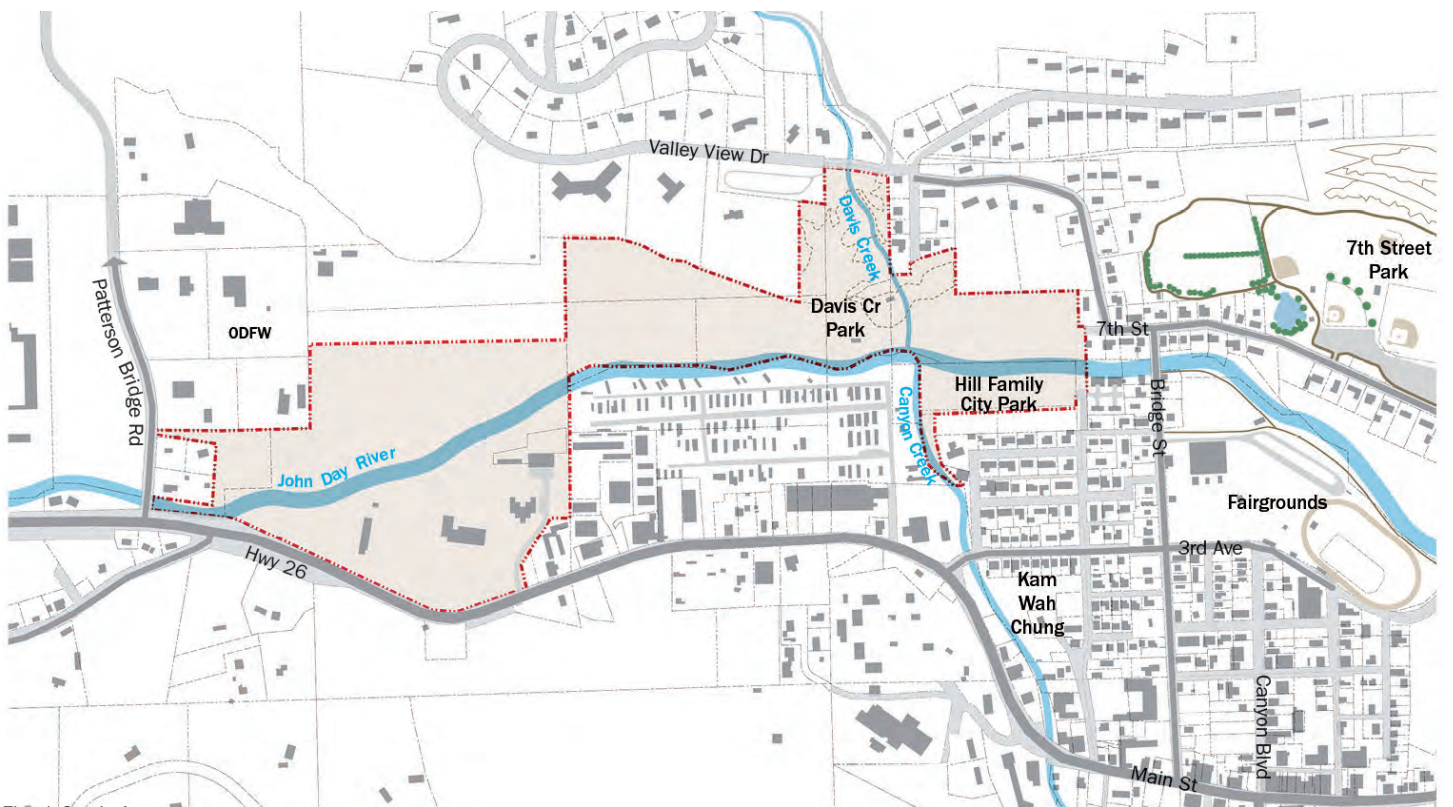


Fig. 1 Study Area

Introduction

Technical Memo #5 is an illustrated report of the draft concepts for the Innovation Gateway Area. It summarizes materials presented on 3/12/2019 at the Advisory Committee Meeting and City Council Meeting. The following topics are covered in narrative, photographs, and illustrative graphics: John Day River history, river restoration alternatives, Oregon Pine site conditions, proposed trail system, 7th St extension, street standards and two concepts for the study area.

The two concepts for the study area were developed in response to a number of planned projects (Davis Creek Trails, Hill Family City Park, Aquatic Center, Wastewater Treatment Plant), site constraints and assets. Overall, the concepts were guided by the overarching vision statement that emerged from community outreach: “keep what is great about our community and enhance it.”

Existing Site Conditions

- 1 Planer shed
- 2 Chipper shed
- 3 Planer shed and adjacent buildings



As noted in Tech Memo #3, the Innovation Gateway Site currently contains Oregon Pine Mill structures in varied conditions surrounded by native and opportunistic shrubs and grasses. Further east on the John Day River, there are current wastewater treatment buildings, ponds, and various industrial materials stored in scattered stacks. The study area is surrounded by striking views of the Aldrich and Strawberry Mountains.



1



2

1 Davis Creek Park
2 Hill Family City Park site
3 Current Wastewater Treatment Ponds
4 Future location of 7th St extension,
looking west



3



4

John Day River

- 1 Historic photo of gold dredging near John Day
- 2 Historic photo of John Day River area during mining activities



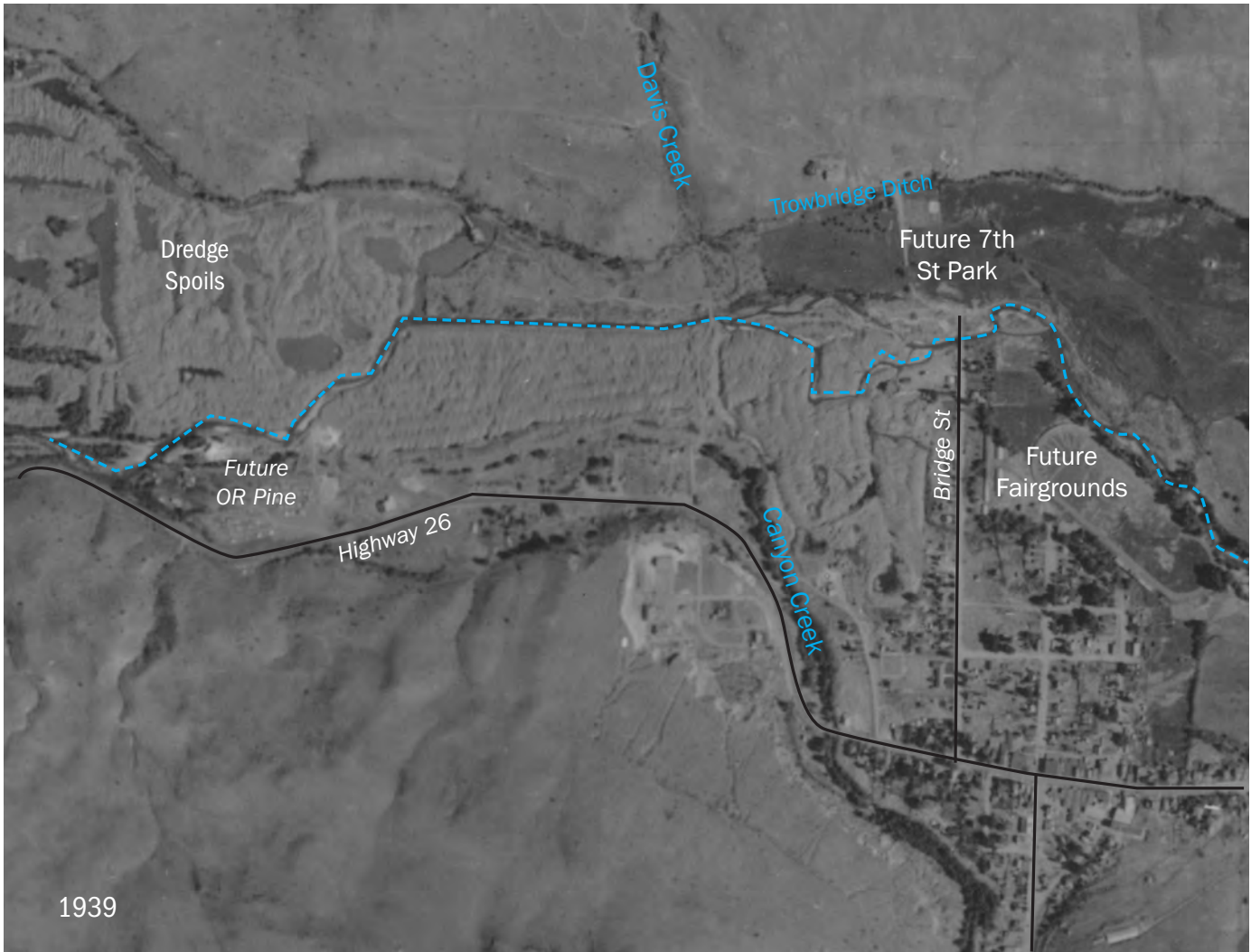


Fig. 2: River History

River History

The John Day River, where it flows through town, has been drastically altered by past gold mining activities. Bucket dredge mining occurred throughout the river corridor and floodplain in the early 1900s. The natural river course was straightened, narrowed, and re-routed. The valley bottom soils, including the river sand and gravel, were essentially turned upside down, and all of the native vegetation was removed. The dredging activities had severe impacts on river and floodplain function, as well as on fish and wildlife habitat. Fish passage was also disrupted by the irrigation diversion structure at the downstream end of the project area.

- 1 River channel with no sinuosity
- 2 River channel near Fairgrounds
- 3 Canyon Creek
- 4 Irrigation diversion on Oregon Pine Mill site



Existing Conditions

As a result, the current John Day River corridor and floodplain are not optimal for fish habitat, recreation, or flood storage. The 100-year floodplain (large flood that occurs, on average, once every 100 years) covers much of the study area except the north west corner (see Fig. 3).

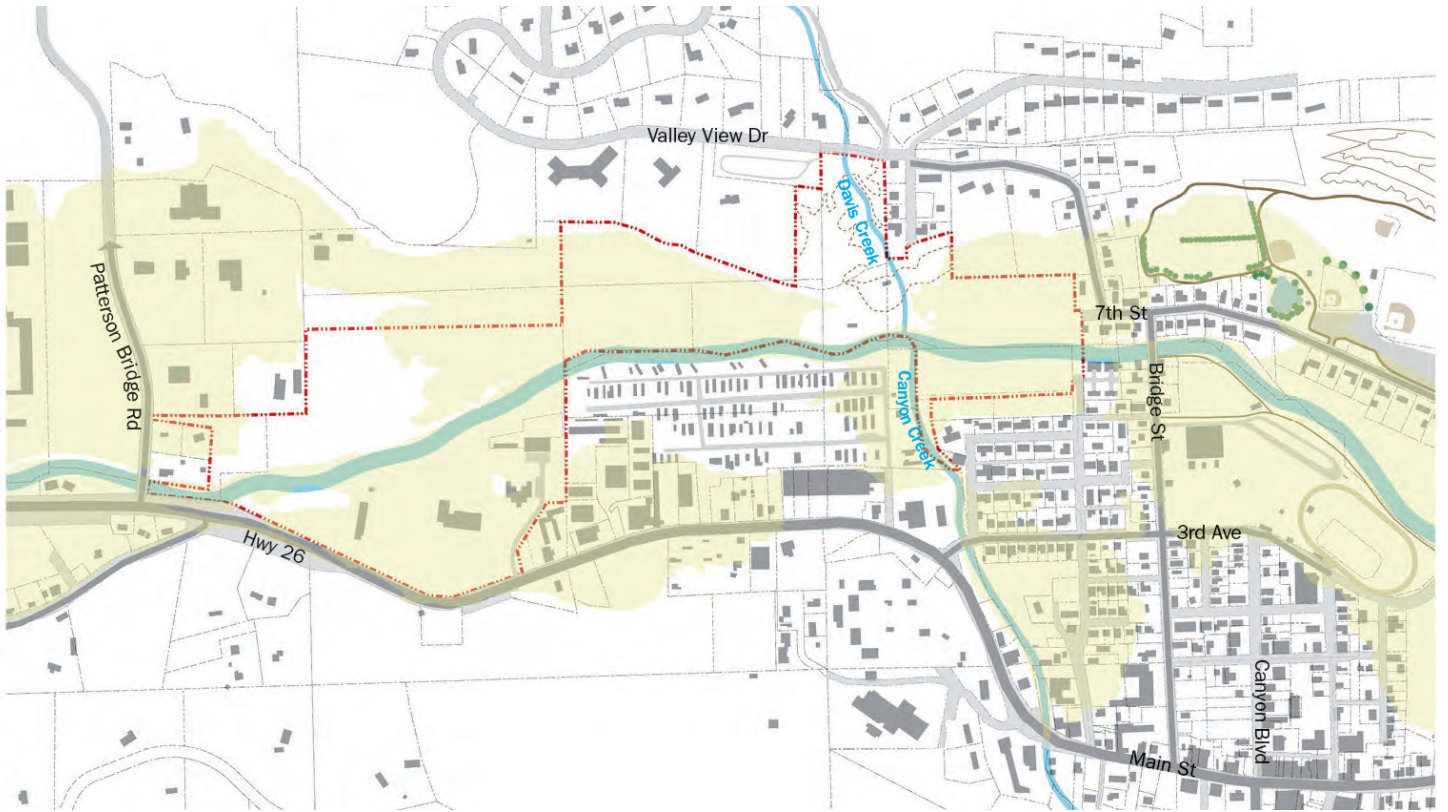


Fig. 3: 100-yr floodplain

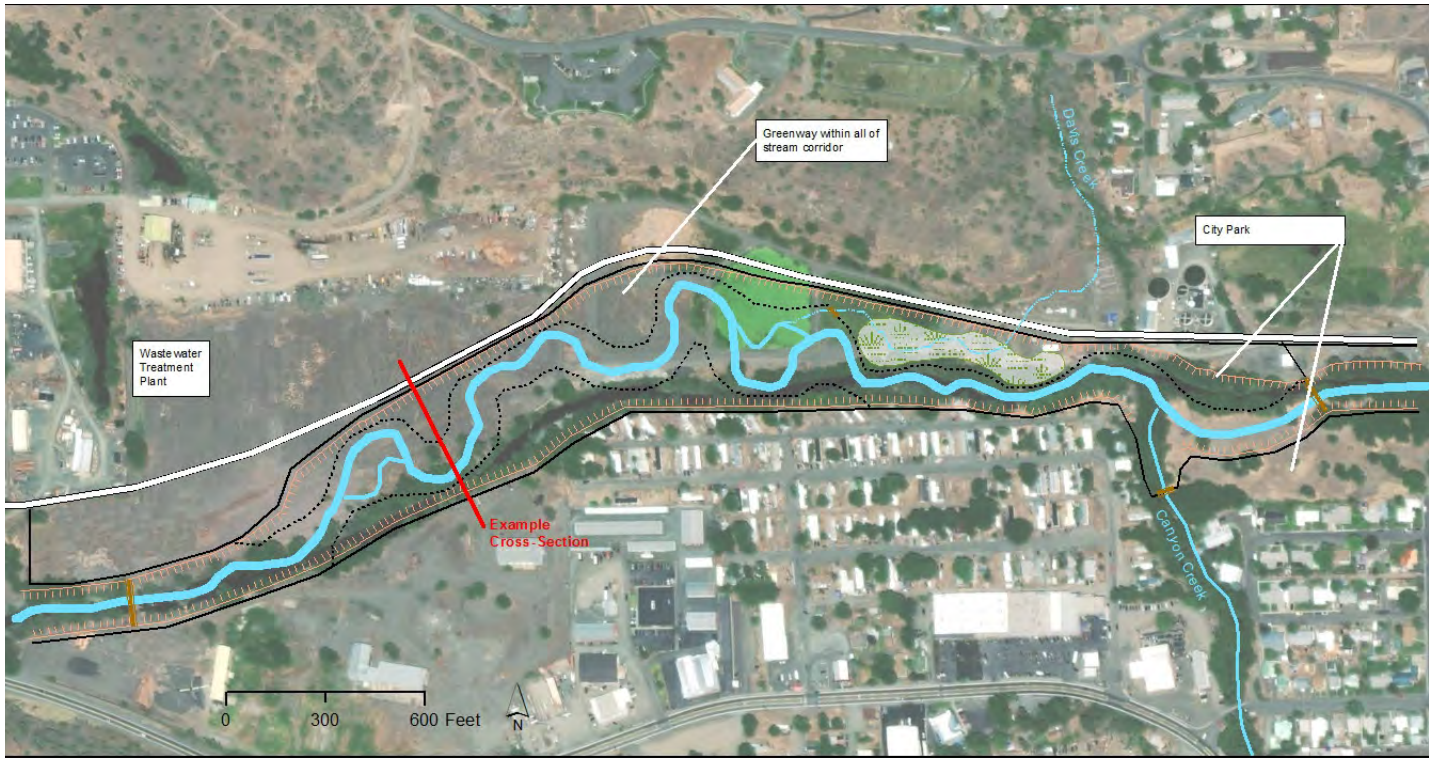


Fig. 4: Concept 1 “Wide Corridor” (Note: this is an initial planning-level concept rendering; actual pattern and location of river would be determined based on further engineering and ecological analysis)



Concept 1 “Wide Corridor”

This more extensive river restoration concept creates meanders and side channels throughout the study area. A new wetland could connect Davis Creek to the John Day River on the north side. The river banks are set back to create additional space for flood conveyance, habitat, and recreational facilities such as nature trails on both sides of the river (see Fig. 6).

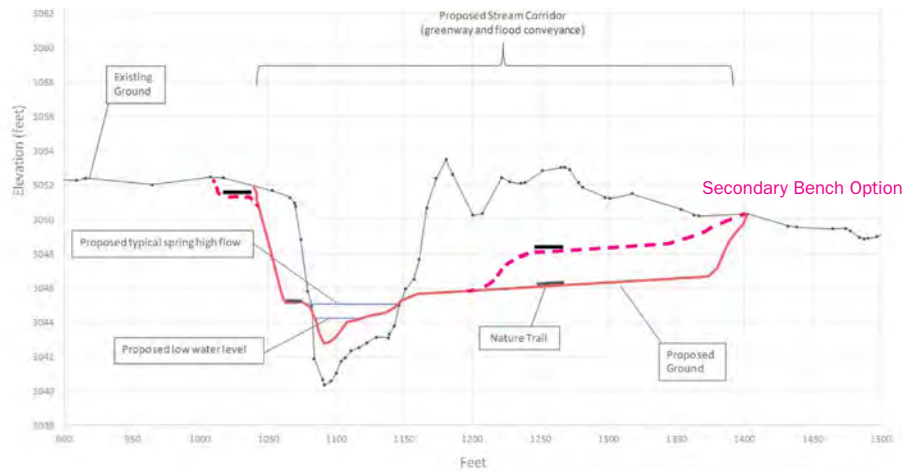


Fig. 6: River restoration section

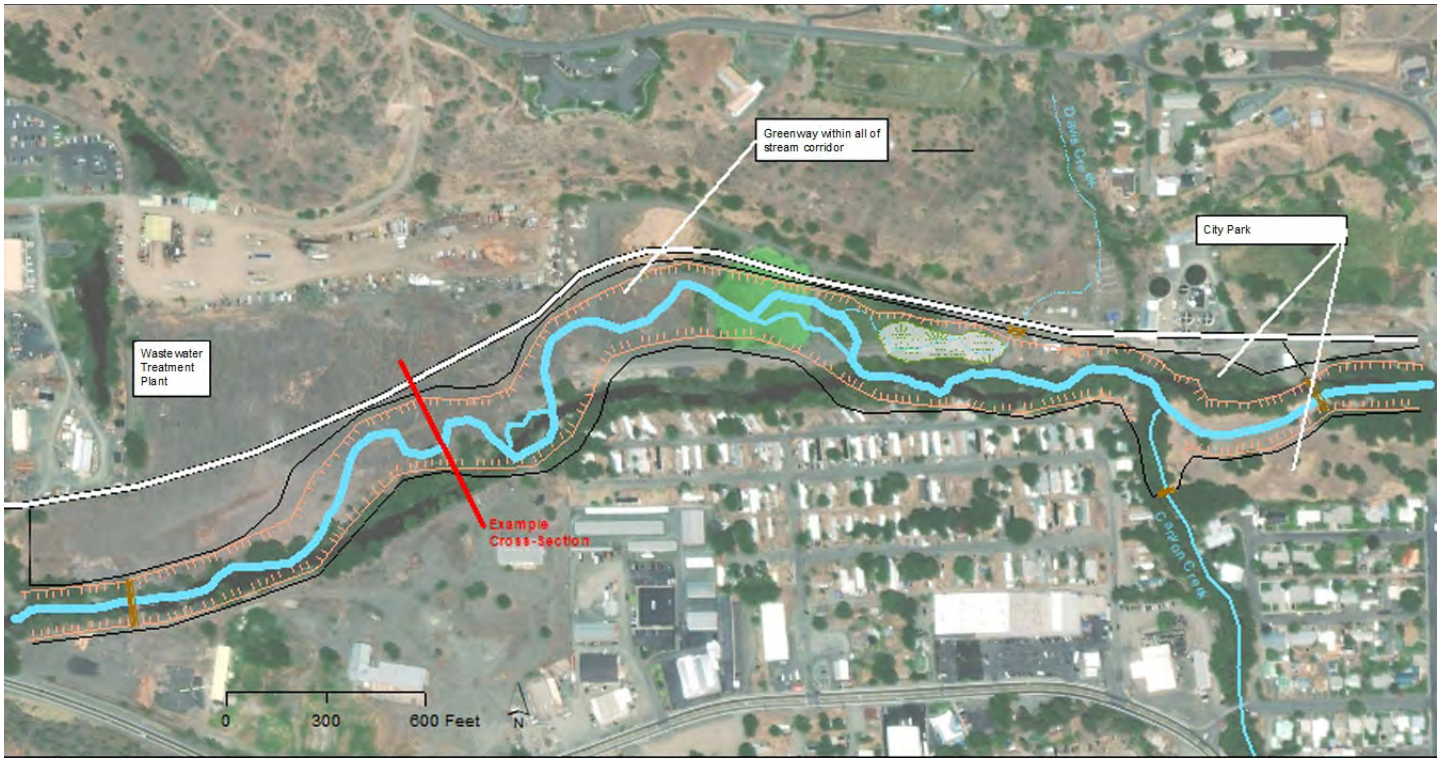


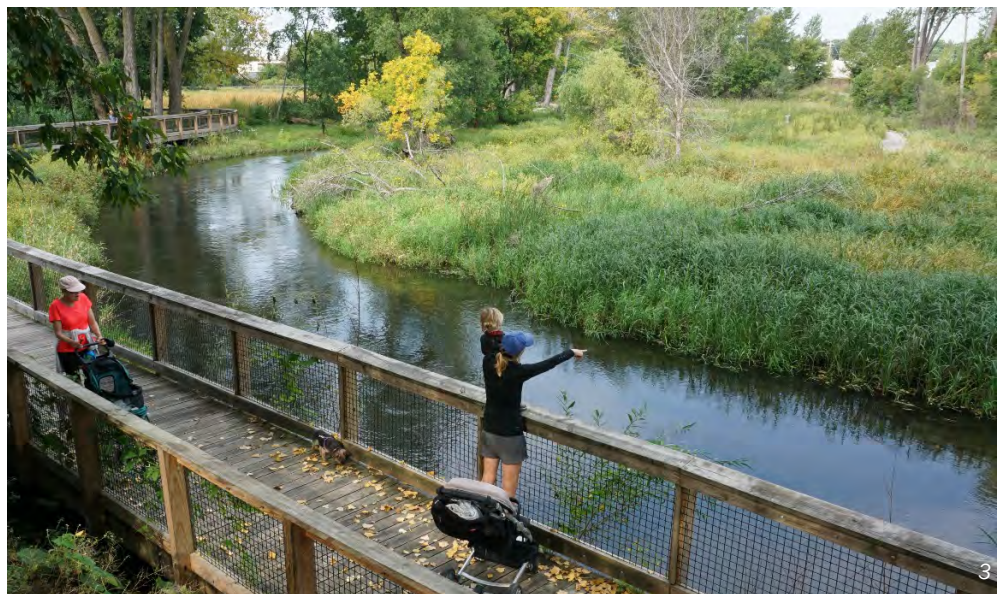
Fig. 5: Concept 2 “Narrow Corridor” (Note: this is an initial planning-level concept rendering; actual pattern and location of river would be determined based on further engineering and ecological analysis)



Concept 2 “Narrow Corridor”

This concept contains all the same elements (meanders, side channels, wetland, trails) but does so in a narrower stream corridor to reduce the amount of affected land adjacent to river.

- 1 Pre-project, Minnehaha Creek, MN
- 2 Post-project, Minnehaha Creek, MN
- 3 Restored meandered and pedestrian boardwalk, Minnehaha Creek, MN



Benefits of River Restoration

- Overall increased flood conveyance is likely to reduce flood impacts to nearby infrastructure during large flood events (more analysis will be required to determine specific impacts on flooding)
- New inset floodplain surfaces would have more frequent inundation to better mimic natural river conditions, and can also be utilized for multiple recreational uses
- Potential to create constructed wetlands to reduce need for City stormwater treatment
- More recreational trails and access to natural area
- Improved fish habitat
- Additional access for fishing
- Enhanced land values for neighboring properties
- Improved visual identity for City
- Maintain existing function of irrigation diversion

Considerations for Future Study / Challenges

- Current wastewater ponds need analysis and permitting to be integrated with river restoration
- The effects of the past gold dredging on future ecological restoration needs further study
- Needs additional hydrologic engineering feasibility study
- City could still build the proposed improvements without river restoration, but there would be less visual and recreational benefit



1 Side channel, habitat and pathway, La Center
2 Restored river floodplain, La Center
3 Restored river habitat and pathway, Red Tail



Concept Overview

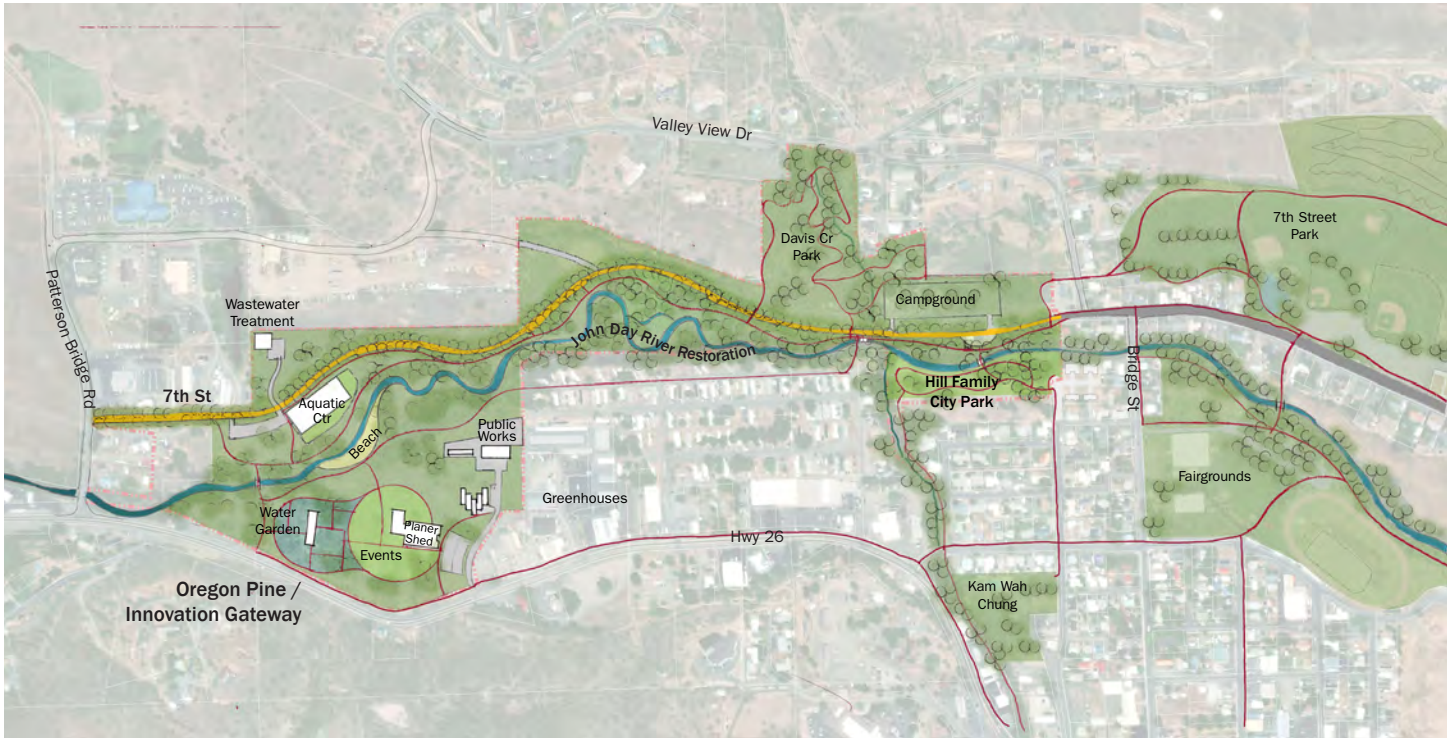


Fig. 7: Concept 1



Fig. 8: Concept 2

Overview

Activity is concentrated in the Oregon Pine / Innovation Gateway site to create a welcoming first impression of John Day and signal development activity and momentum for the city. The anticipated program emphasizes public amenities that bring the John Day community and visitors together. Mill structures will be renovated to host events such as farmers markets, classes, events and communicate the history and identity of John Day. Water sourced from the new state-of-the-art wastewater treatment plant will be showcased in the water garden and greenhouses. The site will also serve as a summer time hub of recreation with a beach for swimming, tubing, and small boat access, aquatic center, and trails for jogging, biking, or walking. The site may also become a node of employment, with a potential office development, vendors in the Planer Shed, greenhouse employees, and public works facilities.

Both concepts (see Fig. 7 and 8) create a strong linkage between the Oregon Pine / Innovation Gateway site and the existing and planned open spaces of 7th St Park, Hill Family City Park, Fairgrounds, and Kam Wah Chung. The new 7th St extension is a 'park street' featuring gentle curves, dense tree canopy, and ample space to walk and bike along the river. A series of greenway paths and footbridges over the John Day River allow for exploration of the restored river and safe access to the town open spaces.

	<i>Concept 1</i>	<i>Concept 2</i>
Pros	<ul style="list-style-type: none"> • Aquatic Center activates Innovation Gateway • Synergy between Aquatic Center and River Beach • Larger Water Garden 	<ul style="list-style-type: none"> • Includes office space • Synergy between 7th St Park rec fields and Aquatic Center • Maintenance efficiencies for Aquatic Center • Larger, river facing event lawn
Cons	<ul style="list-style-type: none"> • Smaller Event Lawn • No office space in study area 	<ul style="list-style-type: none"> • Smaller water garden • Less public activation on north side of river
Acreage		
Event Lawn	2.6 acres	3.8 acres
Water Garden	2.3 acres	1.2 acres
Campground	.7 acres	.7 acres
Office	n/a	.4 acres
Aquatic Center	1.8 acres	1.8 acres

Oregon Pine / Innovation Gateway

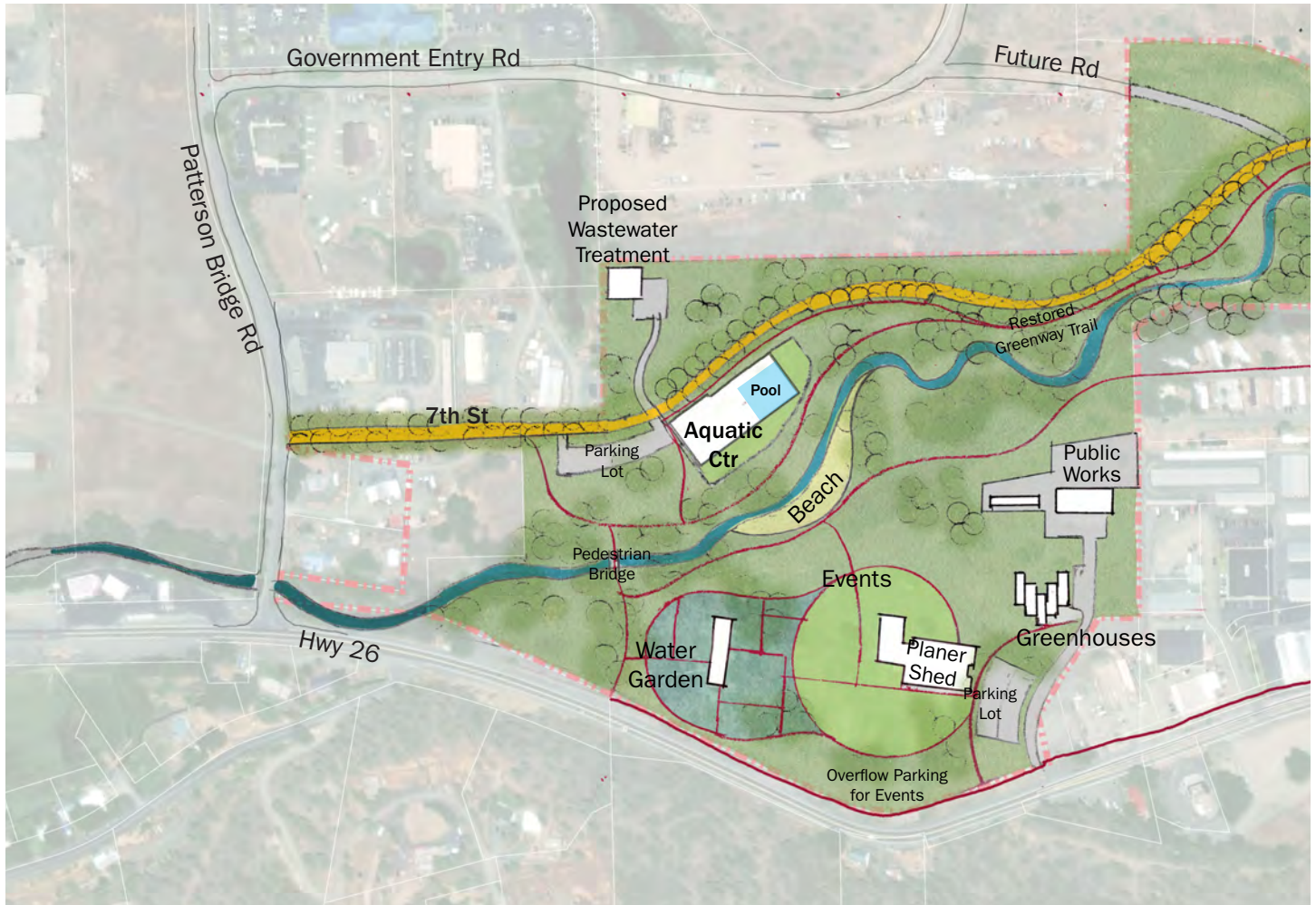


Fig. 9: Concept 1

Concept 1

This concept includes a smaller, circular event lawn around the renovated Planer Shed, which allows for multiple indoor/outdoor events. This concept will be particularly active in the summer, with the Aquatic Center and beach bringing people to both sides of the river.

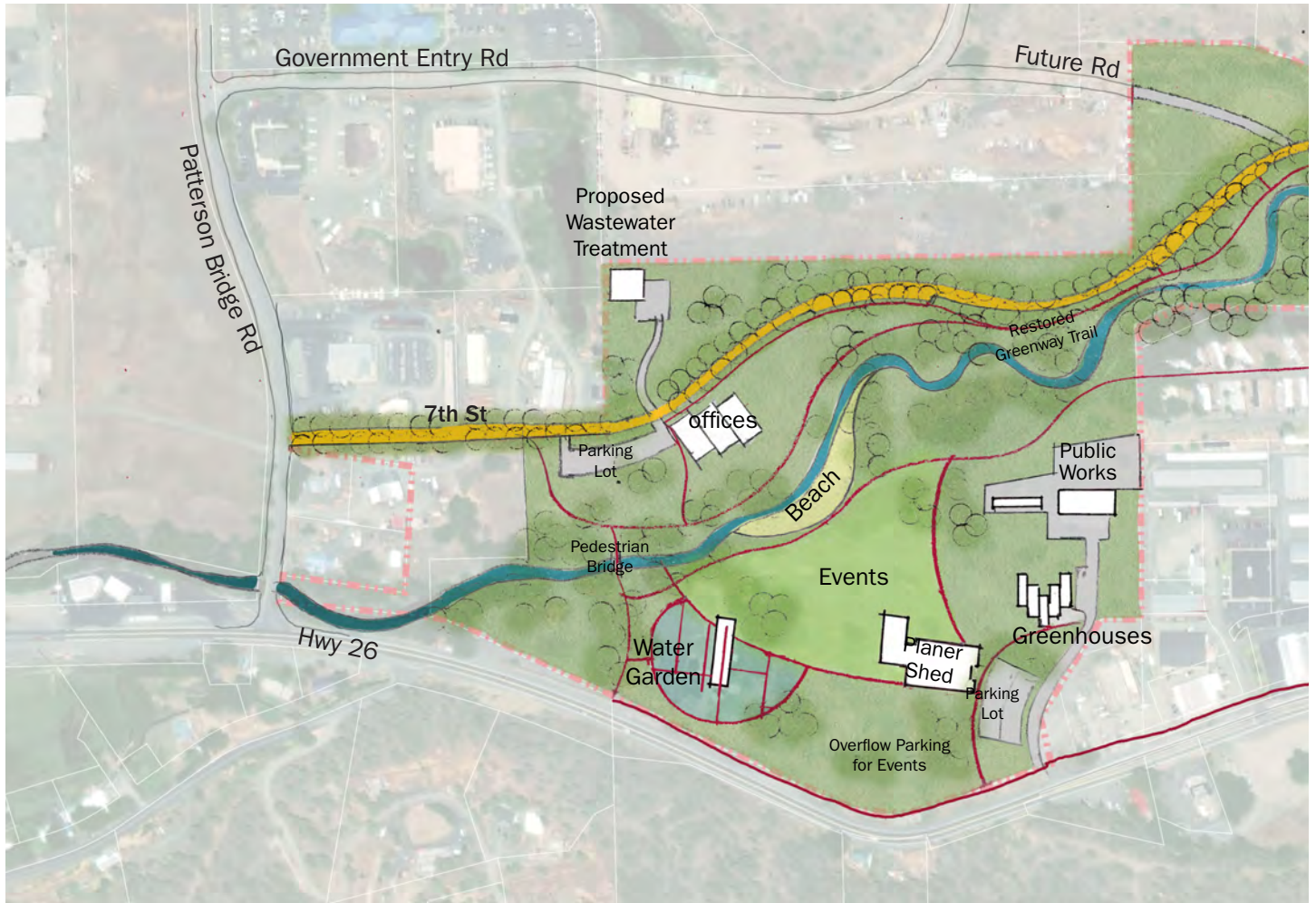


Fig. 10: Concept 2

Concept 2

This concept features a larger, river-facing event lawn space and more flexible overflow parking space near Hwy 26. An office development anchors the north side of the river and 7th St extension, with the Aquatic Center located east of the Oregon Pine / Innovation Gateway Site at the 7th St Park.

Key Design Elements

- 1 Precedent for water garden around adapted Chipper Shed
- 2 Historic machinery displayed at Tillamook Forest Center, OR, precedent for activation of mill structures
- 3 Pybus Public Market, Wenatchee, WA, precedent for adaptive reuse of Planer Shed



Adaptive Reuse of Mill Buildings

Mill structures are renovated to celebrate their unique form and to provide space for events, overlooks for the water garden, interpretive/educational elements, and a farmer's market.



1 Heyburn Idaho Boardwalk, precedent for riverfront trail with overlooks and wayfinding / interpretive signage
 2 Festival at 7th St Park, John Day, OR
 3 Lawn event in Bend, OR, precedent for flexible lawn space in Oregon Pine Site



Riverfront Trails

A robust system of multi-use riverfront trails on both sides of the river provides access for bicycles and pedestrians. This trail system may incorporate boardwalks, paving, and more rustic gravel paths. Three additional pedestrian/bicycle bridges improve river crossings across the study area.

Flexible Event Space

A flexible lawn adjacent to the renovated Planer Shed allows for a variety of events, such as food and beverage festivals, movie nights, concerts, and fairs. Parking overflow can be accommodated between the event lawn and Hwy 26.

Pedestrian + Bicycle Circulation

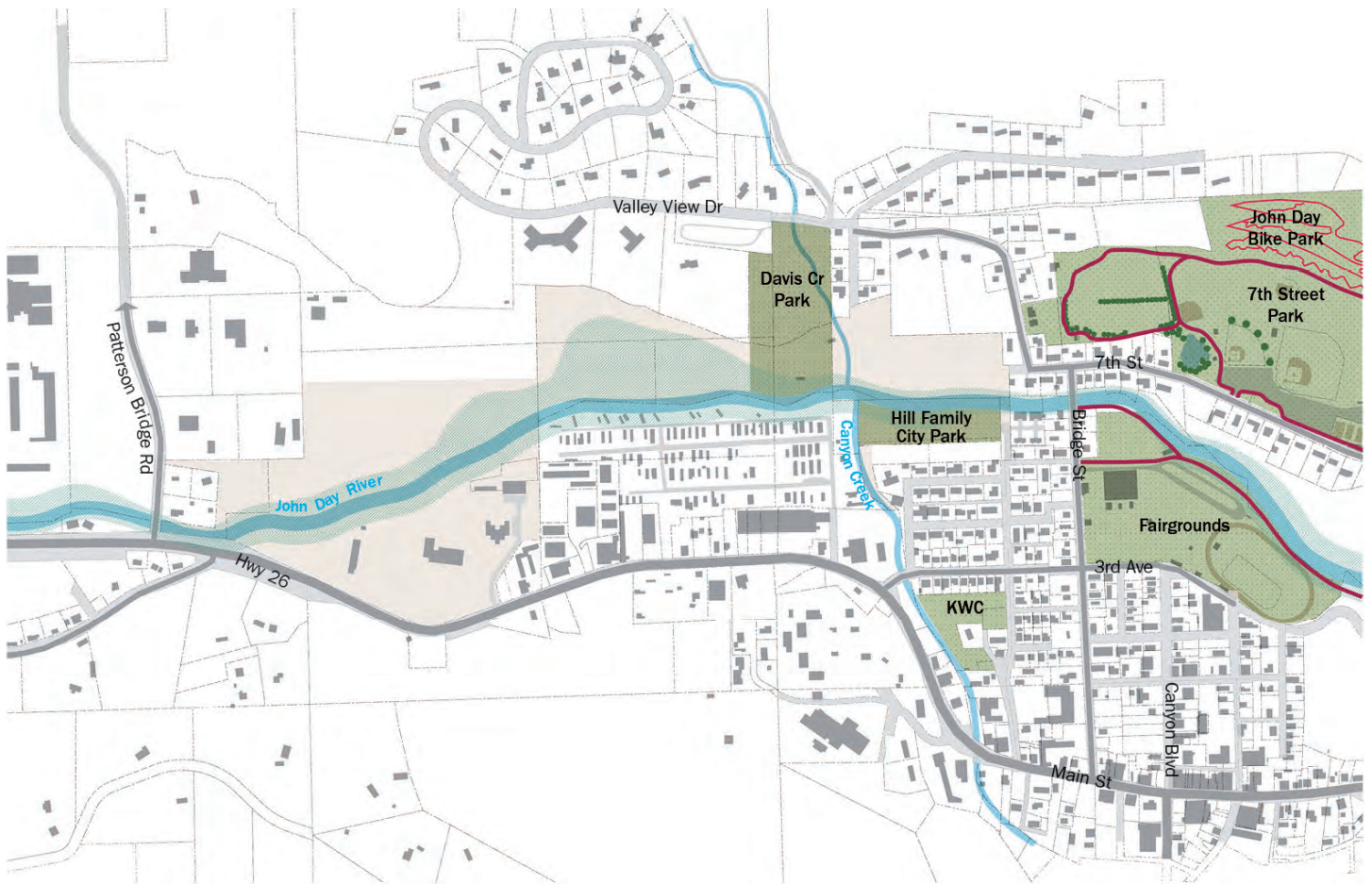


Fig. 11: Existing Trail System



1 Existing trail, 7th St Park

Existing Trail System

The existing trail system is concentrated east of the study area in 7th St Park and the Prospector Trail at the Fairgrounds. These trails provide access to these recreational spaces but lack connections to other key destinations in town.

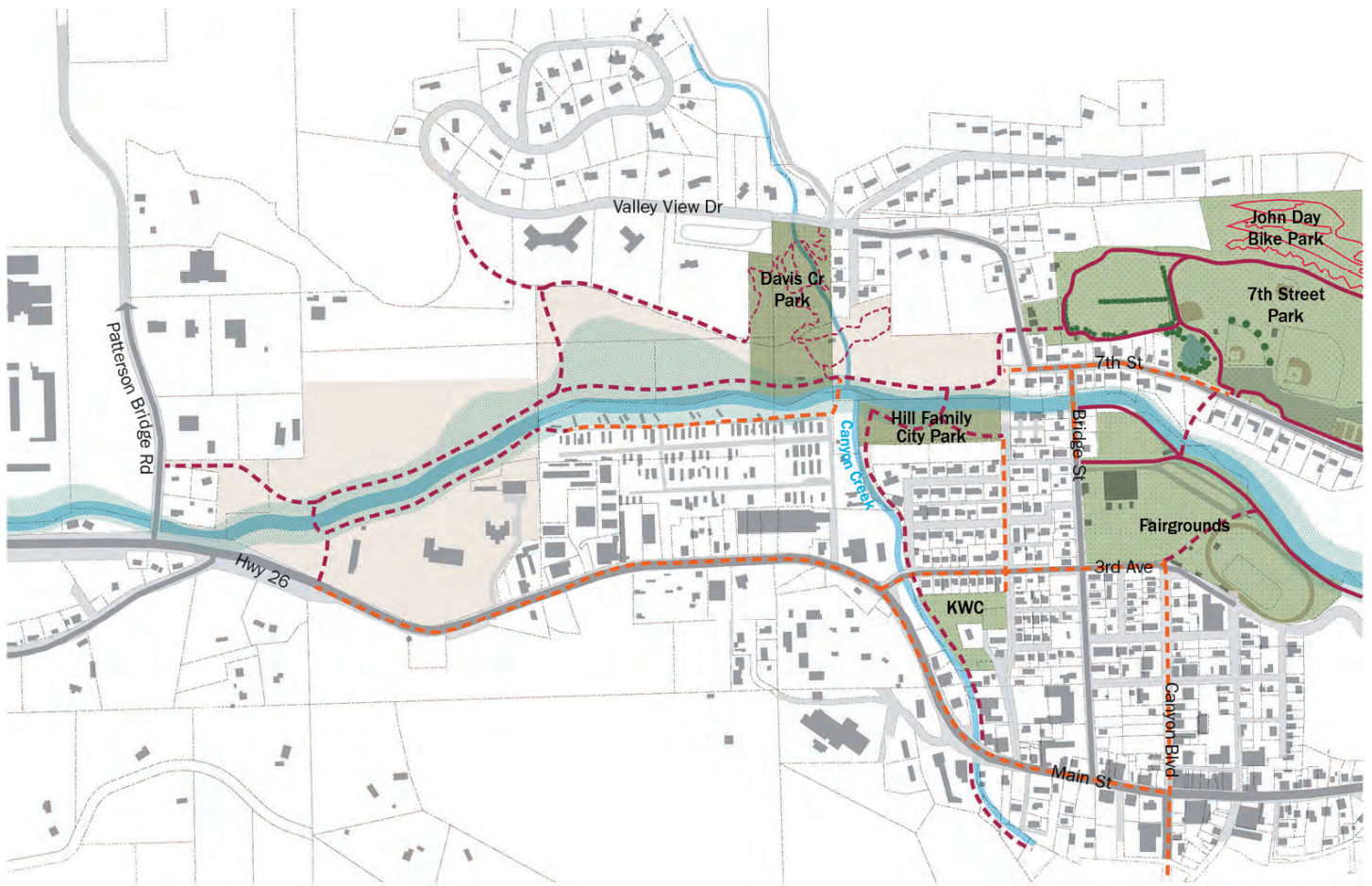


Fig. 12: Proposed Trail System

Proposed Trail System

The proposed trail system includes new trails on the north and south banks of the John Day River, and new park trails that connect and circulate within Kam Wah Chung, Hill Family City Park, and Davis Creek Park. On-street pedestrian connections link these new trails with town destinations. These on-street pedestrian connections will include new sidewalks or improvements such as pedestrian scale lighting, enhanced crossings, bulb-outs, street trees, and signage.

- 1 Bike wayfinding signage with mileage and estimate travel time, Salem, OR
- 2 Temporary, low cost wayfinding signage to encourage walking and highlight town destinations
- 3 Overlook with rustic wood picnic table and stone walls, Historic Columbia River Highway, OR



Wayfinding / Public Art

Wayfinding and public art are incorporated into the proposed trail system to orient and communicate John Day's identity. Comments at the CAC #1 suggested that John Day trails need better signage to encourage exploration by visitors and people relocating to the area. Community members also expressed interest in highlighting the local history of the mill and river in the study area.



- 1 Interpretive Signage and weathered wood overlook, Minnehaha Creek Preserve, Minneapolis, MN
- 2 Industrial style pedestrian bridge, Blue Basin, OR
- 3 Weathered wood and metal wayfinding and interpretive signage, Cottonwood Canyon, OR



Overlooks

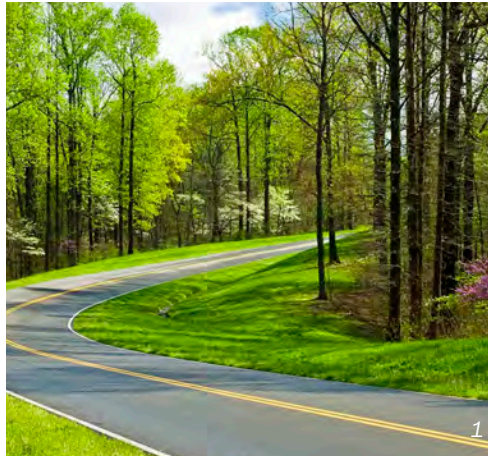
Overlooks along the trail system will capitalize on views of the restored river and the surrounding Aldrich and Strawberry Mountains. Overlooks may include seating, shade, lighting, wayfinding or interpretive signage.

Lighting

Lighting along the proposed trail and on street pedestrian connection system is crucial to provide safe, welcoming and pleasant access between town destinations. Lighting near the restored river areas should balance human safety with impacts to wildlife habitat.

7th St

-
- 1 Curving, lush views on the Natchez Trace Parkway, Tennessee
 - 2 Robust tree canopy and pocket parking, Yosemite National Park
 - 3 Riverside multi-use trail in Truckee, CA



7th St “Park Street”

The 7th St extension will be pleasant for cars, bicyclists, and pedestrians. The street’s gentle curves capitalize on views of the restored river and surrounding landscape. Parking pockets interspersed along the street reduce the need for large surface parking lots (see Fig. 13). A multi-use path and sidewalk between the river and street provide ample space for all modes of transportation. Street furniture, such as bicycle racks, pedestrian scale lighting, and benches, will be located at key nodes along the street and reflect the palette of materials on the Oregon Pine / Innovation Gateway site.



- 1 Native planting and unfinished wooden fencing border a multiuse path
- 2 Bike racks and street furniture materials inspired by mill materials
- 3 Bulb-outs for safer pedestrian crossing, rustic lighting, and streetscape planters, Sisters, OR

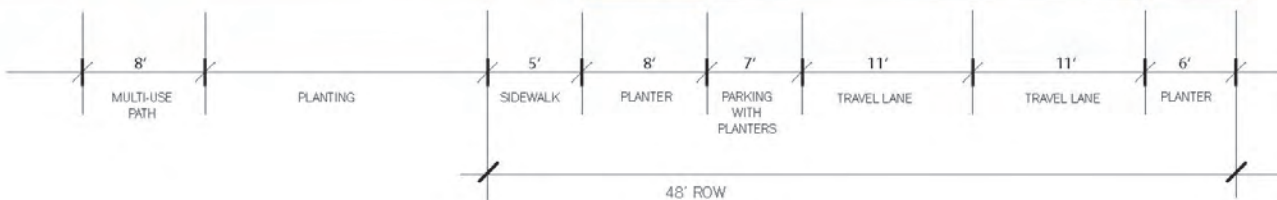


Fig. 13: Proposed street section for 7th St extension

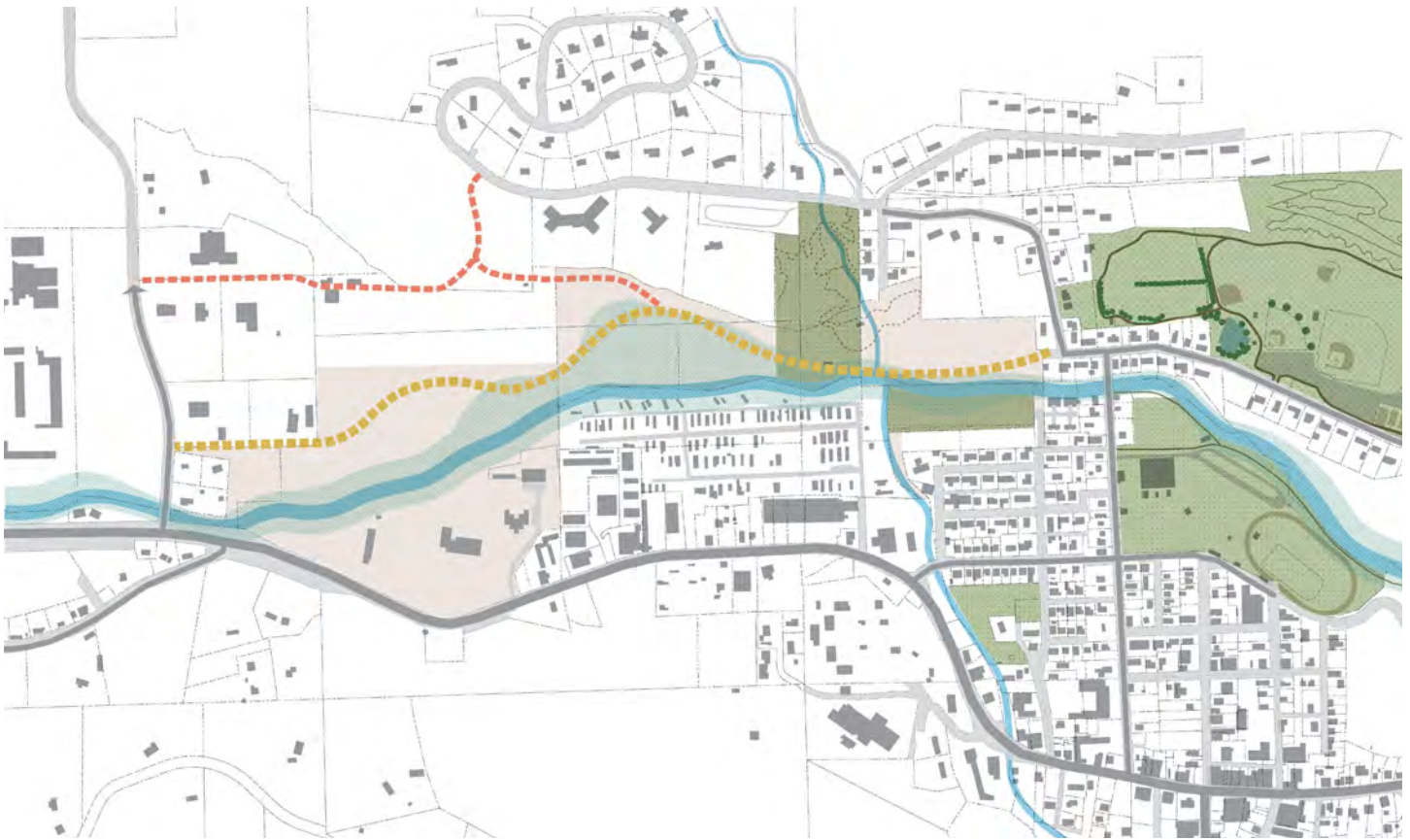


Fig. 14: 7th St Extension, Government Entry Rd, and Future Rd

Future Streets + Extensions

The 7th St Extension, Government Entry Rd, and Future Rd will provide access to future development on the north side of the river, such as residential or office, and provide a grid of 'complete street' circulation in an area of the city that is currently underserved.

Existing Street Standards

The typical roadway cross-section standards recommended for streets in the Innovation Gateway Area are summarized below and can be seen in Figures 15 through 19.

Collector Roadways

The 7th Street extension (see Figure 13) and Patterson Bridge Road (see Figure 15) are recommended to include shared travel lanes (versus bike lanes in the current standard) given the expected low speeds (25 mph or less) and low traffic volumes (3,000 vehicles per day or fewer). A sidewalk is recommended on only one side of the 7th Street extension given the proposed multi-use path that will parallel the roadway (consistent with the City collector option B standard). A continuous sidewalk is recommended on the east side of Patterson Bridge Road and on the west side north of the 7th Street extension.

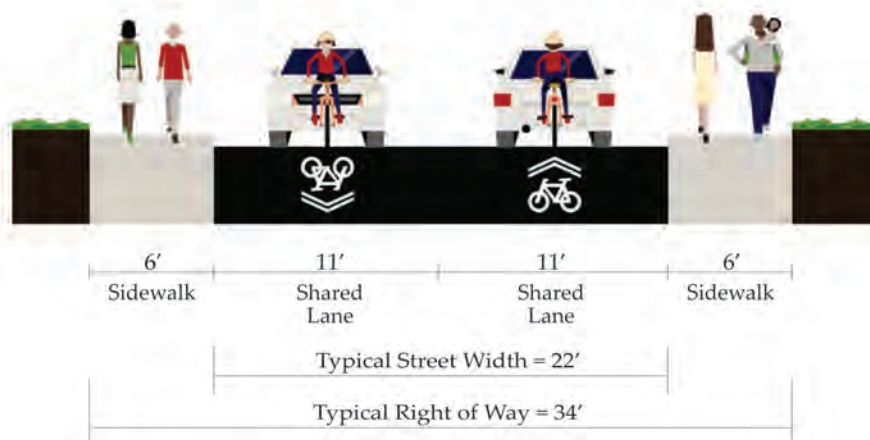


Fig. 15: Recommended Cross-section for Collector Roadways

Local Streets

Local streets are recommended to be consistent with the current standard. This includes ten-foot travel lanes, optional eight-foot parking lanes (depending on the parking need of adjacent development) and five-foot sidewalks on both sides. In areas with topographic or other constraints where the recommended section cannot be reasonably constructed, a sidewalk can be constructed on one-side only (consistent with the City local street option B or C standard).

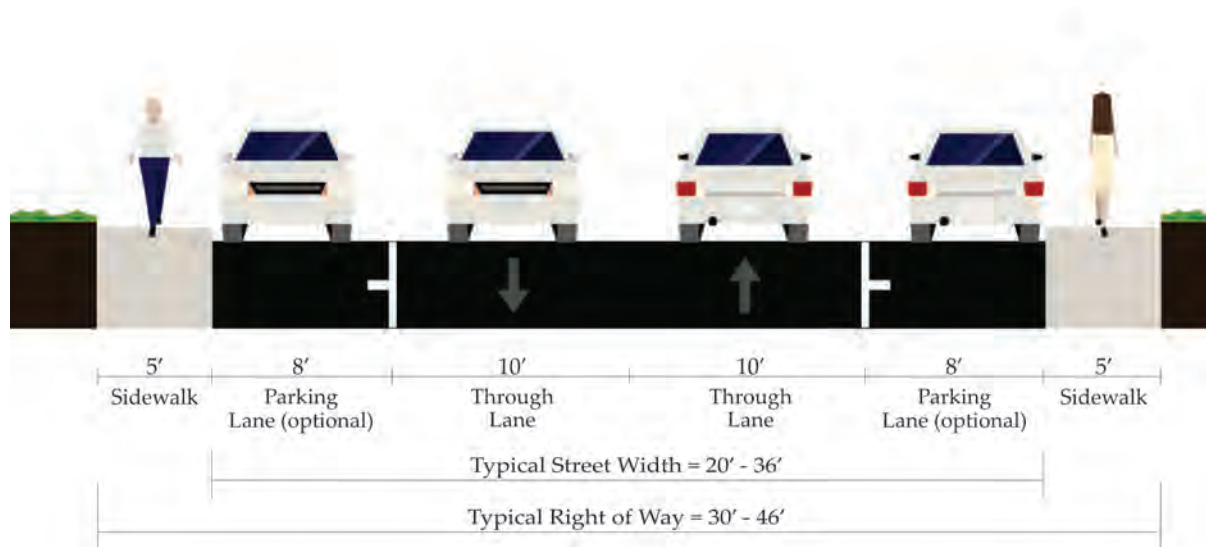


Fig. 16: Recommended Cross-section for Local Streets

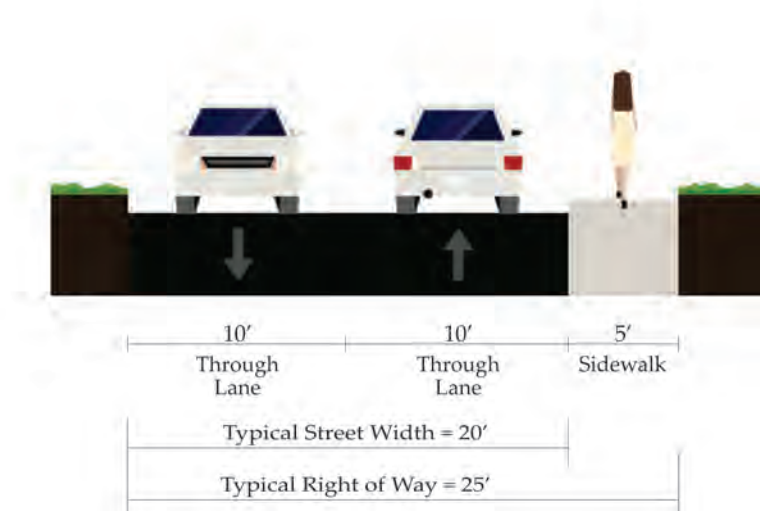


Fig. 17: Recommended Cross-section for Constrained Local Streets

W Main Street

W Main Street is recommended to be consistent with the standard in the Highway Design Manual (HDM) between NW 3rd Avenue and the proposed driveway to the site (see Figure 18). This segment will include bike lanes (6-feet wide) and reconstructed sidewalks (6-feet wide) on both sides. W Main Street between the proposed driveway to the site and Screech Alley is constrained by upward slopes. The south side of the highway along this segment has no development potential and is recommended to include a sidewalk on the north side only (see Figure 19). The sidewalk on the north side is recommended to be wider (8 feet versus 6 feet in the HDM standard) and include a four-foot buffer.

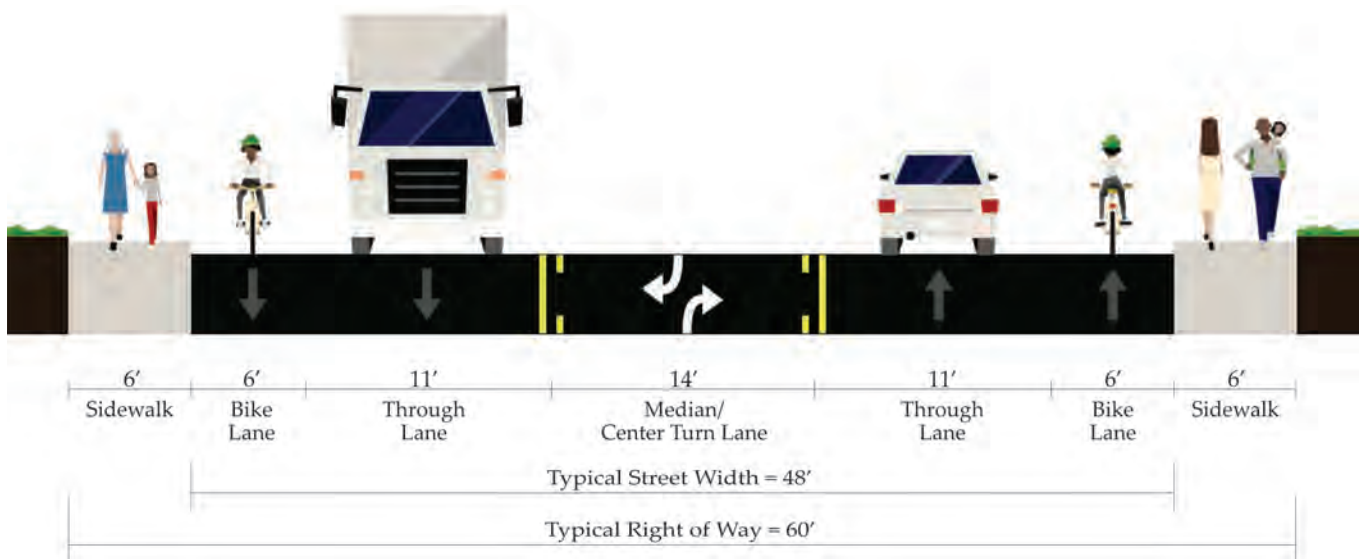


Fig. 18: Recommended Cross-section for W Main Street

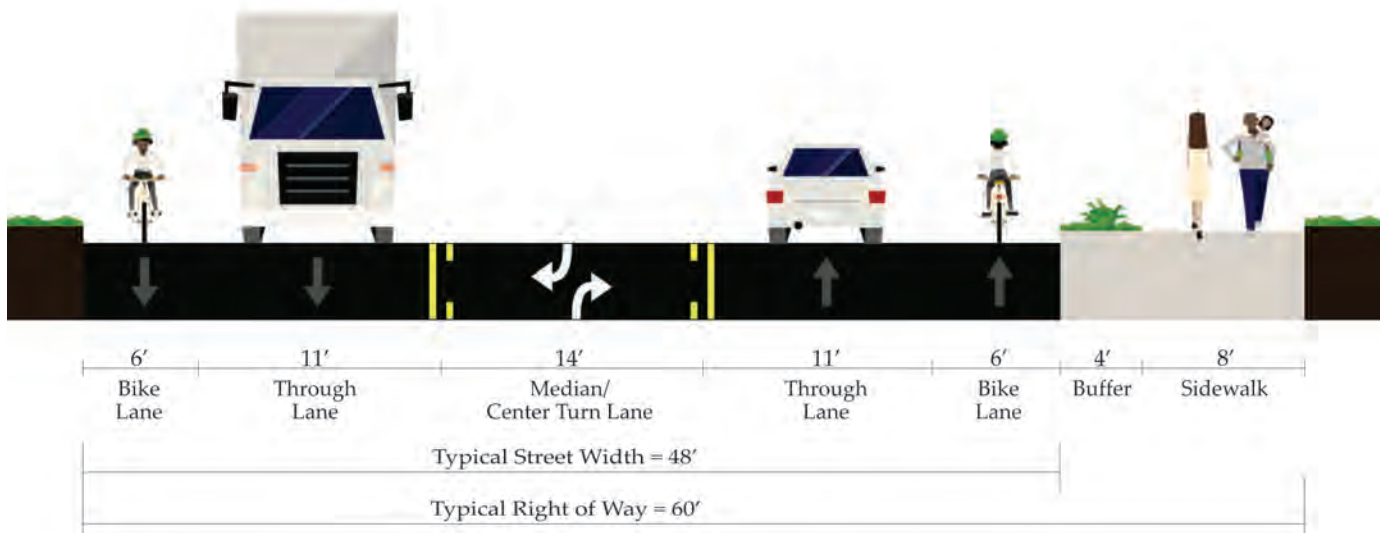


Fig. 19: Recommended Cross-section for Constrained Segment of W Main Street

An Integrated Park System

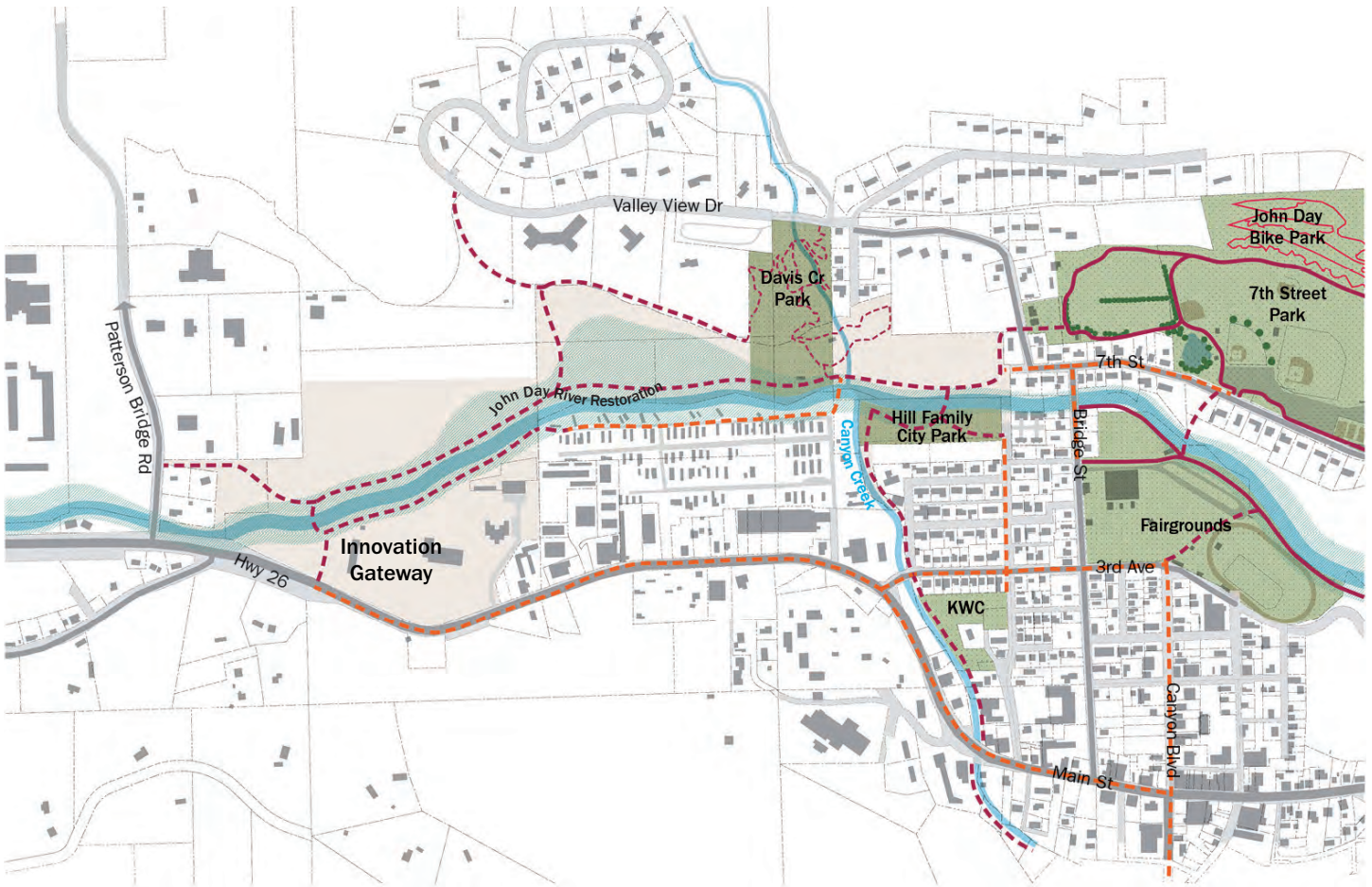
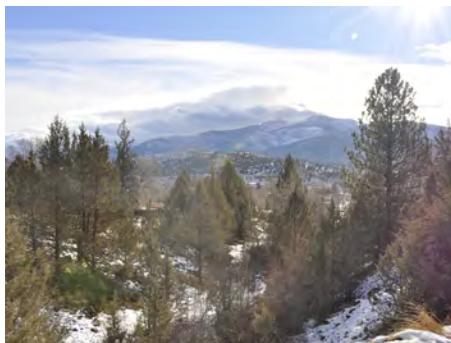


Fig. 20: John Day's Integrated Park System



7th Street Park



Davis Creek Park



Kam-Wah Chung State Heritage Site

A proposed integrated park system will help create a walkable community with connections to the John Day River, downtown John Day and the John Day Innovation Gateway. John Day's five individual parks are used daily by residents throughout Grant County and Oregon. The JDCC Parks & Recreation District services 2,440 residents in John Day and Canyon City at the 7th Street Complex. Day use visitors from neighboring cities frequently visit the parks, with over 40% of patrons at the community pool visiting from outside the district. The Kam Wah Chung Heritage Site had 8,851 visitors in 2018 with guides conducting 16-20 visitors per hour through the store and interpretive center. John Day is establishing a sister city relationship with Sijiuzhen, in the Guangdong Province from which the original Chinese immigrants to the area originated. This will further boost tourism once the state completes construction of its proposed heritage site improvements at the location of the current city park and pool.

Active recreation areas at each facility include:

- 7th Street Complex: Bike park, Ball fields, Skate Park, Splash Pad, Tennis, Pickleball courts, Basketball courts, Playground, Trail system, Cross-fit equipment, Fishing pond, Disc golf, Picnic areas, Future pool and rec center.
- Hill Family Park: Future botanical gardens, Picnic areas, Trails, Open space and free play areas, Future river tubing and beach play area.
- Davis Creek Park: Viewpoints and scenic overlooks, Stream and rock gardens, Biking, Hiking trails, Bird watching, Riverfront trail system.
- Kam Wah Chung: Interpretive center, Kam Wah Chung store, Parks and open spaces.
- Grant County Fairgrounds: Overnight camping (RV and tent), Riverfront trails, Pavilion and Arena, Open spaces.

An integrated park system will tie together the active participation features from multiple existing parks and will create the infrastructure needed for future active recreation facilities, like the new city pool. It will also create a walkable, bikeable trail, bridge and parking system to connect downtown John Day and surrounding residential areas to the John Day Riverfront and to the park system. New infrastructure and restroom facilities will bring these two investments together as a single, integrated parks system.

The proposed parks and recreation improvements are part of a broader economic redevelopment plan to improve access to the John Day River and restore 100-acres of brownfield along the John Day River. This strategy will revitalize the City of John Day and will feature an innovative use of reclaimed water to irrigate the project area. Among the notable environmental benefits of the project is the city's ability to reclaim over 90 million gallons per year of wastewater and put it to beneficial reuse irrigating the integrated park system and providing non-potable water for the facilities.

The integrated park system is a placemaking approach to improve the overall health of the community. These infrastructure investments will open access for residents and visitors alike to the John Day River. It extends the existing trail system and create access to parks for under-served and economically distressed neighborhoods. It creates options for kids to get to multiple recreation sites without using surface streets, creates needed parking to support visitors to the area, and lays the groundwork for future amenities like the new community pool, a new Kam Wah Chung interpretive center, in-city camping and a restored riverfront.

More information can be found at the City's website:

<http://www.cityofjohnday.com/planning/page/john-day-integrated-park-system-new-city-parks>

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