

**CITY OF JOHN DAY
CITY COUNCIL/PLANNING COMMISSION MINUTES
JOHN DAY, OREGON**

August 27, 2019

COUCILORS PRESENT:

Ron Lundbom, Mayor
David Holland, Councilor
Paul Smith, Councilor
Elliot Sky, Councilor
Shannon Adair, Councilor
Steve Scheutty, Councilor
Gregg Haberly, Councilor

COUNCILORS ABSENT:

COMMISSIONERS PRESENT:

Tim Unterwegner, Commissioner
Ken Boethin, Commission Chairman
Neal Ledgerwood, Commissioner
Tom Wilson, Commissioner

COMMISSIONERS ABSENT:

Darin Toy, Commissioner

STAFF PRESENT:

Nicholas Green, City Manager
Monte Legg, Public Works Director
Aaron Lieuallen, Senior Project Manager

Julie Larson, Senior Account Clerk
Matt Manitsas, Assistant Project Manager

GUESTS PRESENT:

Levi Manitsas
John Morris
Brett Uptmor
Randy Hennen
Ken Pirie, Walker Macy
Matt Hasty, Angelou Planning Group

Chris Cronin
Rob Raschio
Cheryl Jarvis-Smith, ODOT
Angie Jones
Digette McCracken
Lisa Weigum

Open and Note Attendance

Mayor Lundbom called the work session to order at 5:30 pm, noting everyone was present.

Innovation Gateway Area Plan

City Manager Green noted Ken Pirie from Walker Macy would be leading the discussion, which will be the final session before materials are sent to DLCD to be codified. Mr. Pirie introduced himself and noted Cheryl Jarvis-Smith and Matt Hasty from TGM Planning team were also present. He highlighted it has been an honor to work with the community and he has been impressed with the speed of implementation the City has been able to achieve as they worked on this project.

Mr. Pirie asked if everyone had seen the Perspectus which was the vision for the strategy for growth. Key sectors to focus on include the greenhouse industry, marketing and tourism focused on recreation,

getting good broadband, helping build local businesses, encouraging new housing construction and understanding areas of opportunity in the community. The key being to create a model for rural economic development. They focused on the Gateway, the Iron Triangle property and a few other areas. Ken discussed using local recreation opportunities to pull the different focus areas together. They will also discuss the attached memos about the transportation system and funding, memos about funding and finance, and 2 memos about policy and code updates. The Advisory Committee worked with them to set up a series of goals and principles that were widely accepted. At the end of the presentation they will look at the goals and see what was met and what needs work.

Mr. Pirie presented and discussed the Draft Innovation Gateway Plan attachment. He discussed the restoration of the John Day River and the history of the river. This would include flood mitigation. He discussed the trail system and the extension of 7th Street. The park system should be integrated with the new riverfront. He passed out maps of an improved transportation system. They applied for a BUILD grant for extensions to 7th Street, connections to Valley View and trail improvements, costs could be seen in Memo 8.

City Manager Green wanted to clarify that the Charolais Heights project on the map was funded but will be delayed until next spring because they can't start work on anything that they are using as a match and that's when they know if they get this award. Bridge improvements (#12 on the map) at Oregon Pine is funded also. A bike/pedestrian bridge (#13 on the map) and 3rd Street extension bridge plus some connector pieces to the northwest have also had funding applied for with some funding already. They will also need to get agreements with property owners in place. Memo 8 also covers other potential sources of transportation funding.

Mr. Pirie wants to go through details of the plan starting at the west in the Oregon Pine site. The planer shed was going to be a restored community space. The sawmill would be renovated into potential meeting areas. The Johnson bridge would be redecked with donated cross laminate timber. There is a lot of development space on the north side of the river that would be good for an office building. This would all connect to the 7th Street extension. There is also potential for an open market space or an art gallery/studio with a public restroom at the back. The sawmill is a well built building with a lot of potential.

Moving east, the 7th Street extension winds down north of the river with a multi use path south of the road. There is a trailhead with a restroom. The existing wastewater treatment plant will be gone with that space restored with a campground. The final piece is the Davis Creek Park, the trail system will go up to an overlook at the park. There is also the potential for an aquatic center in the NW corner of 7th Street park. South of the John Day River could be a new pedestrian bridge connecting 7th Street to the Fairgrounds to integrate it into the system. Mr. Pirie referenced and discussed Green's vision of an arch to welcome people to the community and if not an arch at least some sort of monument with signage. The members of the committee and council discussed and agreed there needed to be some kind of structure. City Manager Green touched on a point from his memo and discussed what it should feel like to come to John Day. Also discussed was the possibility of reconfiguring the City Hall parking area as a welcome area with restrooms. Mayor Lundbom advised it would be good to find out from the state what factors limit the kind of structures you can put on a state highway.

Mr. Pirie discussed other opportunities in the community such as integrating public art and encouraging context appropriate design. There also needs to be signage to encourage wayfinding, the signs should have consistent designs to tie it together. The proposed approach to downtown parking is to buy the

Wright Chevrolet lot and the old City Hall lot and put in parking and electric vehicle stations and work with local property owners to provide other parking opportunities. The city would create a downtown improvement district and share the cost of improvements with the property owners who benefit the most from the new parking. The city would put the money upfront and recover that from the improvement district. The entire plan would only require the removal of one home that the property owner is willing to sell to the city.

City Manager Green's question to the study group was if residents cared enough about the parking problem in John Day to invest their own money to solve the problem. Someone said they were always able to find a spot to park downtown right now. Councilor Adair said that from a merchants standpoint the problem is the big vehicles that come through and park on Main Street and block the entrances which is not only a problem for the businesses but for other vehicles like the People Mover other big vehicles trying to pass through. Angie advised that there are currently no bus stops on Main Street because there are no safe places for stops as it is now. Someone suggested an app telling people where to stop or park or eat or stay. Green suggested the brown signs with the white P to direct to new parking areas. Councilor Adair advised that it might be hard to get business owners to want to spend money on this but some money out would also mean money coming in. Green stated that now is the time because the interest rates are as low as they will be and property owners to the north are ready to go when the city is.

Councilor Adair voiced concern over the layout of the parking lot behind US Bank, the Elks Lodge and the strip of businesses on Main Street. Green advised that there was no debt in the street fund so a modest investment would not break the bank. **There was a consensus from the group that getting started on off street parking was a good way to go.** Councilor Adair volunteered to talk to the Main Street merchants and see if they are on board.

Green discussed the electric vehicle charging station that OTEC will help with at the old City Hall location. Someone asked if they would get used, Councilor Adair said the ones at the Chamber of Commerce get used all the time. It was asked how they know where to find a charging station, someone said you could find them on an app. Another question was how you pay to charge at the station, someone advised it was like a vending machine you just put your card into that OTEC might get royalties for. Someone suggested that there should be a more comfortable walking space that is separated from the cars parked on the street on Main Street which may end up taking away parking spots.

Mr. Pirie asked the group if they felt goals for the project had been met. Mayor Lundbom said he felt they had hit the nail on the head with each goal, some more than others but he felt they were all met. City Manager Green agreed and said that the potential is there but thinks we could more to enforce staying true to the history of John Day. He also thought there should be more time and thought put into attracting investment in jobs; at the next Council meeting he and Allison will talk about a venture capitalism opportunity that Ford Family Foundation has proposed for our area. Someone asked how a member of the public would feel about the goals being met and Lisa advised that as far as community health was concerned there was much more than just trails and parking that should be considered such as poverty, unemployment, substance abuse and mental health. Rob advised there was a low income housing crisis that was not being addressed in a city with relatively high housing costs. Someone else said it was a great plan that was targeting a very specific demographic in the community but she wanted to make sure that it was promoted to everyone across the board and she said she was a big fan of bringing in tourist but didn't want to leave behind the families that have been here already. Rob said that if the city was committed to making sure those long term families that have been here are able to

maintain a life here there needs to be a discussion about how to accomplish that. Greg voiced that there is a drug problem in the community and half of these problems being brought up could be solved by solving the drug problem. Councilor Adair cautioned that communities like McCall and Bend that have brought in a lot of tourism have shut out a lot of people who just couldn't afford to live there anymore (Lisa called it gentrification) and that we should consider and talk about how to avoid bringing in lots of wealth and pushing out the people that already live here. Chris pointed out that the goals of the plan don't directly address these problems but the plan will create opportunities and she didn't think it would increase property rates but would increase investment and didn't see anything about the plan that caused concern about increasing the problems that people had voiced. Ron said that by creating housing for people who can afford it you are opening up more housing for people who can't afford it because those who can afford to will build houses and those who can't afford to build can buy the houses that are being moved out of by those who are building. Rob said he agreed that there is a systemic drug problem in our area but there are also a lot of hard working, non-criminals who are also poor and we need those hard workers in our community too to keep it running.

Code Amendments

Matt Hasty gave his presentation on the Code Amendment memos (memo attachments 8 & 9). He discussed the points that are laid out in the attachments. He covered the potential amendments to the Comprehensive Plan and Development Code. He summarized what the Comprehensive Plan was for and what they looked for when they looked for amendments that might need made. They will be recommending some additional economic development policies and references to the innovation gateway plan. The Development Code amendment goals will be consistency with the innovation gateway plans and building on what base zones allow, application of an overlay zone, and proposed new districts. All of the proposed changes will go to the council to be voted on in about 5 weeks and they are open to comment until then.

Mr. Hasty asked for comment on the special limitations on the floodplane overlay district, they didn't see the need to add limitations but wanted to know if anyone had thoughts on it. City Manager Green said in the current code the greenway overlay zone is 20 feet from Canyon Creek and the JD River, 20 feet is awfully close if the city ever subdivided in the future. Lisa said she wouldn't want to see anything within that 20 foot space because when the city purchased this space it was intended for a green space for the community, not for commercial or residential property. John advised that the temperature of the river is a major problem, he said changing the river to meander it will slow it down and affect the water quality and habitats for 2 migratory species, and if the changes effect the 1866 water rights at the mill end of the river it will be an issue. He also wants to know who will be responsible for water safety issues with the new area being passed off as a place for kids to play.

In response to these concerns, Hasty advised that there was no intention to change the diversion and that the meandering would require a lot more study, planning and work to address Johns concerns. They are not proposing to change the city's development code in regard to the floodplane and the greenway but are asking to think about the possible northward expansion of the greenway in that area. Green said he was generally on the same page about what is possible here, they don't know what people will want 20-30 years from now and expansion of the greenway would lock down that area to prevent development along the river on land owned by the city and would be pretty much permanent.

Mr. Hasty continued with his presentation on the code and plan changes. He discussed minimum lot areas and allowed heights for new development. They are not currently recommending a change but he

asked if anyone thought they should recommend a lower maximum height to the south of the river in the commercial zone to have less of an impact on views. Someone asked what height the existing structures are in that area, Hasty advised probably between 35 and 40 feet. Lisa advised that she did not think a tall hotel would be aesthetically pleasing in that area. It was advised that 35 feet is 3 stories and 45 feet would allow 4 stories. Someone suggested keeping it at or below the height of current structures. Hasty advised that for the fire department they will make you install sprinklers if it is above what they can get a ladder to and to check with the fire chief to make sure it is not more than an aesthetic requirement.

The proposed changes to the area north of the river where retail and certain commercial uses are allowed would also be allowed in the new area but with restricted sizes to keep those uses small with a 5000 square foot maximum being proposed and no maximum proposed for areas south of the river. They are proposing that the ? coverage standard be reduced from the current 90-95% and the minimum landscape coverage be increased from 5-10% to 15% throughout. The proposed changes to the build-to line would be to change the requirement to build from within 60 feet of the street to a requirement to build within a 20 foot distance of a path, road, or access way, not just a street. *Mr. Hasty's remaining 3 slides were covered at the beginning of the August 27, 2019 regular council meeting.*

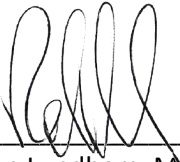
Adjourn

The meeting was adjourned and the presentation continued at the regular council meeting.

Respectfully Submitted:

Nicholas Green
City Manager

ACCEPTED BY THE CITY COUNCIL ON OCTOBER 8, 2019



Ron Lundbom, Mayor