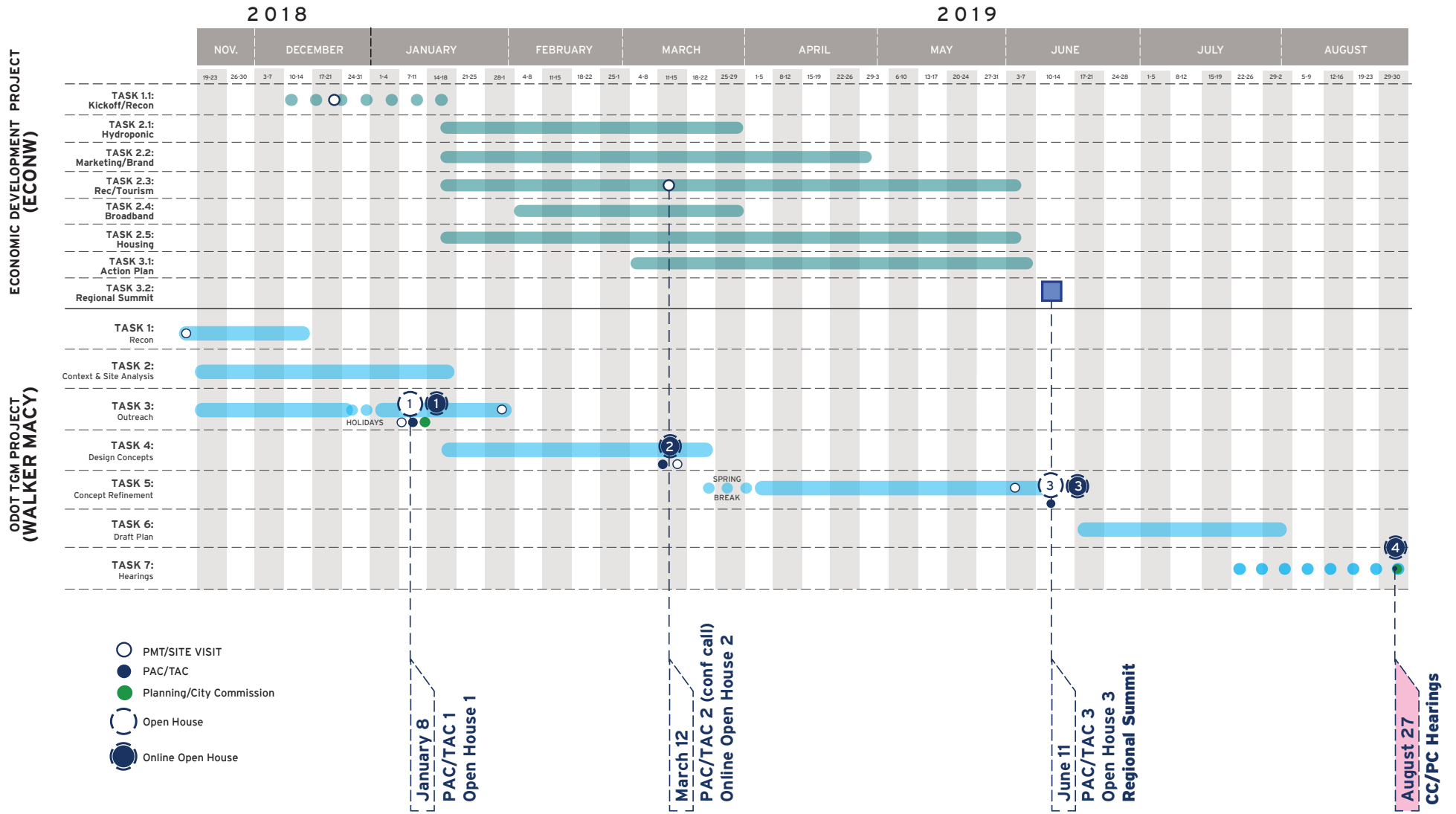


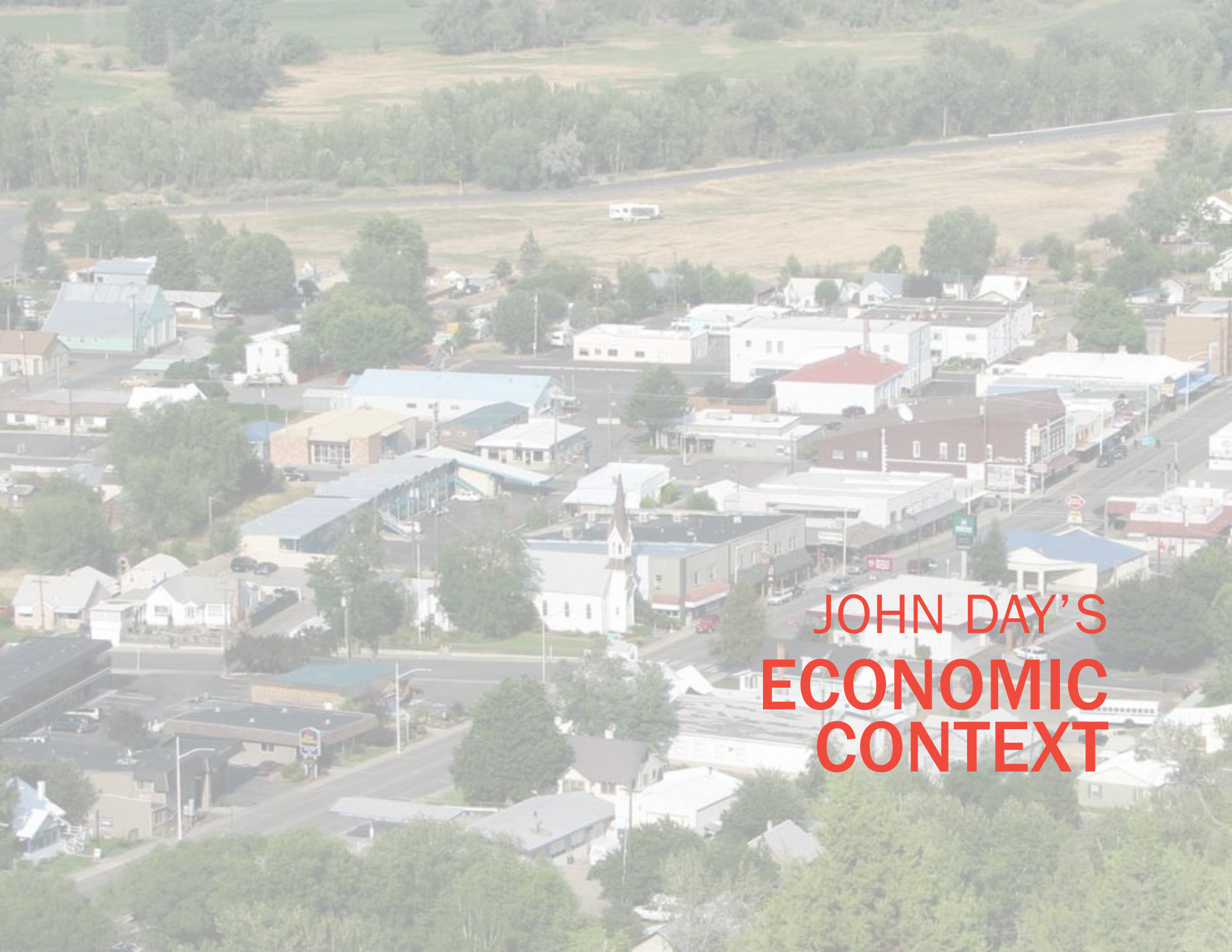


JOHN DAY INNOVATION GATEWAY


Planning Commission/City Council Study Session
August 27, 2019

JOHN DAY INNOVATION GATEWAY SCHEDULE





**JOHN DAY'S
ECONOMIC
CONTEXT**



**JOHN DAY'S
RECREATIONAL
OPPORTUNITIES**



JOHN DAY BASECAMP



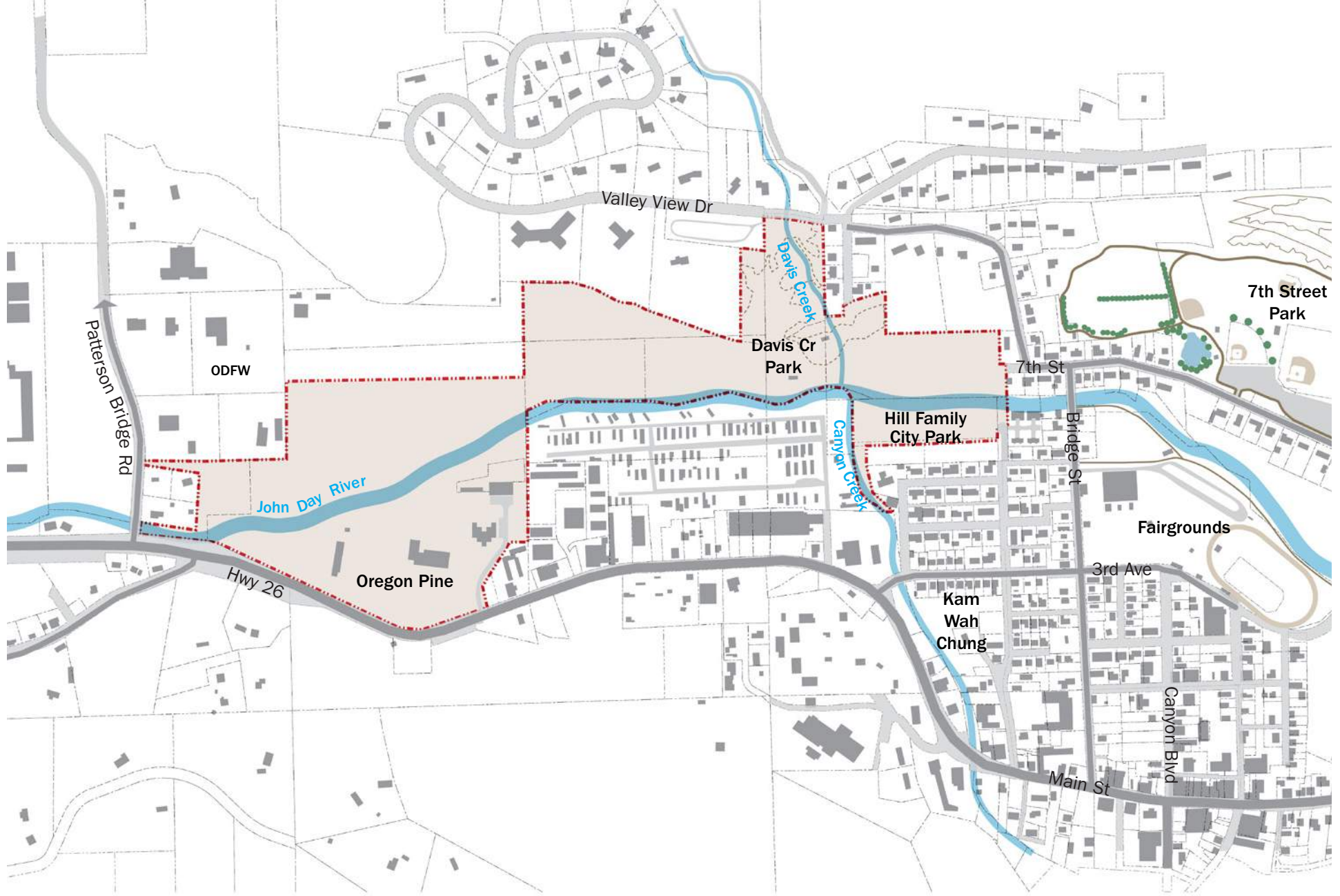
JOHN DAY BASECAMP



**JOHN DAY'S
INNOVATION GATEWAY
AREA PLAN**

The Gateway Project should:

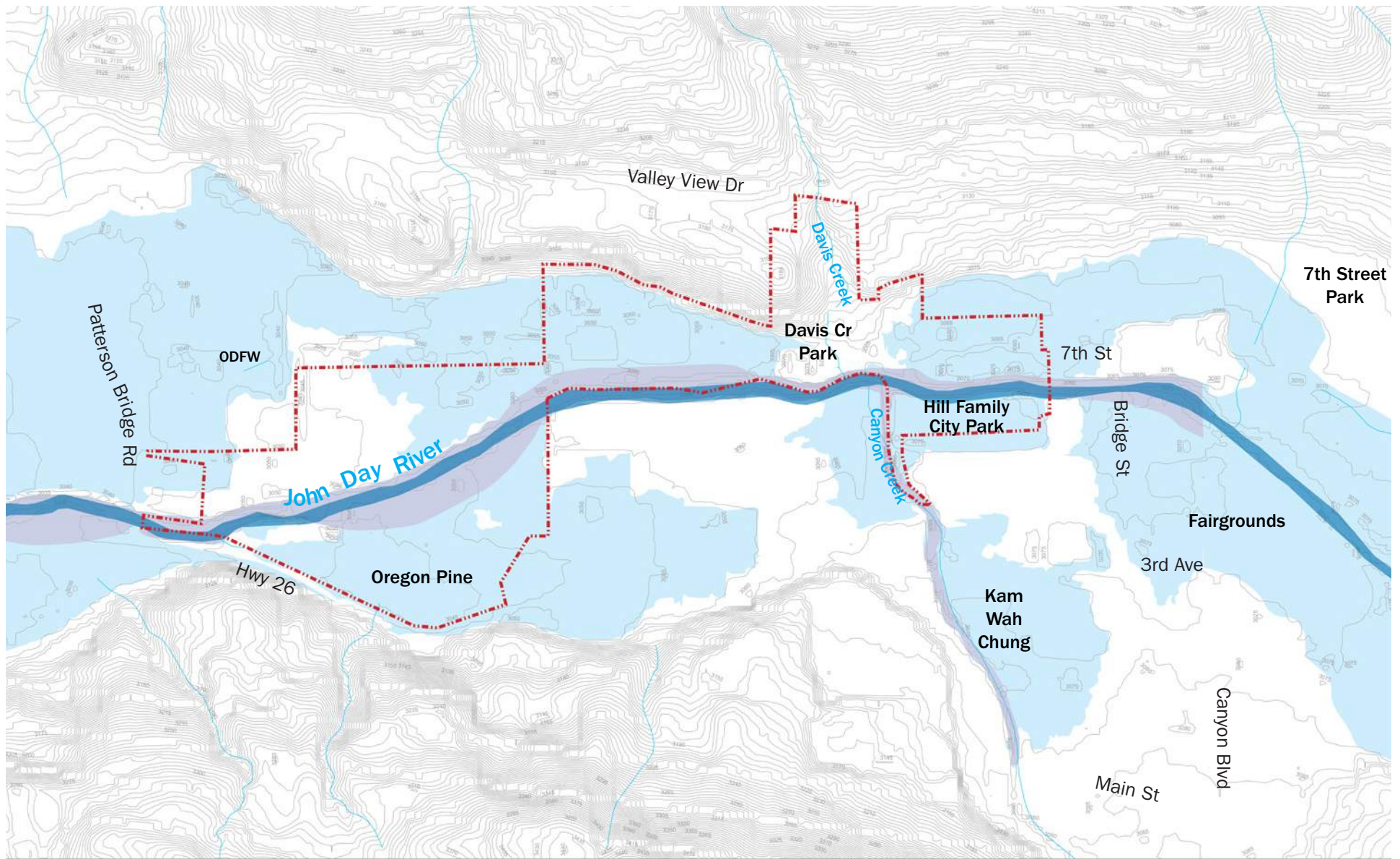
- 1. Create a thriving destination**
- 2. Attract investment and jobs**
- 3. Honor John Day's identity and character**
- 4. Promote a connected and healthy community**
- 5. Create opportunities for walking and biking**
- 6. Provide public access to the John Day River and Canyon Creek**
- 7. Efficiently use public resources and land; and**
- 8. Support innovation in conservation**





STUDY AREA

Project Components:

- RIVER RESTORATION
- PARKS/OPEN SPACES + TRAILS
- 7th STREET EXTENSION



-  FLOODWAY
-  100 YR FLOOD PLAIN

Historic Mining Operations



Existing Conditions



River Restoration Concept Example

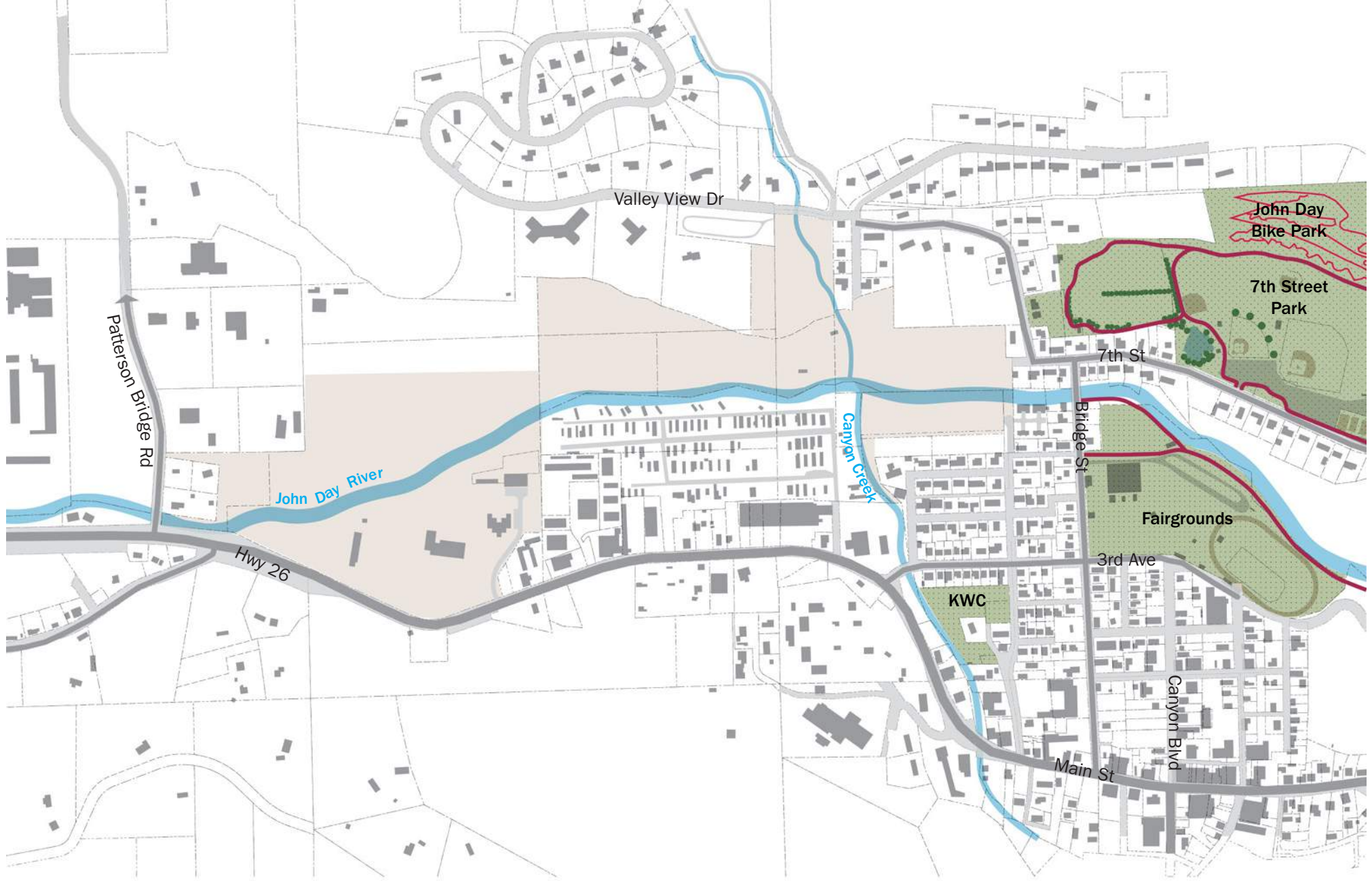


JOHN DAY RIVER RESTORATION





JOHN DAY RIVER RESTORATION



EXISTING PARKS/OPEN SPACES & TRAILS








- - - - - Proposed On Street Pedestrian Connection
- - - - - Proposed Trail

PROPOSED PARKS/OPEN SPACES & TRAILS



LEGEND

-  FUTURE JOHN DAY RIVER MULTI USE TRAIL
-  FUTURE STREETS
-  FUTURE STREETS (outside Plan area)
-  GRANT COUNTY PEOPLE MOVER ROUTES
-  FUTURE BRIDGE

PROJECTS

Constructing or Improving Streets within the Plan area

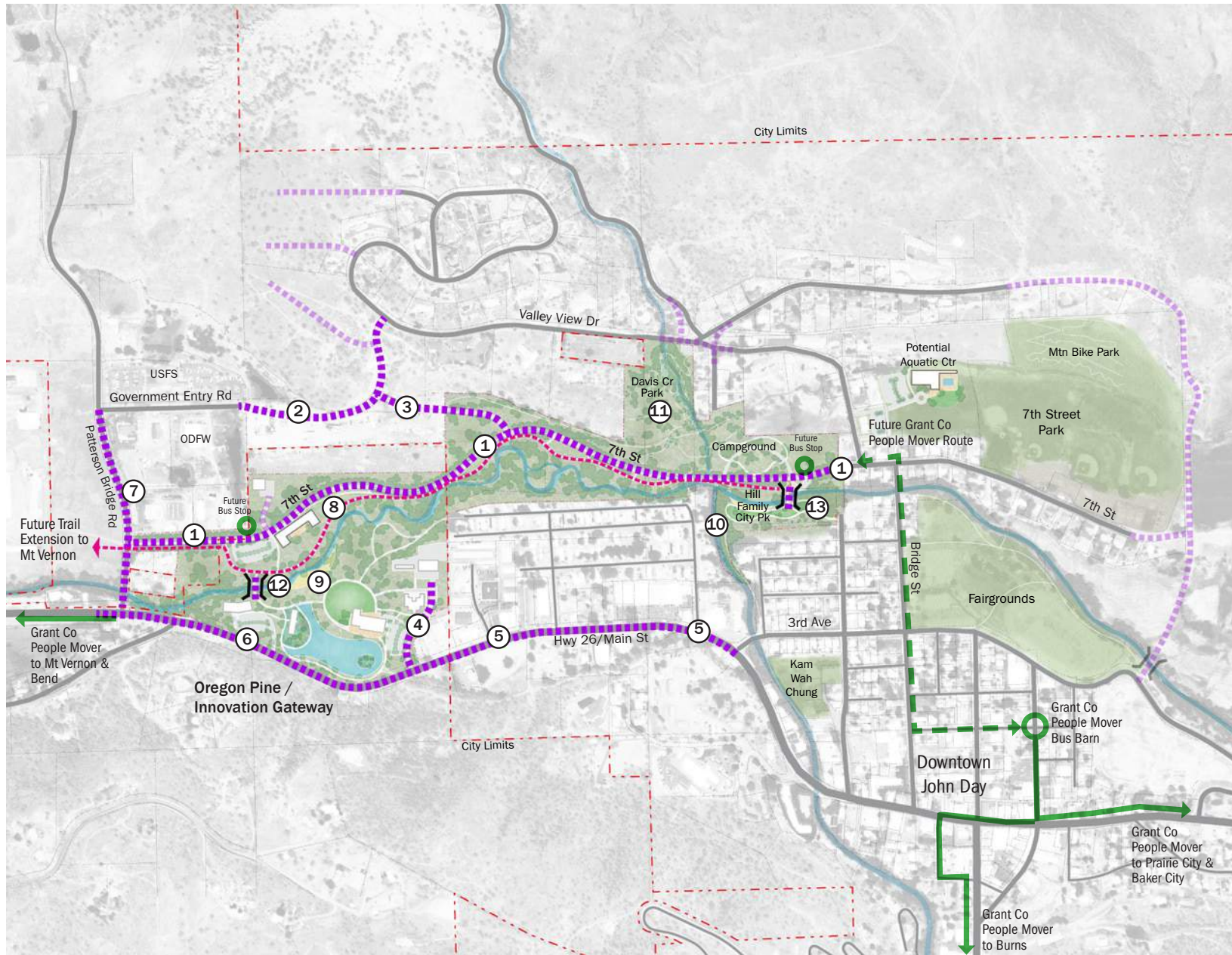
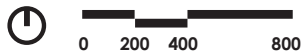
- 1 7th Street: Extend minor arterial from Bridge St to Patterson Bridge Rd; install sidewalk along north side and include sharrows
- 2 Government Entry Road: Construct a collector street from Patterson Bridge Road to Valley View Drive; include gravel shoulders and sharrows
- 3 Gateway Drive: Construct a collector street from 7th St to Government Entry Rd; install sidewalk along the north side
- 4 Johnson Drive: Construct a local street north of W Main St
- 5 W Main Street Upgrade Segment 1: Improve between NW 3rd Avenue and Johnson Drive to include one travel lane in each direction, a center turn lane, and sidewalks and bike lanes on both sides
- 6 W Main Street Upgrade Segment 2: Improve between Johnson Drive and Patterson Bridge Road; include one travel lane in each direction, a left-turn lane at key intersections, bike lanes on both sides and a sidewalk on the north side
- 7 Patterson Bridge Road: Construct to collector standards between W Main Street and Government Entry Road; include a sidewalk on the east side and sharrows

New Multi-Use Paths and Trails in the Plan area

- 8 John Day River Multi-Use Path: Construct a multi-use path between the Oregon Pine Bridge and 7th Street Park
- 9 Oregon Pine and Innovation Gateway Area Paths and Trails: Construct path and trail network within the Oregon Pine and Innovation Gateway Areas; provide a connection to the Oregon Pine Bridge river crossing and W Main Street pedestrian and bicycle facilities
- 10 Hill Family City Park Paths and Trails: Construct path and trail network within the Hill Family City Park; provide a connection to the proposed Hill Family City Park Bridge
- 11 Davis Creek Park and Campground Paths and Trails: Construct path and trail network within the Davis Creek Park and Campground; provide a connection to the John Day River multi-use path

Constructing or Improving Bridges the Plan area

- 12 Oregon Pine Bridge: Improvements to the existing bridge to serve pedestrian and bicycle river crossings
- 13 Hill Family City Park Bridge: Construct a bridge to serve pedestrian and bicycle river crossings

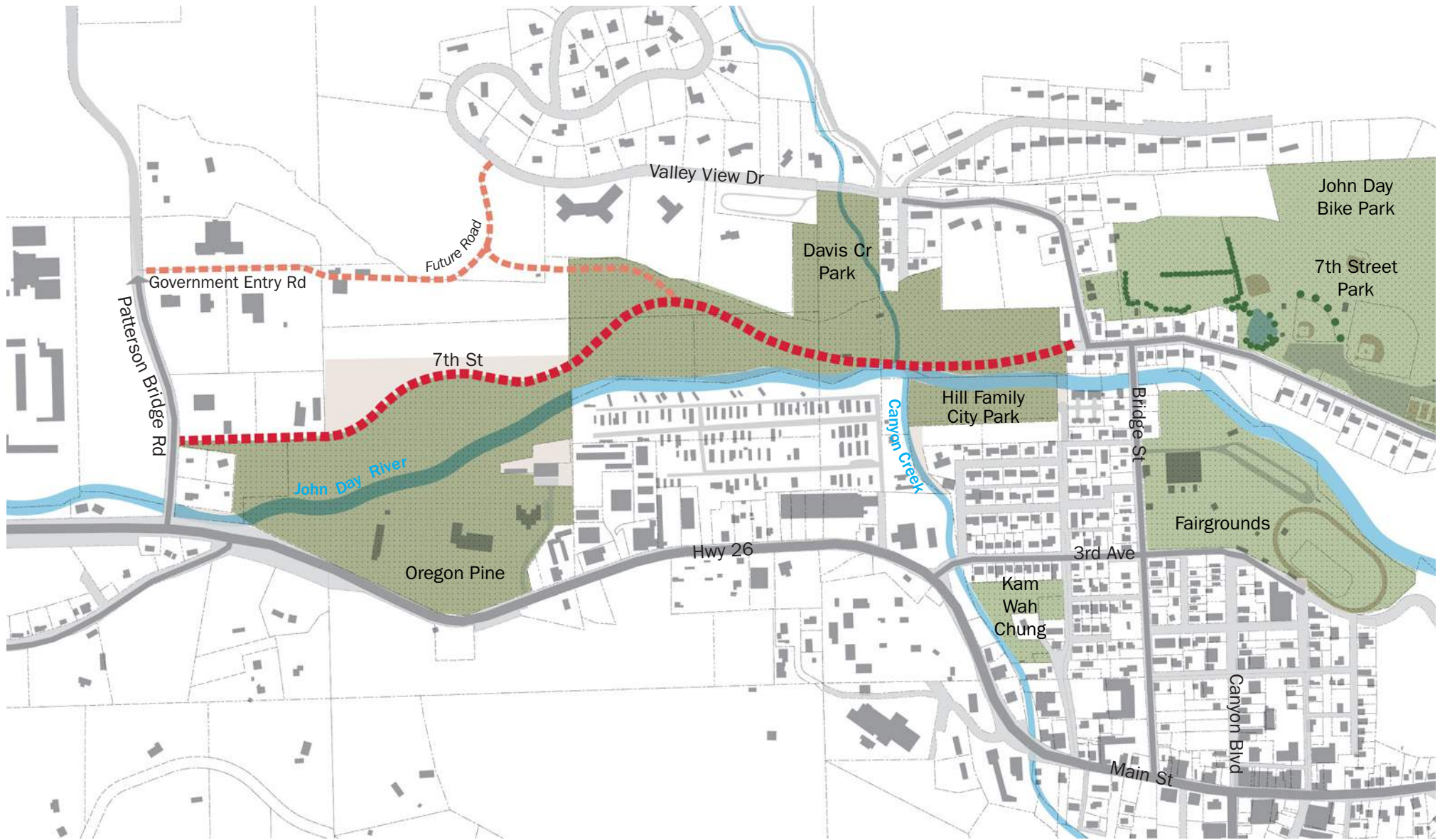


Project	Cost Range	Identified Funding Source	Triggers	Phased Actions/Timeframe					
Study Area Roads									
7 th Street Extension (West)	\$4,826,779	BUILD Grant	Funding acquired	Phase 2 – Implementation /near-term	Oregon Pine-area concrete paths	\$122,000	BUILD Grant and Non-Federal Sources	Funding acquired	Phase 2 – Implementation /near-term
7 th Street Extension (East)	\$324,182	BUILD Grant	Funding acquired	Phase 3 – Implementation /mid-term	Multi-use Trail along John Day River	\$460,000	BUILD Grant and Non-Federal Sources	Funding acquired	Phase 2 – Implementation /near-term
Government Entry Road Extension	\$652,363	BUILD Grant	Funding acquired	Phase 2 – Implementation /near-term	Campground Trails	\$34,150	BUILD Grant and Non-Federal Sources	Funding acquired and campground development initiated	Phase 2 – Implementation /near-term
Gateway Drive	\$684,097	BUILD Grant	Funding acquired	Phase 2 – Implementation /near-term	Integrated Park Transportation Infrastructure	\$555,864	BUILD Grant and Non-Federal Sources	Funding acquired	Phase 2 – Implementation /near-term
Johnson Drive	\$131,080	BUILD Grant	Funding acquired	Phase 2 – Implementation /near-term	Interpretive Overlooks on River	\$204,000	BUILD Grant and Non-Federal Sources	Funding acquired	Phase 2 – Implementation /near-term
Wastewater Treatment Plant Facility Access	\$165,968	BUILD Grant	Water treatment development initiated	Phase 2 – Implementation /near-term	Gravel Parking lot/Trailhead	\$23,970	BUILD Grant and Non-Federal Sources	Funding acquired	Phase 2 – Implementation /near-term
Campground Road	\$57,000	BUILD Grant	Funding acquired and campground development initiated	Phase 2 – Implementation /near-term	Gravel Parking Lot (Planer shed)	\$153,000	BUILD Grant and Non-Federal Sources	Funding acquired and planer shed renovation initiated	Phase 2 – Implementation /near-term
Study Area Roads Subtotal	\$6,841,469				Trails and Recreation Subtotal	\$1,778,984			
Other new City Roads					Grand Total	\$15,122,232			
3 rd Ave Bridge and Charolais Heights Street Ext.	\$6,257,636	BUILD Grant and Non-Federal Sources	Funding acquired and development initiated	Phase 3 – Implementation /mid-term	Source: Walker Macy, ECONorthwest				
Charolais Heights Intersection Improvements	\$244,143	BUILD Grant and Non-Federal Sources	Funding acquired and development initiated	Phase 3 – Implementation /mid-term					
Other City Roads Subtotal	\$6,501,779								
Trails and Recreations									
Oregon Pine-area trails	\$136,000	BUILD Grant and Non-Federal Sources	Funding acquired	Phase 2 – Implementation /near-term					
Oregon Pine Bridge	\$90,000	BUILD Grant and Non-Federal Sources	Funding acquired	Phase 2 – Implementation /near-term					

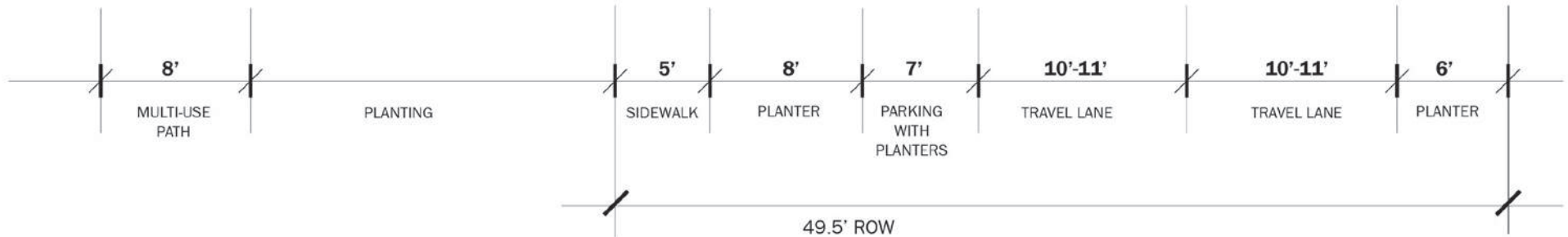
IMPLEMENTATION: TRANSPORTATION COSTS

Table 2: Potential Transportation Funding Options

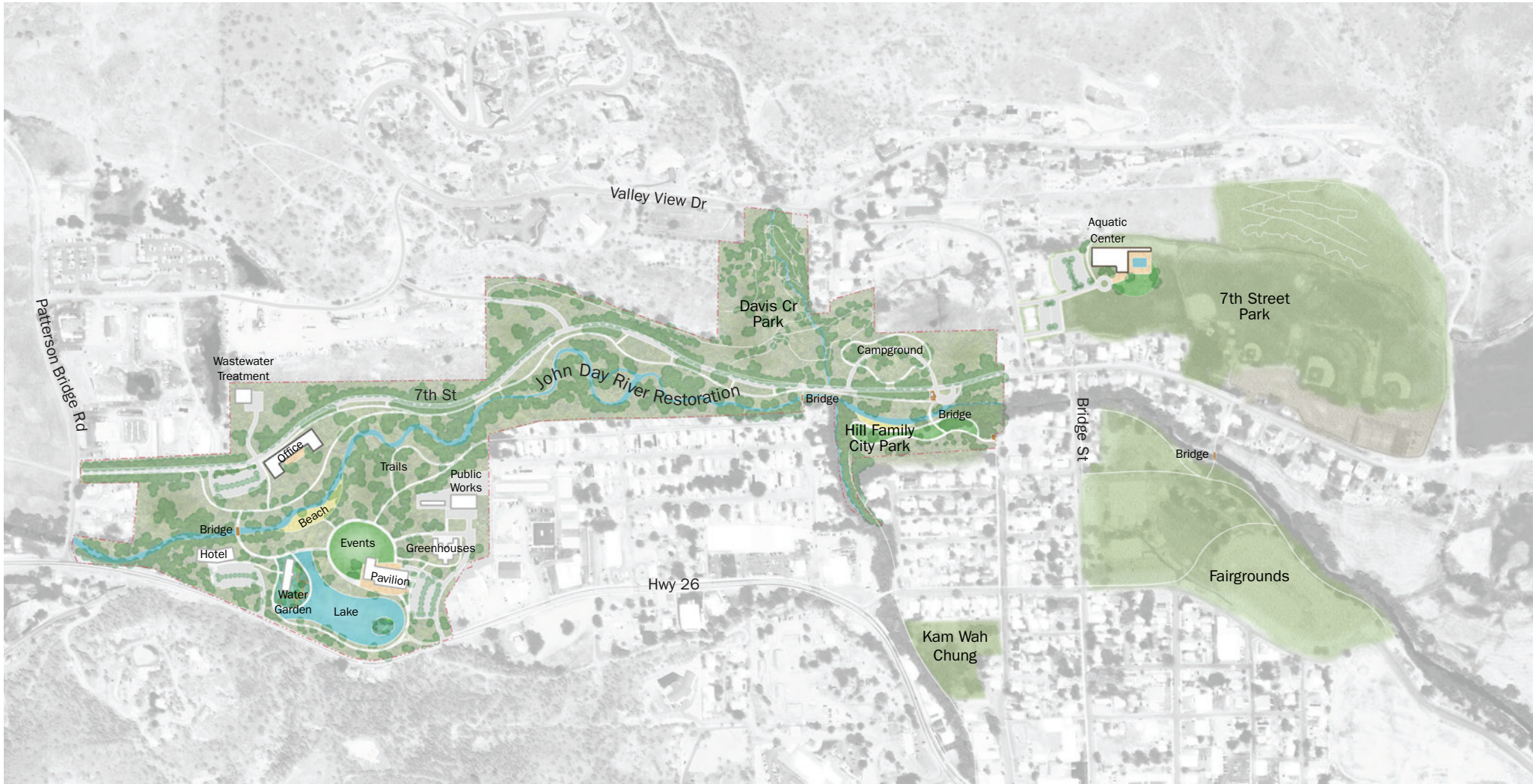
Funding Option	Allowed Use of Funds	Existing or New Funding Source	Action Required to Implement	Example Charge	Potential Additional Annual Revenue
System Development Charge	Capital improvements	New	City Council action	\$500 per peak hour trip for new development	\$10,000
Transportation Utility Fee	Capital improvements or maintenance	New	City Council action	\$1 per month for residential units and \$.01 per month per square foot for non-residential uses	\$100,000
Local Fuel Tax	Capital improvements or maintenance	New	Voter Approval	One cent per gallon	\$12,000
County Vehicle Registration Fee	Capital improvements or maintenance	New	Voter Approval (County- wide)	\$18 for passenger cars, and \$8 for motorcycles per year	\$11,000
Property Tax Levy	Capital improvements or maintenance	New	Voter Approval	\$0.20 per \$1,000 in assessed value (per year, for 5 years)	\$20,000 (per year, for 5 years)
Transient Room Tax	Capital improvements or maintenance	New	City Council action	n/a	n/a
Local Improvement Districts	Capital improvements	New	Affected Property Owners	n/a	n/a
Debt Financing	Capital improvements	New	Varies	n/a	n/a



7TH STREET EXTENSION



7TH STREET EXTENSION - 'PARK STREET'
Looking West



PARKS & OPEN SPACE



7TH STREET PARK + AQUATIC CENTER



CAMPGROUND + DAVIS CREEK





OREGON PINE: EXISTING CONDITIONS









GREENHOUSES



OREGON PINE: SAWMILL RESTORATION



MONUMENT SIGNS & MARKERS



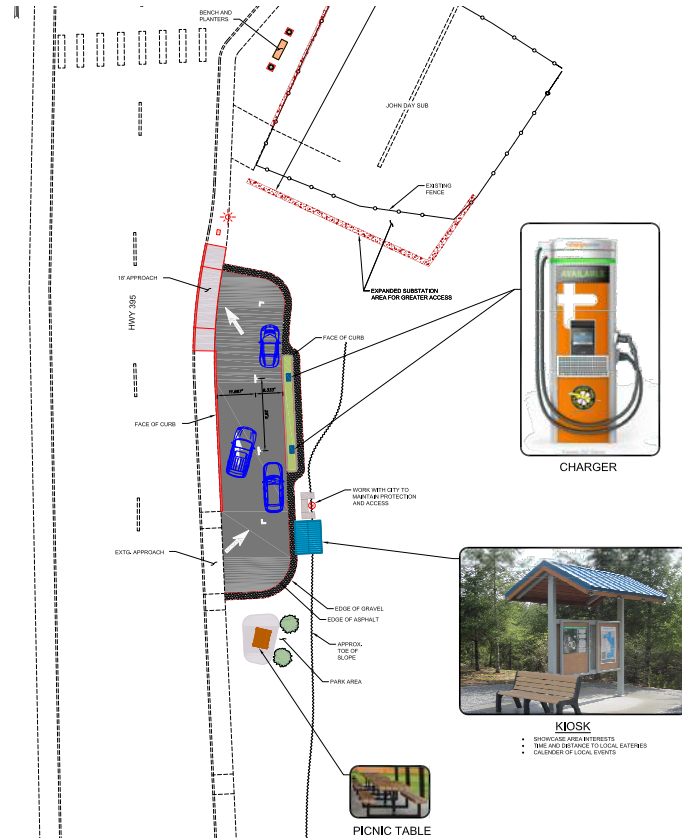
Public Art
(Great Salt Lick, Baker City)



Context-appropriate design



Nature-Play



Downtown Parking & Charging Station



Wayfinding



Public Toilets

PLACEMAKING OPPORTUNITIES



PREFERRED GATEWAY AREA CONCEPT PLAN

Does the plan meet the Goals?

- 1. Create a thriving destination**
- 2. Attract investment and jobs**
- 3. Honor John Day's identity and character**
- 4. Promote a connected and healthy community**
- 5. Create opportunities for walking and biking**
- 6. Provide public access to the John Day River and Canyon Creek**
- 7. Efficiently use public resources and land; and**
- 8. Support innovation in conservation**

Comp Plan Amendments

Objective:

Ensure Comp Plan includes policies supporting and consistent with JDIG Plan

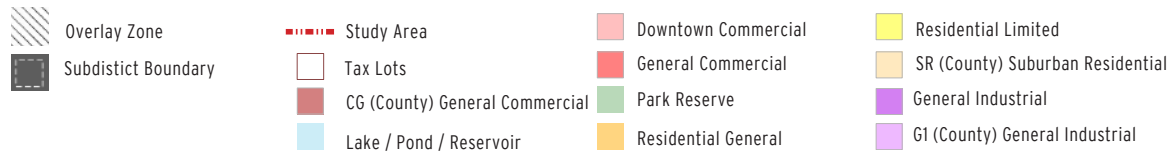
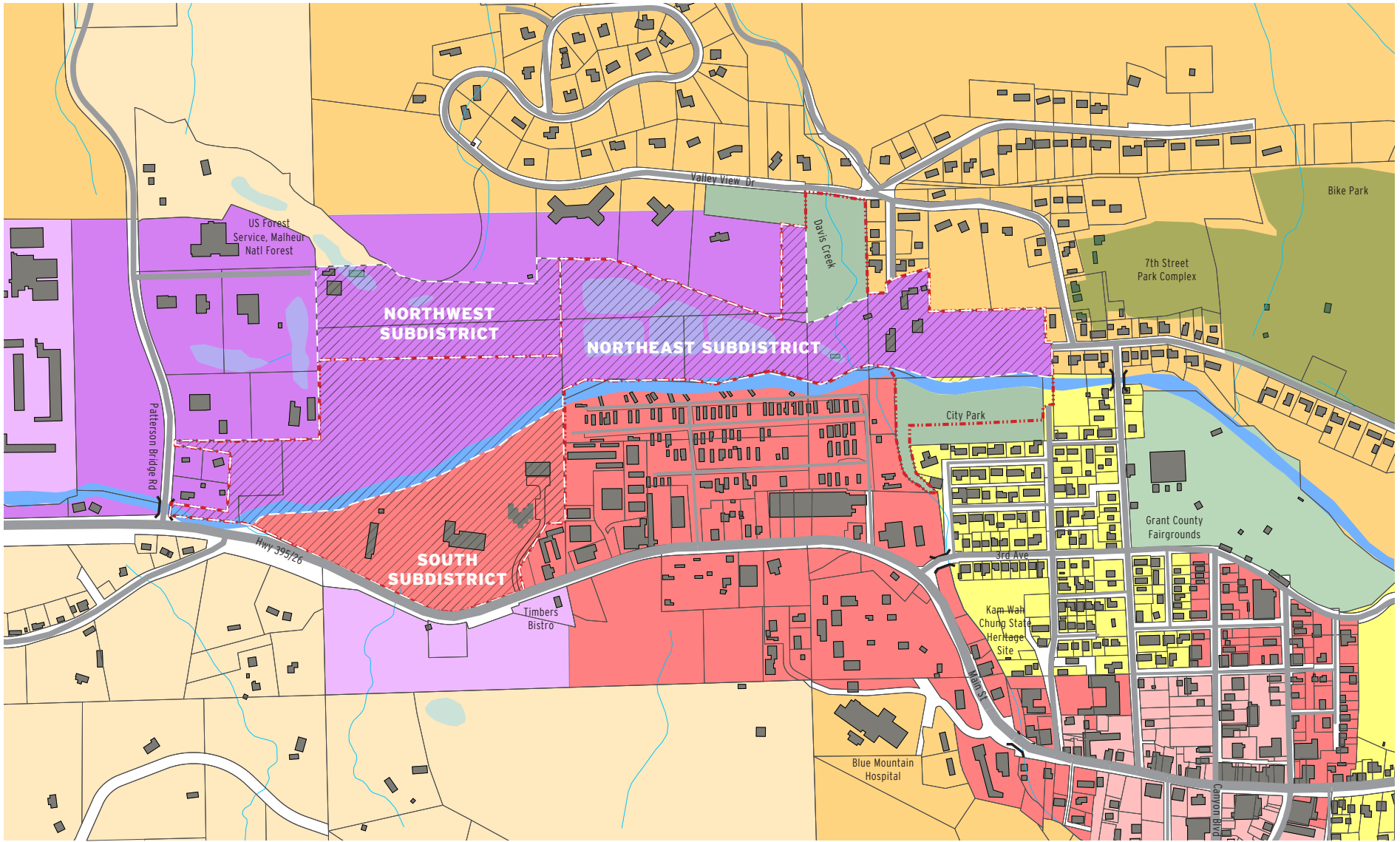
- *New policies related to economic development and the IG Plan*
- *New policy focused on water re-use*
- *New Comp Plan text referencing the IG Plan*



Development Code Amendments

Objectives:

- *Ensure the Code implements and is consistent with the IG Plan*
- *Build on existing base zone requirements*
- *Adjust or vary requirements where applicable*



STUDY AREA ZONING



IMPLEMENTATION: CODE & POLICY UPDATES



INNOVATION GATEWAY OVERLAY ZONE ELEMENTS

- *Subdistricts*
- *Land Uses*
- *Site Design Standards*
- *Block Layout and Architectural Standards*
- *Pedestrian Amenities*
- *Special Standards*

USE	South Sub-District	Northwest Sub-District	Northeast Sub-District
Residential uses	P	N	N
Drive-up/Drive-in/Drive-through	N	N	N
Hotels and Motels	P	N	N
Retail Sales and Commercial Uses	Y	S (size limit)	S (size limit)
Quick Vehicle Servicing or Vehicle Repair	N	S	S
Self-Service Storage	N	S	N
Industrial Service			
• Fully enclosed	N	P	P
• Not enclosed	N	N	N
Manufacturing and Production			
• Fully enclosed	S	P	P
• Not enclosed	N	P	P
Warehouse and Freight Movement	N	–	–
Waste Related	–	N	N
Wholesale Sales			
• fully enclosed, less than 20,000 square feet of floor area	N	P	P
• fully enclosed, equal to or greater than 20,000 square feet of floor area	N	N	N
• not enclosed	N	N	N
Parks and Open Space			
• Consistent with the John Day Innovation Gateway Area Plan	P	P	P
• Other parks and open space uses	CU	CU	CU
Agriculture – Greenhouses and similar horticulture	P	P	P



DISCUSSION:

Are any limitations needed that are not already addressed in the Greenway or Floodplain Overlay districts or the Base Zones?

USE	South Sub-District	Northwest Sub-District	Northeast Sub-District
Minimum Lot Area			
• New dwelling built in conjunction with a permitted commercial or industrial use located above the ground floor	None	-	-
• All other residential uses	None	-	-
Minimum Lot Width (feet)	20	-	-
Minimum Lot Depth (feet)	None	-	-
Maximum Building/Structure Height (feet)	-	-	-
Minimum Setbacks	-	-	-
Maximum Building Size, Retail Commercial Uses (square feet)	-	5,000	5,000
Lot Coverage , maximum building coverage (Foundation plane as % of site area)	85%	85%	85%
Landscape Area (% site area). Landscape area may include a combination of plant beds, planters, and plaza space	15%	15%	15%
Build-to-Line (feet)	20	-	-

DISCUSSION:

Maximum building height in CG zone is 45 feet. Do we want the same maximum in this portion of the JDIG area? 35' height would help preserve views of the river and mountains from Hwy 26.

Is that a good reason for maintaining a lower height in this area, or is it more important to provide flexibility for certain types of development that might want to be 45' high (e.g., hotels, etc.)?

Site Layout and Design, Building Orientation and Commercial Block Layout

- *Downtown commercial area block layout requirements not applicable*
- *Building entrances oriented to primary vehicular or pedestrian access road or pathway*
- *No parking between accessway and building*
- *Walkways must connect building to interior parking*
- *Block length standards?*

DISCUSSION:

What block length or perimeter standards should be used in this area?

Architectural Design Standards

Using a subset of commercial zone design standards:

- *Pathway protections*
- *Awnings, weather protection*
- *Regularly shaped windows*
- *Tall ceilings and windows for ground floor retail*
- *Distinct base, middle, top of multi-story buildings*
- *Roof detailing*
- *Block length standards?*

DISCUSSION:

- **Are these appropriate?**
- **Are any other standards needed?**
- **Should any of these standards apply to the area north of the river?**
- **Are there any conflicts with JDIG objectives?**

Special Use Standards

- *Landscaping – use native and drought-tolerant vegetation*
- *Exterior lighting*
 - *Focus light downward*
 - *Pole mounted lights maximum of 20 feet tall*
 - *No uplighting for façade lighting*
 - *Pedestrian lighting required on all public walkways, plazas, and courtyards in areas open to the public after dark*

DISCUSSION:

We limited the lighting requirements to areas open to the public after dark; is any more specificity regarding locations needed?

IMPLEMENTING PARTNERS: <i>Organizations that will take a necessary and active role in project implementation</i>	FUNDING PARTNERS: <i>Public, private, and nonprofit organizations that will support strategic investments</i>	DUAL ROLE PARTNERS: <i>Implementation and Funding</i>
City departments (public works)	USDA Rural (broad array of funding programs)	Grant County (economic development, roads)
John Day / Grant County Chamber of Commerce	Business Oregon	Travel Oregon
John Day Canyon City Parks and Recreation District	Oregon Department of Transportation	Private businesses
Grant County municipalities: Canyon City, Prairie City, Dayville, etc.	U.S. Department of Commerce, Economic Development Administration (EDA)	
Greater Eastern Oregon Economic Development District (GEOEDD)	Oregon Department of Land Conservation and Development	
North Fork John Day Ranger District (USFS)	Oregon Parks and Recreation Department	
School District	Oregon Housing and Community Services	
Regional WIB	U.S. Housing and Urban Development	
Eastern Oregon Regional Solutions Team		
Community organizations		
Universities		
Consultants		
Planning Commission		
Advisory Committee		
City Council		

\$4 Million awarded, completed or recommended for funding
17 grants

\$25.3 Million applied and waiting for decisions FY19
3 grants

USDA ReConnect

USDA Community Connect

FHA Build

\$13.7 Million pending in FY20 and beyond
6 grants

Brownfield Redevelopment Fund

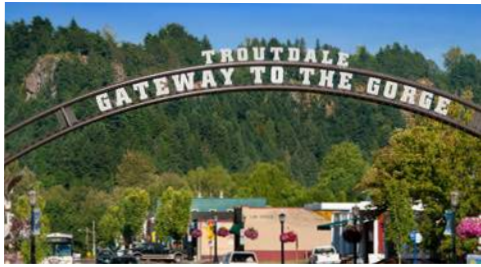
CDBG Construction

USDA Community Facilities

Ford Family Foundation

USDA Rural Development

Oregon Water Resources Dept



DOWNTOWN PLACEMAKING



WASTEWATER TREATMENT PLANT CONSTRUCTION



HOTEL AT INNOVATION GATEWAY



BROWNFIELD GRANTS



NEW HOUSING

WHAT'S NEXT?



PROMOTE JOHN DAY AS RECREATIONAL GETAWAY

- Build stronger relationships
- Maps that Make Sense
- EPA Grant?
- Marketing Campaign
- Rentals & Outfitters



AQUATIC CENTER DESIGN & BOND MEASURE



TRAIL CONSTRUCTION



OPRD COORDINATION ON KAM WAH CHUNG

WHAT'S NEXT?

Discussion

