

Task 6.4

Draft Innovation Gateway Area Plan



Note: to be updated with final page numbers

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Executive Summary

Note: Executive Summary will be a concise well-illustrated pull out of 4-6 pages and will be completed as part of the final report.

1 Introduction

Overview

This chapter introduces the project intent and goals for the Innovation Gateway Area Plan.



Proposed Vision Statement

The John Day Innovation Gateway Project is an integrated community development, transportation and design plan that will envision and support the revitalization of the former Oregon Pine mill site and adjacent properties as a dynamic, thriving and welcoming public space. The project will envision the John Day River as a central, cohesive element for the Innovation Gateway. The Gateway will be connected with public trails through restored floodplain habitat along the banks of the John Day River. New land uses, including recreational facilities and an exciting vision for the use of reclaimed wastewater, offer significant public investments for John Day's future. These support the City's initiatives to maximize innovation and efficiency, build partnerships and spur a sustainable and resilient economy that retains and attracts a range of residents and businesses to John Day.

As stated in the project statement of work, the following objectives are guiding the project's development:

- Support development of the former Oregon Pine mill site and adjacent City-owned land to unify design, land uses and transportation connections.
- Rebrand John Day as a thriving rural community to retain residents, attract visitors and sustainable commerce.
- Identify an area for the new wastewater treatment plant to be constructed outside the 100-year floodplain.
- Create a community destination attraction focused on rural innovation and rural value creation to support infill development and a multimodal transportation system.
- Create a beautiful and scenic environment to promote inviting community gathering places and launch new opportunities through transit supportive urban designs.
- Provide active transportation choices to serve all ability levels and provide a healthy, safe and comfortable user experience.
- Restore public access to the riverfront on both sides of the John Day River and enhance the greenbelt along Canyon Creek to link recreational areas and neighborhoods.
- Improve efficiency in use of land and public infrastructure investments so they become vibrant places.
- Enhance planned and existing amenities which support conservation and renewable energy.
- Apply smart growth development strategies to optimize collaboration and leverage public-private partnerships.
- Capitalize on natural assets that improve livability and health of the community.

The consultant team synthesized these detailed objectives into more concise guiding principles for a future Innovation Gateway, see Fig. 1.1:

“Keep what is great about our community and enhance it”

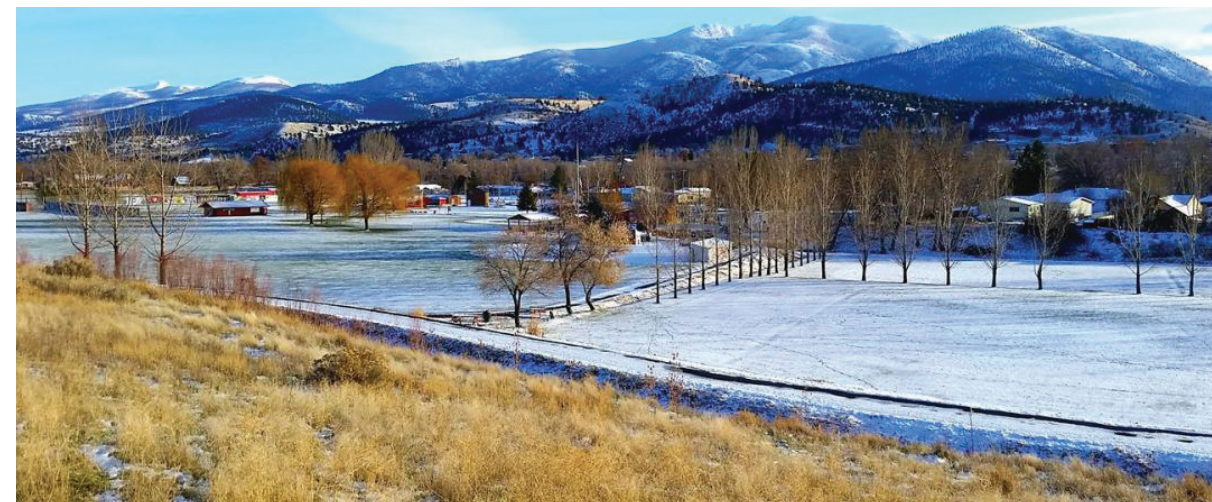
- The Gateway Project should:**
- 1** Create a thriving destination
 - 2** Attract investment and jobs
 - 3** Honor John Day's identity and character
 - 4** Promote a connected and healthy community
 - 5** Create opportunities for walking and biking
 - 6** Provide public access to the John Day River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

Fig. 1.1 Overarching Vision & Guiding Principles

2 Existing Conditions

Overview

This chapter reviews John Day's context, site conditions, and other opportunities and constraints as they relate to the site's development potential.



City Strategy for Growth

An extensive library of previous studies and existing data was reviewed by the project team and provided useful context and reference for the project under the broad categories of Transportation, Land Use Planning (and Smart Growth), Environmental Planning and Public Utilities, Economic Development and Workforce Housing

The City of John Day and Grant County is a distressed rural area that has experienced a number of socioeconomic problems including the highest unemployment rate in Oregon since 2012 (Grant County 6.5% percent as of June 2018); low real market property values and assessed values and struggles to find sufficient revenue to fund basic public services. Over 60% of working John Day residents work outside the City. John Day's population, which peaked in the 1990s, is now at the same level it was in the 1970s and is primarily white with a median age of 40.5. The John Day & Canyon City Income Survey (2018) found that the most common response to the question "Which of the following best describes your family's total gross income, before taxes, for the previous 12 months?" was less than \$29,900. 57.3% of the population reported making a low to moderate income.

The intent of the City's strategy is to reverse the pattern of population and economic decline. The strategy also includes an understanding of and sensitivity to John Day's traditional values and culture and expressed a desire to grow in a balanced way to preserve the rural lifestyle and quality of life for generations to come.

The City of John Day is also situated in a unique regional context of incredible diversity of rivers, lakes, mountains, and recreational facilities. John Day is ideally located for backpacking, hunting, fishing, mountain biking and more, which could be important to attracting new residents.

The strategy for growth focuses on recruiting and retaining three core demographics:

1. Digital commuters who have a choice about where they work;
2. Active retirees with disposable income; and
3. Young, working families that contribute to the local economy and tax base.

Attracting these demographics will result in a more diversified and more resilient economy and will promote growth in supporting infrastructure and agencies, including the local hospital and schools.

Targeting these demographics will require the City to focus its investments in four main areas:

1. Digital marketing and branding that promotes the rural quality of life;
2. Recreational amenities that make for attractive, active-lifestyle communities;
3. Competitive broadband infrastructure enabling residents to be digitally connected to friends, family and coworkers; and
4. Housing and community development initiatives that create more housing options across a wider and more balanced price range and community spaces that enhance the economic value of our city.

The Innovation Gateway project will be a major contributor to help the City meet the Strategy for Growth, in particular providing recreational amenities to attract and retain residents.

A parallel study performed by ECONorthwest focused on economic redevelopment aspects of the City and Innovation Gateway. The three basic tenets for the Strategy for Growth are:

1. Differentiated capabilities. Identifying those things that make us stand out in positive ways from other communities.
2. Cost structure alignment. Adjusting our spending priorities so the investments we make and the cost we incur align with our differentiated capabilities.
3. Organize for growth. Empowering our strategic partners, local stakeholders, and City Staff to further our strategy by re-directing efforts toward growth initiatives.

Five Opportunity areas for investment are targeted, see Fig. 2.1.

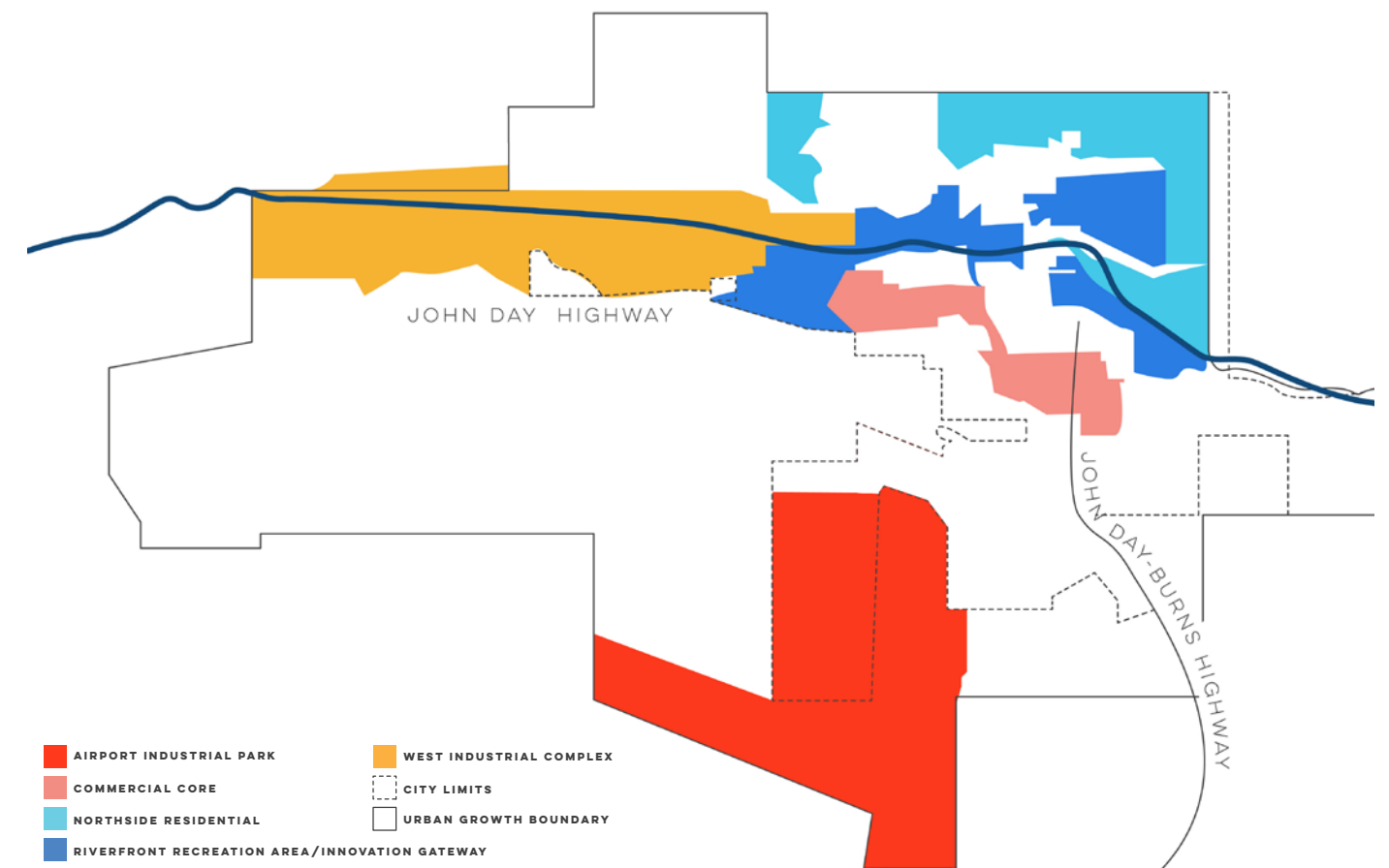


Fig. 2.1 John Day Opportunity Areas

Site Context



1 Planer Shed



2 Chipper Shed



3 Kam Wah Chung

Study Area Location and Parcel Sizes

The study area sits in the valley bottom of the John Day River and slopes gently toward the John Day River. The elevation of the study area is approximately 3,040 feet above mean sea level, rising to 3140' where Davis Creek flows into the area from the north. The steep slopes in the vicinity of Davis Creek are the only topographic challenge in the study area, but this area will likely only have trail and other low-impact recreational improvements.

Urban Context and Existing Land Uses

Situated on the western outskirts of the City of John Day, the 83-acre study area is surrounded by a mixture of land uses, from residential to light industrial. US Highway 26 borders the 53-acre Oregon Pine mill portion of the study area on the south. The mill site has recently been annexed into the City and rezoned for consistency with the vision for the project area. Existing land uses are illustrated in Figure 2.2.

The study area has been vacant for 20 years, with no recent development on the site itself. The study area includes three buildings that were in the past actively used as part of the Oregon Pine mill lumber production. The three buildings are the Chipper Shed, the Planer Shed and Lumber Sorter, and the Truck Shop. The Chipper Shed and the Planer Shed are open timber and steel structures with concrete floors.

The John Day-Canyon City Parks and Recreation District currently manages the ballfields at the 7th Street Parks Complex, the new adjacent mountain bike trail park and Gleason Pool, a facility which is 60 years old and open only 12 weeks per year. A 2017 survey of County residents indicated strong public support existed for a new aquatics center and more outdoor recreational opportunities. Ultimately, OPRD wants to build a new interpretive facility at the Kam Wah Chung site to replace the current museum across the street.

A 10-acre parcel between Valley View Drive and the river, including the Davis Creek ravine, has been acquired for open space uses related to the Innovation Gateway and could include a trail from Valley View Drive to an overlook with dramatic views of the city and mountain ranges to the south. The newly-acquired land also includes 4 acres along the south side of river that will become the new Hill Family City Park.

Note: update study area boundary

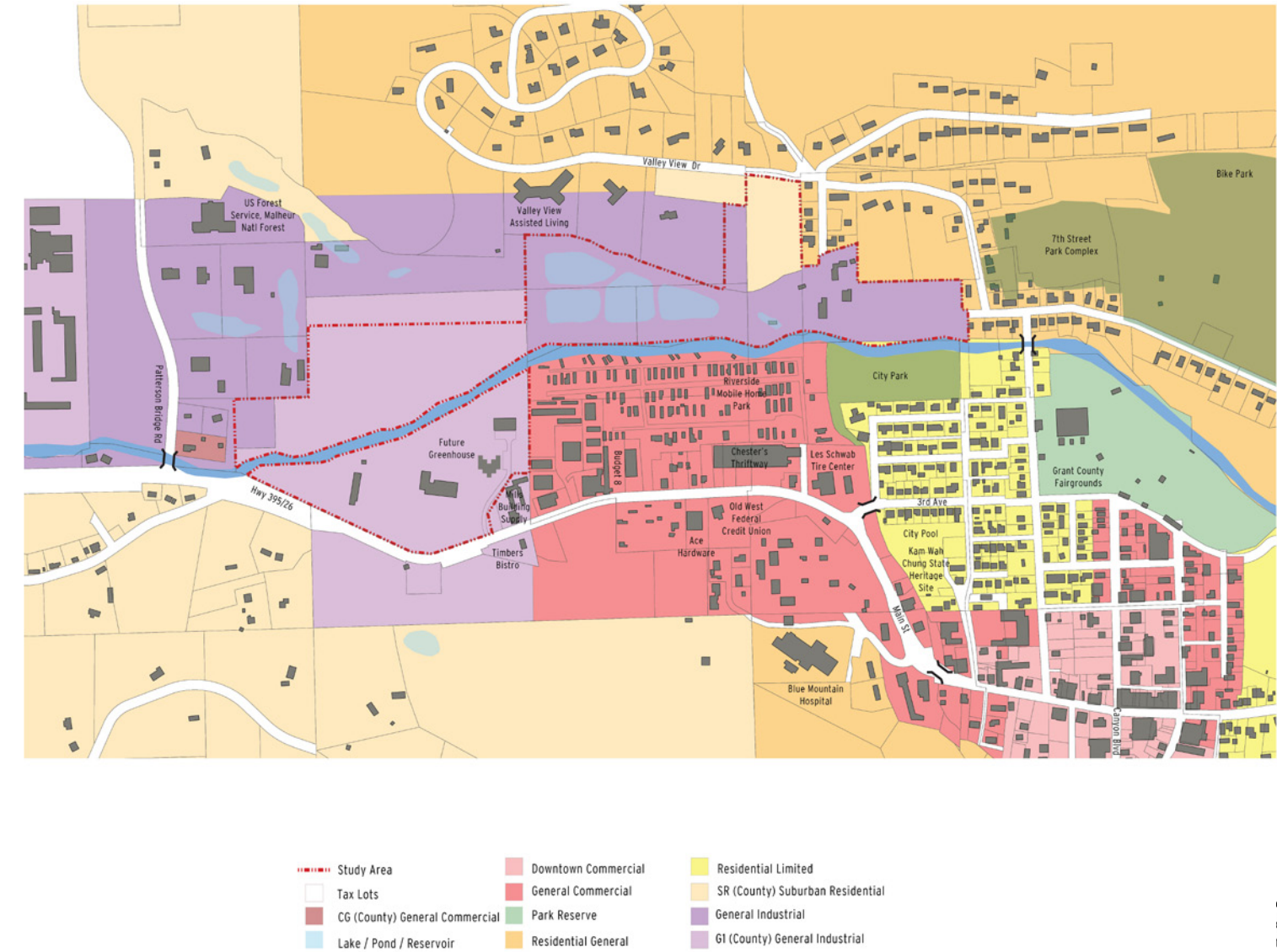


Fig. 2.2 Existing land use

Existing Transportation System

John Day has numerous activity generators that attract residents and visitors alike (see Fig. 2.3). The most common categories of activity generators in the City include the following:

- Recreational/Entertainment (e.g., 7th Avenue Sports Complex, Kam Wah Chung State Heritage Site, John Day River)
- Schools (e.g., Blue Mountain Community College, Grant Union High School)
- Places of employment (e.g., Blue Mountain Hospital)
- Shopping (e.g., Downtown John Day, grocery stores, shopping centers, restaurants)
- Community/Government (e.g., City Hall, John Day Senior Center, Gleason Pool)
- Public Transportation (e.g., People Mover bus stop)

Each of these categories of activity generators represents important starting and ending points for travel and provides a good basis for planning ideal routes.

Streets

Much of the land within the study area is rural, with the exception of land surrounding W Main Street through downtown John Day. As a result, many roadways are not constructed to urban standards. The only streets providing for higher capacity motor vehicle movement through the study area are W Main Street and S Canyon Boulevard, which are classified by the state as a Statewide Highways. W Main Street runs east-to-west, and maintains a two-lane (i.e., one through lane in each direction) to three-lane cross-section (i.e., one through lane in each direction and a center turn lane) through the study area. Posted speeds along the highway in the study area range between 25 and 35 miles per hour. It is designated as a scenic byway and freight route, and some segments are within a special transportation area or urban business area. Average annual daily traffic (AADT) volumes along W Main Street were obtained from ODOT2. The data indicates AADT volumes range from around 4,800 near Patterson Bridge Road, 5,900 near NW 3rd Avenue, to 6,200 near S Canyon Boulevard-US 395.

S Canyon Boulevard runs north-to-south, intersecting with W Main Street. It maintains a two-lane cross-section with posted speeds between 25 and 35 miles per hour. It is designated as a freight route, and some segments are within a special transportation area or urban business area.

Bridge Street and Dayton Street run north-to-south, while 3rd Avenue runs east-to-west through the center of John Day, connecting to W Main Street. These streets are classified as collectors and generally have lower vehicle-carrying capacity than the highway. Other key collector streets in the City include Patterson Bridge Road and Screech Alley. All other roadways in the study area are local streets and primarily serve local traffic traveling to and from the highway.

Due to the rural nature of the abutting land uses, many streets have not been improved to urban standards and generally lack accommodation for pedestrian and bicycle users. W Main Street and S Canyon Boulevard are important connections for pedestrian and bicycle travel in the City. Those walking or biking along portions of these highways often have to walk along the edge or share the travel lane with motor vehicles. In addition, frequent driveways negatively impact the walking experience and introduce conflict points between pedestrians and motor vehicles. Motor vehicle traffic volumes along these highways are over 5,000 vehicles per day and the posted speeds range up to 35 miles per hour. These conditions are generally not conducive to comfortable shared walking and biking travel conditions. Main Street through John Day is also designated as part of the Old West Oregon Scenic Bikeway. Much of this route lacks accommodations for bicyclists.

As a major street connection through the area, W Main Street should not be a barrier to pedestrian and bicycle travel between the neighborhoods and businesses on the north and south side of the street. While most of the south side of the highway is undeveloped, especially areas towards the west side of the City, safe and comfortable pedestrian and bicycle crossings should be provided in convenient areas to encourage ease of access.

Bridges

There are two bridges along public streets and one private bridge that cross the John Day River. The bridges are located at Patterson Bridge Road and Bridge Street, while the private crossing is located about 850 feet to the east of Patterson Bridge Road. These crossings are the only existing connections between the north and south side of the City. The bridge at Patterson Bridge Road does not provide facilities for pedestrian or bicycle travel, while the one at Bridge Street provides a sidewalk on one side.

There are also two bridges over Canyon Creek, providing the only existing improved connection between the east and west part of the City. The bridges are located at NW 3rd Avenue and W Main Street. These bridges provide sidewalks on both sides for pedestrian travel, but lack bicycle facilities.

Transit

Transit service is provided in John Day and other nearby cities by the Grant County People Mover via several fixed bus routes, a Dial-a-Ride service and two deviated fixed route systems. The deviated fixed routes have transit stops throughout John Day, with 56 stops in and around the City. Most of the intercity routes pick-up and drop-off passengers at the People Mover Bus Depot located on NE Dayton Street near at NE 1st Avenue. However, the Monument to John Day route pick-ups and drop-offs passengers at the Senior Center parking lot on NE Dayton Street south of NE 1st Avenue. Transit users in the John Day Innovation Gateway Area Plan study area are generally less than one quarter mile from the closest bus stop (within the typical trip length for the average walking trip).

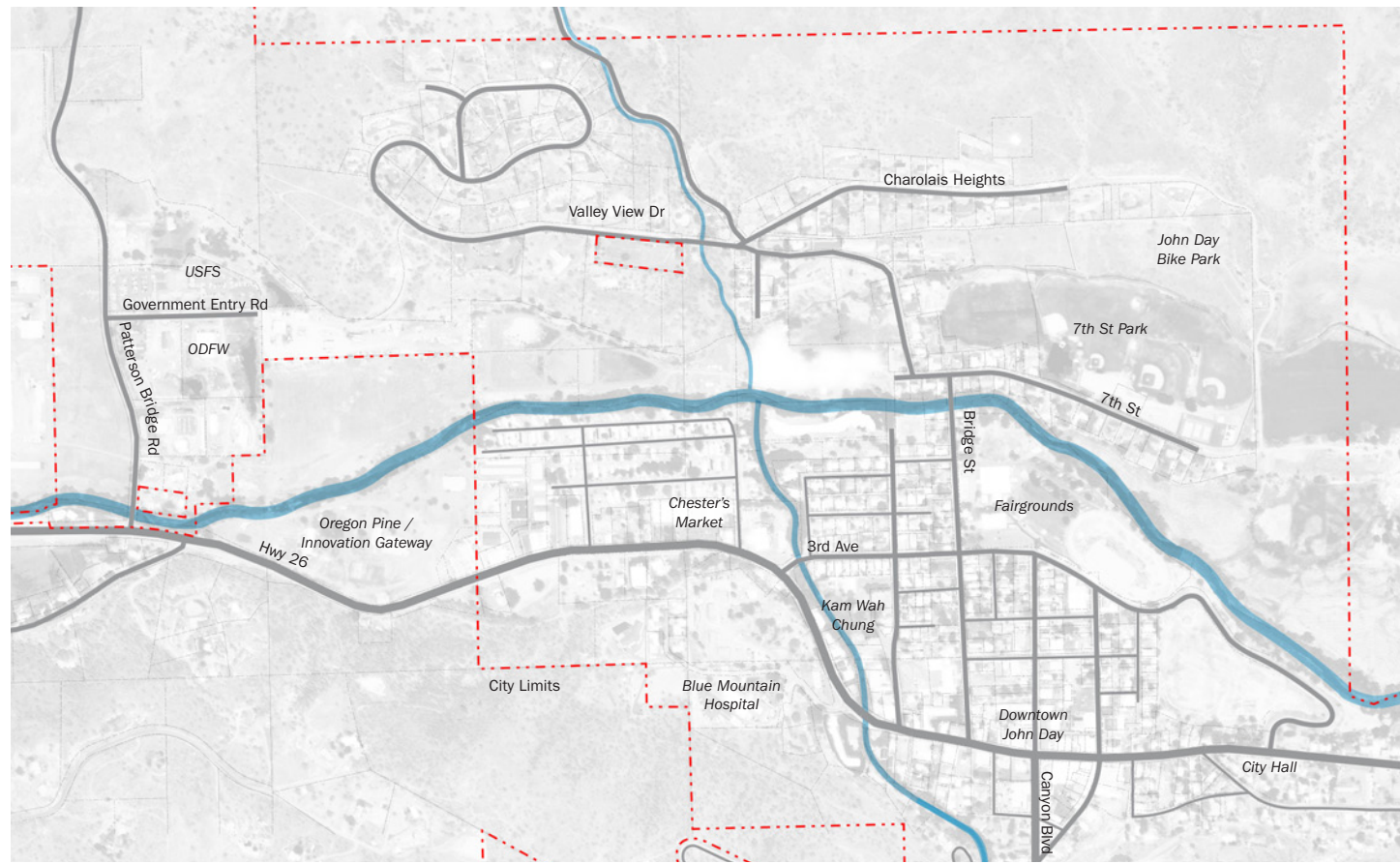


Fig. 2.3. Existing streets and activity generator locations.

To the Grant
County Schools
& Library



1 3rd Ave bridge over Canyon Creek provides sidewalks on both sides but lacks bicycle facilities.



2 Sidewalks and bike lanes on one stretch of Main St.



3 Lack of sidewalks, bicycle facilities or paved shoulder on Main St along the Innovation Gateway/Oregon Pine Site.

Planning Context

Existing Zoning

The study area is now entirely within the urban growth boundary and city limits of John Day. The City recently annexed remaining portions of the Oregon Pine mill site which were previously outside of the city limits and still under county zoning. The City also applied city zoning designations to these areas which are generally consistent with the vision for the project area. A significant portion of the study area (primarily north of the John Day River) is zoned for industrial use. The majority of the project area south of the river, including the portion of the area recently annexed into the City, is zoned for commercial use. The area southeast of the confluence of the John Day River and Canyon Creek (planned for future river recreation access) was recently rezoned to the City's Park Reserve zone to ensure consistency with current use and future plans for the property. In addition to establishing allowed uses in each zoning designation, the city and county development codes outline other design and development standards. In both the city and county industrial zones, development standards are generally limited to building setbacks and heights, and requirements associated with parking, landscaping fences, signs and stream setbacks. The city's commercial zones include a variety of additional standards related to building orientation, block and lot layout, architectural design and pedestrian amenities.

Intergovernmental Agreements and Special Districts

Scarce planning resources need to be integrated to allow for appropriate transportation networks such as multimodal trails, sidewalks, and other important infrastructure to be developed in a coordinated fashion. Since 2011, Grant County and the City of John Day have had an Urban Growth Management Agreement, which stipulates that Grant County is responsible for administering land use for projects outside the John Day city limits, but within the UGB. Park and recreation facilities and services are provided by the John Day Canyon City Parks and Recreation District. This district was established to help provide a dedicated funding source and agency to serve regional park and recreation needs. The City will need to continue to coordinate with the District for future planning of capital facility improvements and recreational programming that meets the needs of John Day residents and the goals for the project area.

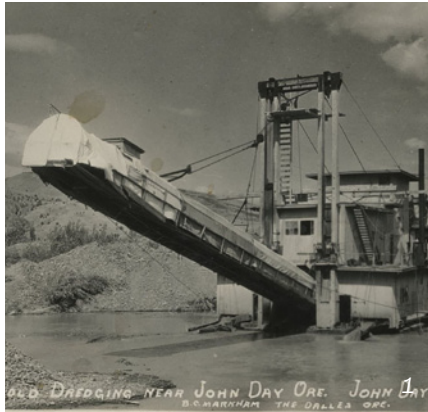
New Wastewater Facility and Use of Treated Effluent

A primary tactic towards achieving the City's Growth Strategy at the Innovation Gateway project is the replacement of John Day's Wastewater Treatment Plant. The 2018 Wastewater Treatment Plant Plan Update proposes an innovative new strategy of constructing a membrane bioreactor with aerobic digestion and anticipated supply of treated effluent to new parks, gardens and most importantly, greenhouses. This treated water will be piped to a 6,200 sf pilot-scale greenhouse, located on the Oregon Pine mill site, with produce harvests beginning in 2019. With two full-time employees, the pilot-scale greenhouse should generate roughly 1,200 pounds of fresh produce per week. Local restaurants and grocers intend to purchase produce from the City at wholesale prices. Revenue from the greenhouse will accrue to the Sewer fund to offset its operating expenditures and ultimately the cost of wastewater treatment. The innovative project will also become a tourist attraction in its own right, while portraying evidence of an entrepreneurial public sector for companies potentially interested in investing in John Day.



1 Oregon pine greenhouses that will utilize treated water from the new Wastewater Treatment Plant.

John Day River Background



1 Historic photo of gold dredging



2 Historic photo of mining activities



3 Current river channel near fairgrounds

Approximately one mile of the John Day River flows through the project area. Canyon Creek, which is a significant tributary to the upper John Day, flows north through town and enters the mainstem within the project area. A smaller tributary, Davis Creek, flows from the north and enters the mainstem just across from the Canyon Creek confluence. The river and tributaries provide important aquatic and riparian habitats for fish and wildlife species, and also potential recreational benefits for people. The river, riparian zone, and adjacent floodplain areas have been heavily impacted by past and current land uses, which have substantially changed conditions compared to those that existed historically. The Innovation Gateway Project provides an opportunity to improve some of the river-related functions and features, including fish habitat, aesthetics, and recreation/access.

This portion of the upper John Day River is designated Critical Habitat for Middle Columbia Steelhead, which are listed as Threatened under the Endangered Species Act. Several limiting factors and threats have all occurred to some degree within the study area, either in the past and/or currently. This reach of river, and the surrounding valley bottom, was especially impacted by dredge mining for gold and silver in the early 1900s. The river was relocated from its original position and essentially left in a straight ditch through the project area. Dredge mining not only directly damages habitat, but it also changes the way that the river and floodplain function, removing the meandering pattern that helps maintain pools and riffles in natural rivers. The river also now inundates its floodplain much less frequently than it would have prior to dredging impacts. Natural rivers of this type typically inundate their floodplains at least every year or two, and sometimes more frequently. Floodplain inundation is important in that it provides access to off-channel slow water rearing habitat for fish during high flows, and results in dynamic channel changes that are necessary for creating and maintaining habitat over time. Reducing floodplain inundation results in a much less complex channel with poorer habitat conditions for fish. Furthermore, reducing floodplain inundation can also increase flow velocities, potentially increasing flood levels and associated damage to human infrastructure in downstream areas.

Contemporary river conditions include an incised (i.e. deepened) river channel with a lack of habitat complexity. Many of the components that are important for fish habitat are missing. This includes deep pools with cover, instream large wood, and vegetated riparian zones. A lack of shading from streamside vegetation results in higher stream temperatures, which negatively impact steelhead. The riverbanks have also been treated with bank armoring in numerous locations. This riprap and concrete armoring reduces channel complexity, limits the ability of vegetation to establish, and prevents the river from being able to migrate (i.e. move around as natural rivers do) and develop a natural meandering pattern. Overall, aquatic habitat has been significantly impaired in this once dynamic and complex reach of river.

Opportunities for River Restoration

The Innovation Gateway Project offers an opportunity to integrate river habitat improvements with other components of the concept plan. These improvements could be mutually beneficial to fish/wildlife and human recreational uses. From a habitat perspective, actions could improve components of the natural river system that will provide important benefits to ESA-listed steelhead and other aquatic, avian, and terrestrial species. From a human perspective, actions could benefit recreational uses, including wildlife/bird watching, swimming and floating, and aesthetics. There have been many river habitat improvement projects in the John Day Basin and throughout the region that can be used to help guide river improvement efforts, including other projects in previously dredge-mined valleys. However, actions here will be unique because of the location adjacent to the City of John Day urban area and also the integration with the larger Innovation Gateway project.

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

John Day River Restoration

The plan for the river should be viewed as a core component of the Innovation Gateway Project, especially since other features associated with the plan may be affected by what happens with the river. For example, creating new meanders could affect the location of other project features, such as trails or infrastructure; and changes to the river depth and width could affect flooding conditions in nearby areas. In order to develop a plan for river improvements, more detailed analysis will be required and the plan for the river should be developed as early as possible. Costs can vary considerably depending on the final approach, and could range from approximately \$200,000 for very simple habitat improvements (e.g. adding large wood to the channel) to over \$2,000,000 for creating new meanders, side-channels, and improving floodplain connectivity. There are also several environmental permits that are likely to be required for the project. Environmental permitting can be a long and potentially costly process and it is therefore recommended to begin consultations with permit agency staff early in the planning process to make sure that the project is designed with the permitting requirements in mind. It is also recommended to initiate consultation with the Warm Springs Tribe early on in the process. They may have particular interest (and likely support) of river habitat restoration work that would provide benefits to salmon and steelhead. (See Tech Memo #3 for more information on permitting and other regulatory considerations.)

A few project examples are provided on the following page that demonstrate approaches that could be employed at the City of John Day site.

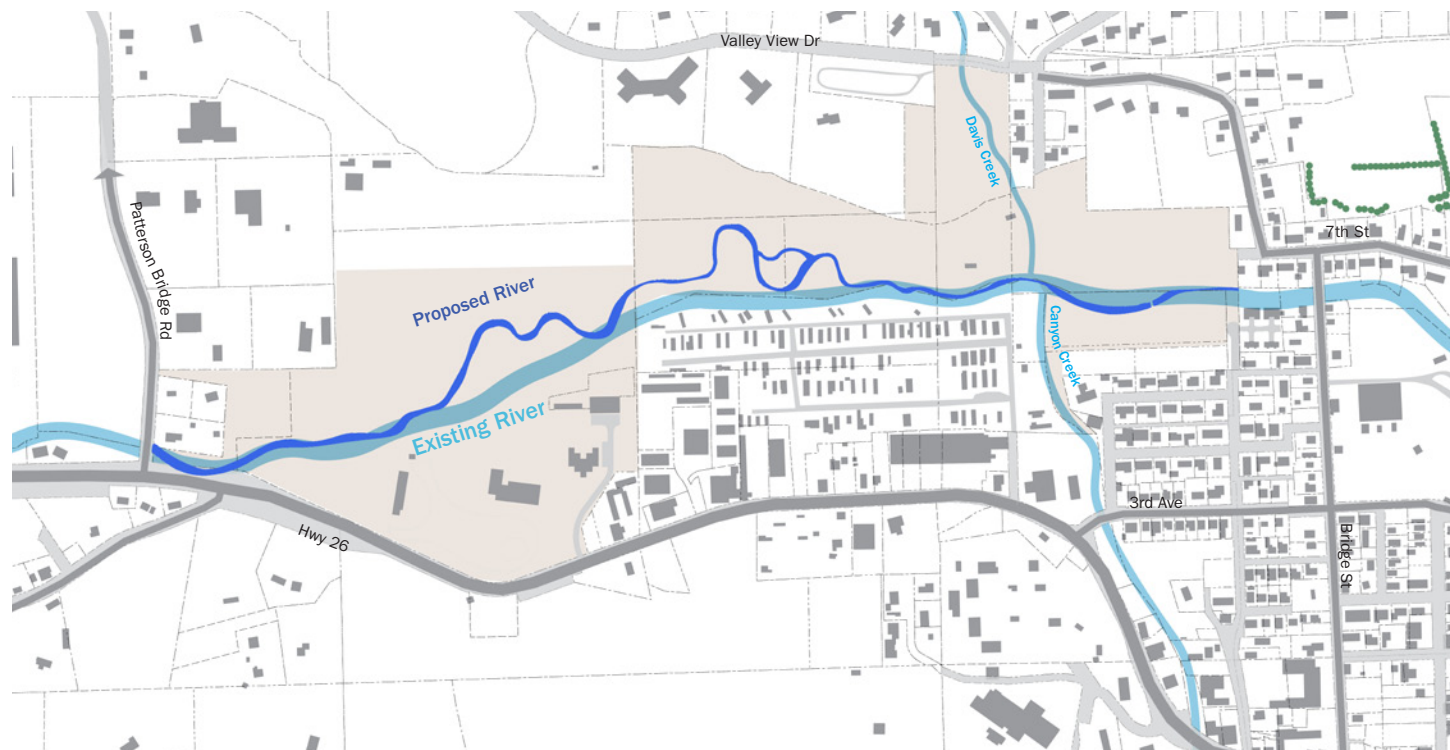


Fig. 2.4 Proposed John Day River restoration



1 Middle Fork John Day Oxbow Project, located approximately 21 miles northeast of John Day, OR on the Middle Fork John Day River. The project re-created a meandering pattern, reconnected the floodplain, created off-channel habitat features, and installed large wood for habitat. This project is different in that there was very little infrastructure that needed protection from flooding, but it demonstrates some of the types of actions that could be implemented at the Innovation Gateway site.



2 Johnson Creek Schweitzer Natural Area Project in Portland, OR. In the 1930s, the stream was straightened, ditched, and lined with stone armoring. The project re-created a meandering pattern, created pools and riffles, added large wood for habitat, and created off-channel alcoves, wetlands, and side channels. The project also included extensive planting of native vegetation and excavation of material to lower and reconnect the floodplain, which could potentially be used at the City of John Day site to accomplish multiple ecological and human objectives.



3 Pagosa Springs, Colorado. This small city of 1700 people reconnected to its San Juan riverfront, creating a new recreational destination for fishing and floating from a formerly degraded and hidden channel. A city that was oriented solely to timber production was able to build on a growing attractiveness as a second-home market 280 miles from the nearest large city, Denver, and attract new employment and infill development, while marketing its riverfront to recreational tourists and fishing enthusiasts.

Smart Growth in John Day

The following is a list of 8 potential smart growth-oriented actions that should be considered as part of this study, and specifically relate to the challenges and opportunities in John Day.

1. Strengthen Downtown

Given the challenges of surviving in a small market, future redevelopment on the Innovation Gateway site should strive to complement and support Downtown, not compete with it.

2. Promote mixed-use, compact infill development

The study area is a great opportunity for infill development on a 'brownfield' site within close proximity to existing urban services and with good potential for active transportation connections to the rest of John Day.

3. Create a range of housing options, including affordable, workforce housing

If housing is determined to be a feasible use in the study area, within the constraints of the floodplain, there should be opportunities for housing to support existing John Day residents with pricing that reflects local incomes.

4. Foster a strong sense of place

The John Day region has a very distinctive identity as a rural 'frontier' town with a long history of self-reliance and connection to natural resources. New development should recognize and strengthen the region's physical and social character.

5. Capitalize on views and connections to John Day's natural assets

The John Day river flows through the study area and the City has long 'turned its back' to the river, an attitude which probably stems from the past degraded nature of the riverbanks due to dredge gold mining and subsequent use of the banks for lumber storage. The river can become a positive asset for the community and a focal point for new development and recreation that attracts visitors, employers and new residents. Views of the Strawberry Mountains and Aldrich Range are reminders of John Day's position within a remarkable context of natural beauty.

6. Build new complete streets

New street extensions in the study area should be designed for all potential uses, not just automobiles and should include safe walking and biking facilities, on-street parking, use by people with mobility limitations, and allow for future transit service.

7. Encourage walking and biking

In addition to the design of complete streets, new trails should be designed throughout the study area to link destinations and connect to the existing city trail system.

8. Coordinate City and County actions and foster collaboration and partnerships

A variety of local, regional and state organizations can partner with the City to help ensure implementation of the JDIG area.



1 Simplot Park in Boise, ID reconnects visitors to the river and encourages walking and biking with a unique trail and boardwalk system.



2 The design of open space celebrates mountain views at Washington State University, Vancouver.



3 Downtown Sisters, OR encourages walking with enhanced crossings and fosters a strong sense of place with rustic lighting.

Sustainable + Interpretive Features

The former Oregon Pine Mill site was evaluated and treated for contaminated soils and has been given a determination of No Further Action (NFA) needed. There is an inherently sustainable nature to smart growth-oriented planning efforts, which aim to focus urban development on efficiently-served infill sites and encourage walking to reduce carbon emissions from private auto use and improve public health. The strategy of restoring the heavily degraded John Day River to promote habitat and floodplain protection is also inherently sustainable, enhancing citizen's daily access to nature. Perhaps the best illustration of sustainable innovation can be found in the City's strategy to build a new membrane bioreactor, outside the floodplain, pipe the treated water to greenhouses and build local produce that is then sold in John Day, creating a positive internal support loop for the City.

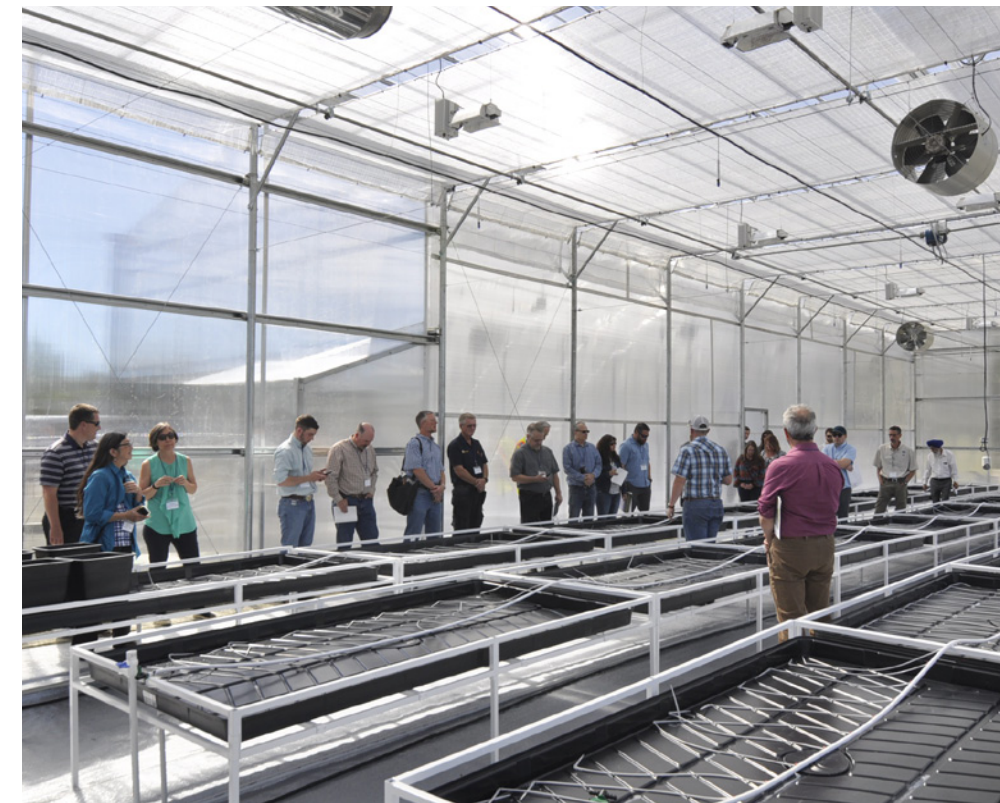
Educating visitors and residents on these sustainable features and on aspects of John Day's natural and cultural history is an excellent way of strengthening the City's sense of place and encouraging people to stay in the study area longer. Specific interpretive opportunities include:

- Riverbank restoration
- History of gold dredge mining and effects on the river
- Oregon Pine Mill history
- Native American history
- The biota (birds, animals, plants) of the John Day River
- Innovative wastewater treatment and greenhouse development

1 Historic machinery displayed at Tillamook Forest Center, OR, precedent for the interpretation of Oregon Pine Mill history



2 Interpretive Signage on river restoration and biota at Minnehaha Creek Preserve, Minneapolis, MN



3 The wastewater treatment and greenhouse at the Innovation Gateway will be a key site of education and interpretation for visitors to John Day.

3 Innovation Gateway Concept

Overview

This chapter reviews the proposed plan for the Innovation Gateway including relationship to the river, transportation infrastructure, and existing open space.



Concept Development

The concept for the study area was refined in response to feedback from the PAC/TAC, online survey, and recent developments in city land acquisition and planned projects. The concept is guided by the guiding principles that emerged from community outreach and by the overarching vision statement that emerged from community outreach: “keep what is great about our community and enhance it.”

The following is a list of Opportunities and Challenges that guided concept plan development.

Opportunities:

- Building on John Day’s existing identity, values and resources
- Access to the John Day River
- A sustainable local economy, based on competitive advantages of John Day’s location and resources
- Improved aesthetics for this western gateway to John Day
- Creating room for natural floodwater storage, reducing flood impacts
- Health benefits from improved access to nature and opportunities for active recreation
- Utility and public infrastructure upgrades
- Encouraging community connection and interaction

Challenges:

- Costs of improvements and limited public resources
- State and National competition for grant funding
- Maintaining local community support through time needed to realize improvements
- Creating a careful phasing strategy to ensure efficiency in new improvements
- Market feasibility of supporting envisioned hotel and public market uses
- The John Day River floodplain and restraints on development



1 Improving river conditions for fishing was discussed in the PAC/TAC as well as the online survey.



2 More trails and improved wayfinding near town, such as the John Day Bike Park, highly valued by community members.



3 Community members discussed how children currently use the John Day river for floating, and the desire to improve conditions near the Innovation Gateway Site.

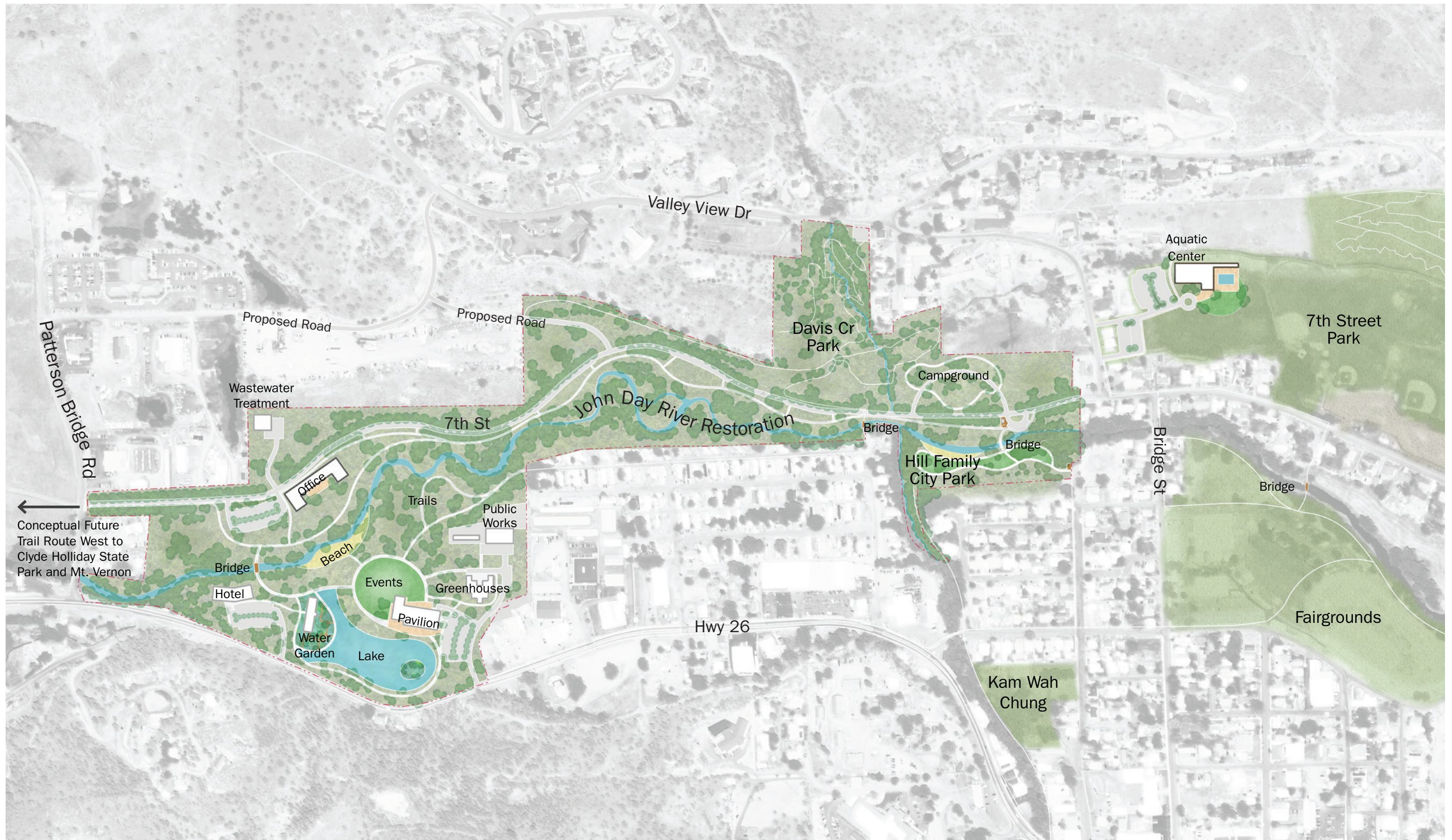


Fig. 3.1 Refined Oregon Pine / innovation Gateway Concept Plan



Concept Overview

Program

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. Former mill structures will be renovated to host events such as farmers markets, classes, events as well as 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 hydroponic greenhouses. The site will serve as a summer time hub of recreation with a beach for swimming, tubing, and small boat access, and trails for jogging, biking, or walking. 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.

In addition, the site can also become a node of employment, with a potential office development, vendors in the Planer Shed Pavilion, greenhouse employees, and public works facilities. A new 100-room hotel is proposed south of the John Day River and adjacent to the Water Garden. Parking overflow can be accommodated between the event lawn and 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.

Circulation

The concept creates 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 will serve as a minor arterial but will be designed as a 'parkway street' featuring gentle curves, dense tree canopy, and ample space to walk and bike along the river. 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. Three additional footbridges over the John Day River encourage exploration of the restored river and better connections for adjacent neighborhoods. This trail system may incorporate boardwalks, paving, and more rustic gravel paths. On-street pedestrian connections link these new trails with town destinations, and will include new sidewalks or improvements such as pedestrian scale lighting, enhanced crossings, bulb-outs, street trees, and signage.

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. 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.

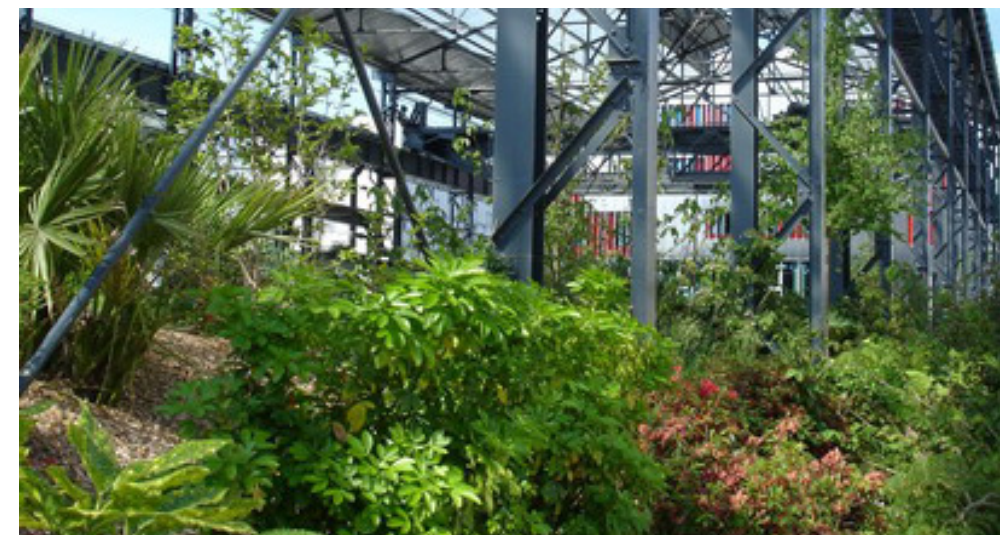
The proposed parks and recreation improvements are part of a broader economic redevelopment plan to improve the overall health of the community. These infrastructure investments will open access for residents and visitors alike to the John Day River. It extends the existing trail system and creates access 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.



1 Curving, lush views on the Natchez Trace Parkway, Tennessee, precedent for the 7th St Extension 'park street'



2 The flexible event lawn can host summer time events such as food and beverage festivals, movie nights, concerts and fairs.



3 Precedent for water garden around adapted Chipper Shed

Proposed Open Space



Fig. 3.2 A multi-use asphalt trail along the John Day River will connect the Innovation Gateway to the 7th Street Park complex and downtown John Day along the route of the 7th St extension. An interim trail will be built first and the final trail completed in coordination with future river restoration activities. The trails provide safe, comfortable places to walk, bike, and jog in addition to access to the restored John Day River, benches and overlooks, and sites for interpretive elements.



Fig. 3.3 The Planer Shed is renovated and adapted into a multifunctional community space anchored by an event lawn and access to the restored John Day River via a network of walking and biking trails.

Planer Shed Adaptive Reuse



Fig. 3.4 Proposed plan for renovation of the Planer Shed to serve as a community hub of events, local vendors, and art.



Fig. 3.5 Rendering of renovated Planer Shed hosting a market



1 Pybus Public Market, Wenatchee, WA, precedent for adaptive reuse of Planer Shed

Consistency with Evaluation Criteria

As a method of comparing and evaluating the draft preferred concept, the following set of 13 criteria were proposed. The team suggested in Technical Memo #4 that a concept that scores 6 or fewer points will require further revision. This score sheet suggests that the preferred concept meets and exceeds evaluation criteria.

<i>Criteria</i>	<i>Evaluation Range</i>	<i>Evaluation Score</i>
Community Support	+1 Recommendations and findings complement and support other pertinent plans 0 No opportunity to implement in coordination with other projects or partners -1 Poses barriers to implementing other projects	+1
Identity and Character	+1 Plan honors John Day identity 0 Some elements of plan context-appropriate -1 Plan doesn't feel appropriate for regional context	+1
Complementary design to City as a whole, "enhances existing community"	+1 Provides opportunity to connect residents to downtown and provides an attractive and welcoming gateway into the City 0 No real change - doesn't change relationship of study area to downtown -1 Draws focus away from downtown, feels disconnected from City.	+1
Trail system for active transportation	+1 Clear, connected trail system 0 Some trail connections -1 Disconnected, incomplete trails	+1
Public access to the John Day River	+1 Access provided on both banks 0 Access provided to at least one bank -1 Incomplete access to riverbank	+0.5
Smart location for wastewater treatment plant	+1 Plant is located out of floodplain 0 Plant is partially in floodplain -1 Plant is within floodplain and requires mitigation	+1
Accommodates mix of uses	+1 Plan proposes sites for range of land uses 0 Plan provides sites for at least 2 land uses -1 Most of site dedicated to single land use	+1
Street network and connections	+1 Fully connected, improved complete streets 0 Some connections, incomplete streets -1 Inadequate connections	+1

Fig. 3.6 Evaluation criteria table

Use existing rights of way (ROW)	+1 Plan uses existing ROW 0 Plan requires some ROW acquisition -1 Plan requires significant ROW acquisition	+1 (ROW for 7th Street is entirely public today)
Potential for future bus transit	+1 Potential for improved transit service 0 No improvement on existing limited transit -1 Transit access is constrained or reduced	+1
Flood hazard mitigation for new buildings	+1 All buildings avoid or raised above floodplain 0 Most buildings avoid or raised above floodplain -1 Flood hazard not considered or avoided	+1
John Day River habitat and function	+1 River habitat is protected and enhanced 0 Some river restoration and protection -1 River conditions not improved	+1
Plan ensures implementing of plan in future land use and development actions	+1 Policy and code amendments provided/adopted 0 Policies and code amendments not provided -1 Current policies and code conflict/not resolved with new or amended policies and code	+1
Cost of public improvements	+1 Plan proposes reasonable improvements within existing funding or future grant potential 0 Plan will require additional public investment -1 Plan may entail higher costs; sources of funding unclear	0
	Total Evaluation Score	+11.5

4 Transportation

Overview

This chapter summarizes the project site's proposed circulation system for pedestrian, bicycle, transit and vehicular travel, and proposed sections for newly constructed or reconstructed streets.



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

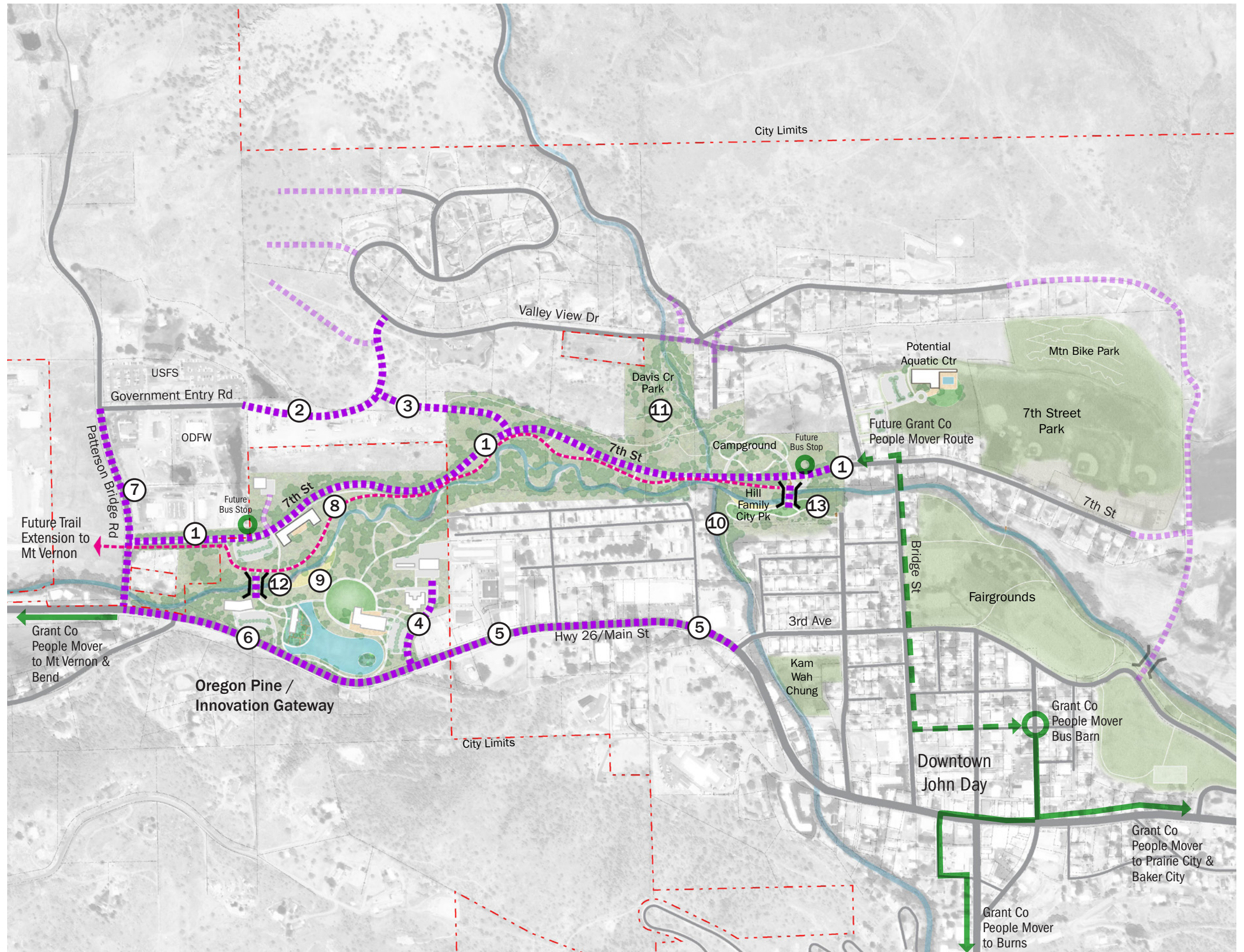


Fig. 4.1 Transportation Solutions Map

Proposed Circulation System

Pedestrian Circulation System

Pedestrians approaching and traveling within the project site will be able to safely and efficiently walk between destinations using a proposed system of sidewalks, multi-use paths and trails (see Fig. 4.2 and 4.3). As a primary pedestrian thoroughfare, an improved W Main Street section will include a continuous sidewalk on the north side from downtown John Day to Patterson Bridge Road, and from downtown John Day to the proposed Johnson Drive on the south side. In addition, curb ramps are recommended at each intersection crossing along W Main Street to bring them into Americans with Disabilities Act (ADA) compliance.

The proposed 7th Street extension will serve as the primary pedestrian route north of the John Day River. It will provide a continuous pedestrian connection between Patterson Bridge Road and Bridge Street. This street is proposed to include a 5-foot sidewalk on the south side and a multi-use path will parallel the roadway on the south side.

A 5-foot sidewalk is recommended on the east side of Patterson Bridge Road between W Main Street and the proposed Government Entry Road. The proposed Gateway Drive will also provide a local walkway linking the proposed 7th Street with the proposed Government Road extension. This street is proposed to include a 5-foot sidewalk on the north side.

The proposed multi-use path on the south side of the proposed 7th Street will provide a primary walkway along the John Day River. This multi-use path will provide for convenient and comfortable travel and recreation between the Oregon Pine and Innovation Gateway areas and the proposed Aquatic Center and existing multi-use pathway network within 7th Street Park, east of Bridge Street. In addition, a proposed network of multi-use paths and trails will link the proposed multi-use path along the John Day River with Hill Family City Park, Davis Creek Park and Campground, Oregon Pine, and Innovation Gateway areas.

An improved Oregon Pine Bridge and a bridge adjacent to Hill Family City Park will provide new pedestrian crossings of the John Day River, in addition to the existing crossings at Patterson Bridge Road and Bridge Street. This network of river crossings will provide shorter block lengths for the pedestrian system, will increase pedestrian access to destinations, and will also provide a recreational loop trail.

Safe and comfortable pedestrian crossings will be provided where facilities cross streets. This will include curb extensions and marked cross-walks where appropriate. A pedestrian wayfinding system for the site and the entire downtown area should also be developed.

Bicycle Circulation System

The proposed 7th Street extension will serve as a local bikeway, serving those traveling from downtown John Day and the neighborhoods to the north and east. Given the relatively slow vehicular speeds along the proposed street, bicyclists will share travel lanes with vehicular traffic. It is recommended to include sharrows to alert drivers to share the street and be designed with 12-foot travel lanes to allow bicyclists to travel outside of the door zone of parked vehicles.

In addition, cyclists can travel along the proposed multi-use path along the John Day River between the Oregon Pine and Innovation Gateway areas and Bridge Street. A potential link to Hill Family City Park and 7th Street Park will also connect the site with the multi-use path networks in these parks. This multi-use path will provide for convenient and comfortable bicycle travel between the Oregon Pine and Innovation Gateway areas and Bridge Street.

W Main Street will serve as the primary bikeway south of the John Day River. It is recommended to include 6-foot bike lanes between downtown John Day and Patterson Bridge Road. The recommended bike lanes will also enhance the Old West Oregon Scenic Bikeway through the project area. Sharrows are also recommended on Patterson Bridge Road between W Main Street and the proposed Government Entry Road, and along Government Entry Road from Patterson Bridge Road to Valley View Drive.

In addition, it is recommended that bike racks and bike storage zones be incorporated in strategic locations along streetscapes and within future development to encourage bicycle use. A bicycle wayfinding system for the site and the entire downtown area should also be developed. This system could also consider routing to mountain biking opportunities, to enhance the city's reputation for the sport.

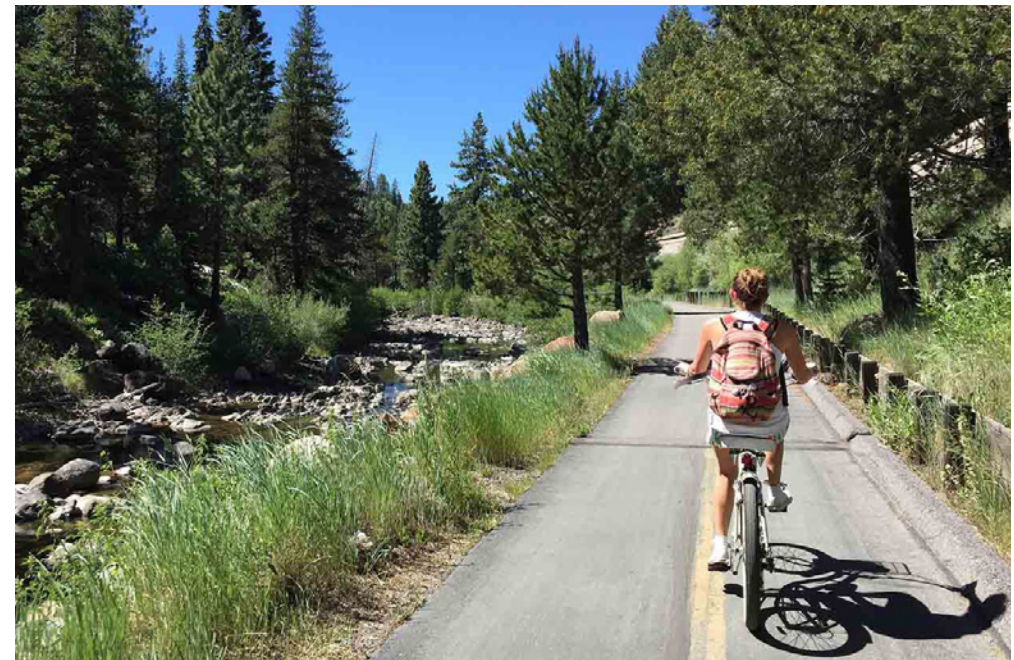


Fig. 4.2 Existing trails and open spaces that informed the development of the concept



Fig. 4.3 Proposed open space and trail network ties the Oregon Pine site with existing open space, residential neighborhoods, and downtown John

1 Existing trail in 7th St Park



2 Precedent for proposed river front multi use trail in Truckee, CA

Transit Circulation System

The proposed 7th Street is recommended to serve as the primary pedestrian and bicycle path to Grant County People Mover bus service. Bus pull-outs are recommended in strategic locations along the proposed alignment to serve future bus service. The on-street sidewalk and multi-use pathway network will connect transit users from these facilities to other key destinations. Within reasonable proximity to the project site, pedestrians and cyclists can also access the existing bus stops on W Main Street.

The project site will be served by high quality pedestrian/bicycle connections. A network of river crossings will provide shorter block lengths and is oriented towards pedestrian and bicycle users, with active and inviting pathways and public walkways on both sides of the river. It is intended that the project site will also include a supportive mix of uses and amenities for encouraging transit ridership. Future bus stop locations should also include necessary infrastructure (e.g., shelter, bench, signage) to encourage transit ridership.

1 Grant County People mover will be served by the proposed pedestrian sidewalk and trail network to connect riders to key John Day destinations.



Vehicular Circulation System

W Main Street provides primary access to the project site south of the John Day River, with two proposed accesses. One access is proposed to be located approximately 1,100 feet east of Patterson Bridge Road, serving the proposed hotel. The primary site access is proposed to be Johnson Drive, which will be located approximately 900 feet east of the proposed hotel driveway. Left-turn lanes are recommended on W Main Street at both proposed access points, and the Johnson Drive approach to W Main Street is recommended to include separate left-turn and right-turn lanes for exiting traffic.

Another key assumption of the proposed vehicular circulation system is the extension of 7th Street to Patterson Bridge Road north of the John Day River. 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. 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.

7th Street's proposed alignment will provide an alternative route to the highway and a means of vehicular site access to areas north of the river. This new street connection will provide circulation between Patterson Bridge Road and Bridge Street and offer drivers from downtown John Day and neighborhoods to the north and east another option to access the site.

North-south running cross-streets, including Patterson Bridge Road and Bridge Street, will link the proposed 7th Street and W Main Street. The proposed Government Entry Road and Gateway Drive will connect 7th Street and Patterson Bridge Road with neighborhoods to the north, further enhancing connectivity north of the river.

The proposed street system modifies some of the classifications of the John Day Transportation System Plan (TSP). Given the City's standards, the estimation of traffic volumes on area streets and overall circulation needs, recommended classification/reclassification is as follows:

1. W. Main Street will continue to serve as an Arterial Street
2. Patterson Bridge Road, Bridge Street and the proposed Government Entry Road will continue to be Collector Streets
3. 7th Street is recommended to be a Minor Arterial Street, modified from a Collector Street in the TSP
4. Gateway Drive and Johnson Drive are newly identified streets that were not in the TSP and are recommended as a Collector Street and Local Street, respectively

Street Sections

W Main Street between NW 3rd Avenue and Johnson Drive

W Main Street is recommended to be consistent with the standard in the Highway Design Manual (HDM) between NW 3rd Avenue and the proposed Johnson Drive. This segment will include bike lanes (6-foot wide) and reconstructed sidewalks (6-foot wide) on both sides (see Figure 4.4) and would fit within the existing 60-foot highway right-of-way. Note that more right-of-way would need to be obtained (beyond the existing 60-feet) if a buffer is desired between the roadway and the sidewalk.

W Main Street between Johnson Drive and Patterson Bridge Road

W Main Street between the proposed Johnson Drive and Patterson Bridge Road is constrained by upward slopes on the south side of the highway. The south side of the highway along this segment also has no development potential and is recommended to include a sidewalk on the north side only (see Figure 4.5). 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. A left turn lane is only recommended at the proposed hotel driveway, Screech Alley and Patterson Bridge Road intersections with W Main Street. Otherwise, the center turn lane can be narrowed at mid-block locations as feasible.

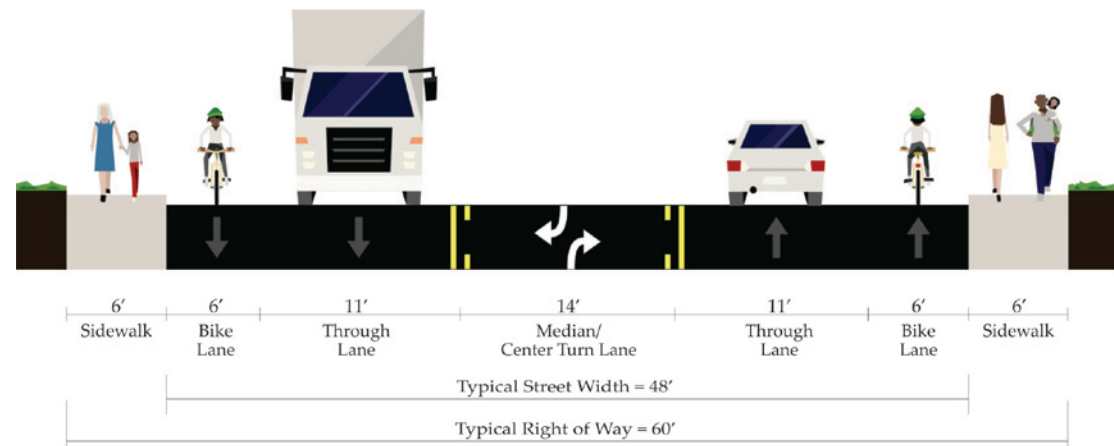


Fig. 4.4 W Main St between NW 3rd Ave and Johnson Dr

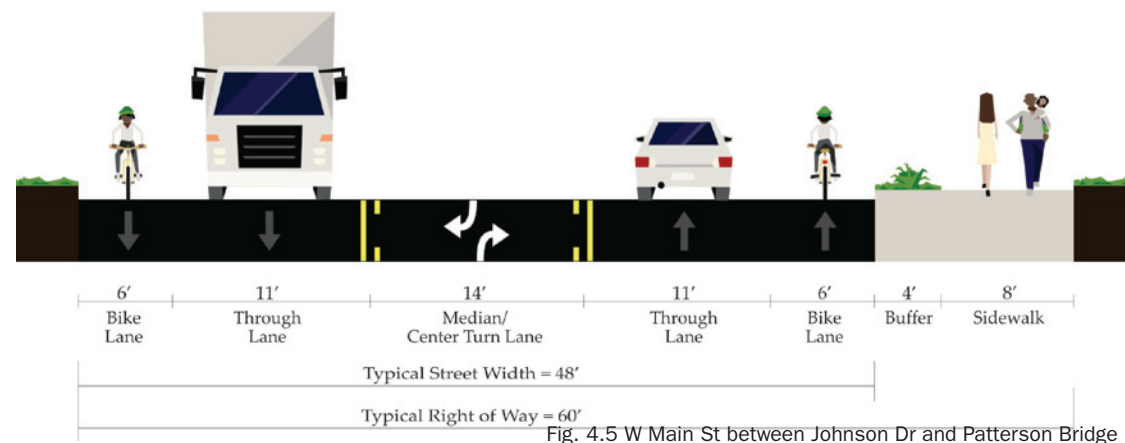


Fig. 4.5 W Main St between Johnson Dr and Patterson Bridge Rd

7th Street

The current street design standards in the John Day TSP (amended by the 2009 John Day Local Street Network Plan) for an Arterial would require 7th Street to include at least 62-feet of right-of-way. This includes two 14-foot travel lanes and a 12-foot center turn lane, two 5-foot bike lanes and a 6-foot sidewalk on each side.

Narrower travel lanes are recommended along 7th Street (12 feet versus 14 feet) to encourage slower vehicular travel speeds. Given the relatively slow vehicular speeds expected, it is recommended to include sharrows instead of bike lanes. In addition, no center turn lane is recommended given the lack of driveways and slow travel speeds. A sidewalk is recommended on only one side of 7th Street given the proposed multi-use path that will parallel the roadway.

The recommended design for 7th street is shown as an illustrative view in Figure 4.6.

Note: Location and necessity for additional sidewalk to be resolved. Street sections to be illustrated consistently for final.

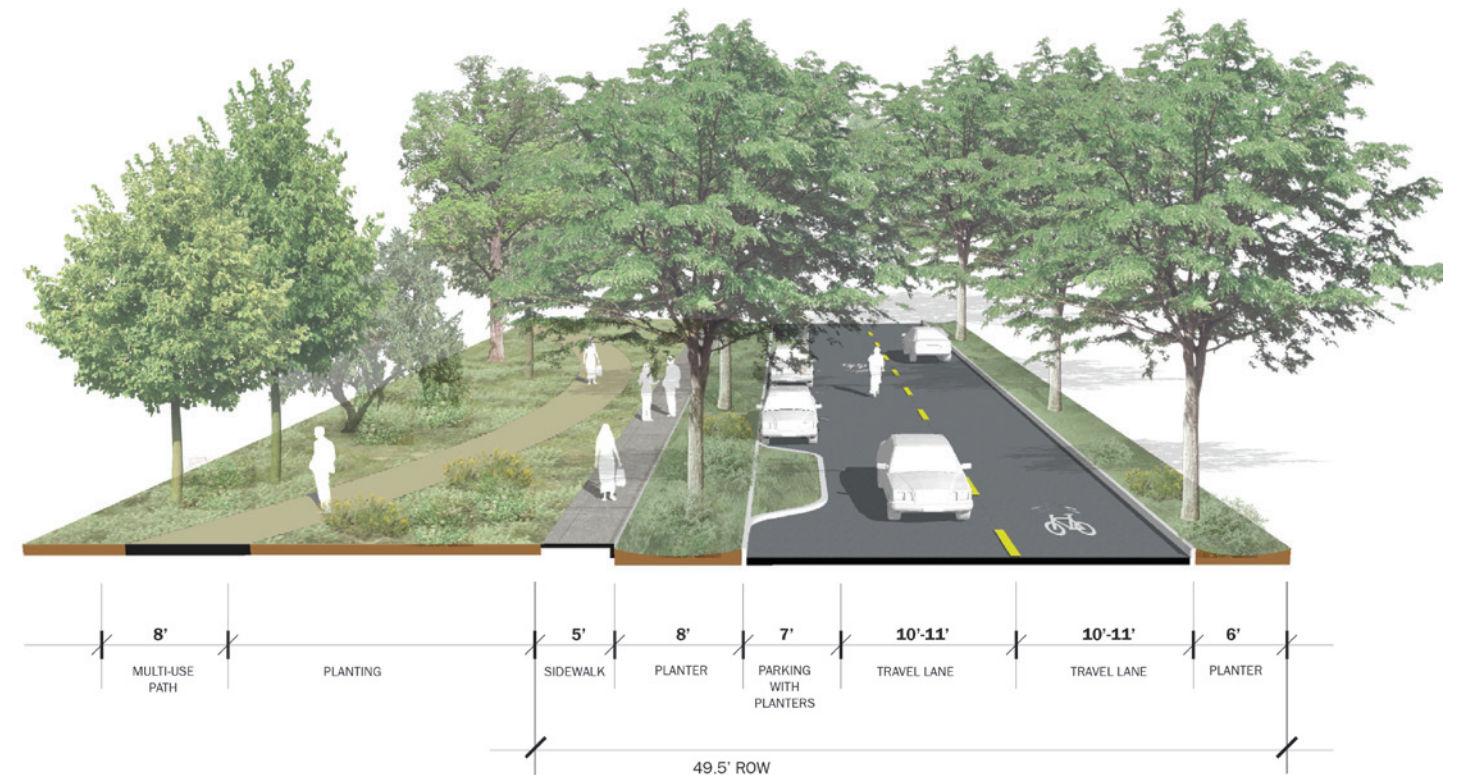


Fig. 4.6 7th St Extension

Gateway Drive

The current street design standards in the John Day TSP (amended by the 2009 John Day Local Street Network Plan) for a Collector would require Gateway Drive to include at least 40-feet of right-of-way. This includes two 11-foot travel lanes, two 5-foot bike lanes and a 6-foot sidewalk on one side.

Given that Gateway Drive is sloping upwards, wider travel lanes are recommended (12 feet versus 11 feet). Wider landscape strips are recommended to enhance the pedestrian experience and allow for occasional on-street parking. No bike facilities are recommended since facilities are recommended on adjacent routes (i.e., 7th Street, Patterson Bridge Road and Government Entry Road). The recommended design for Gateway Drive is shown in Figure 4.7 and 4.8.

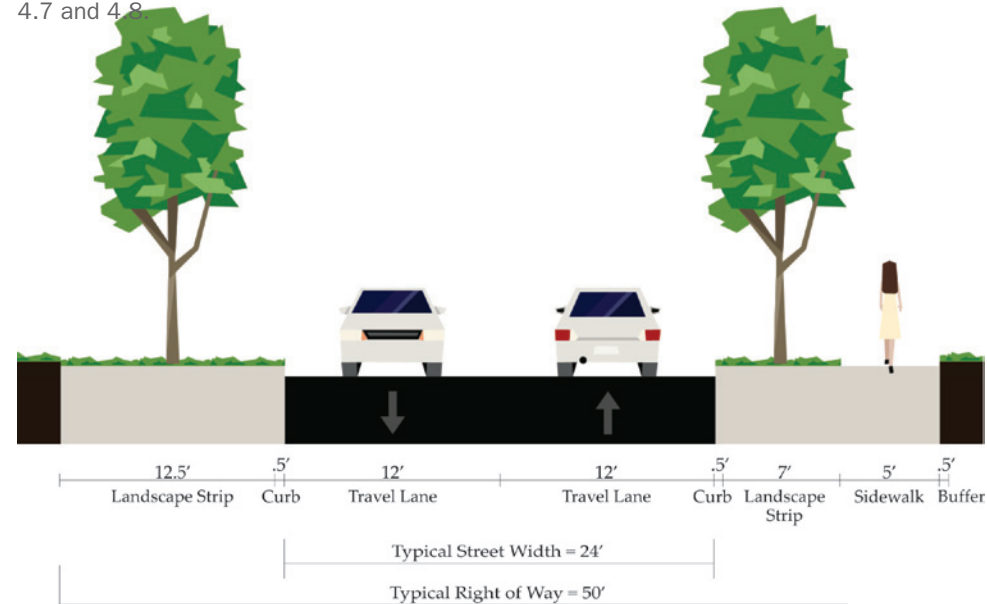


Fig. 4.7 Gateway Dr without on street parking

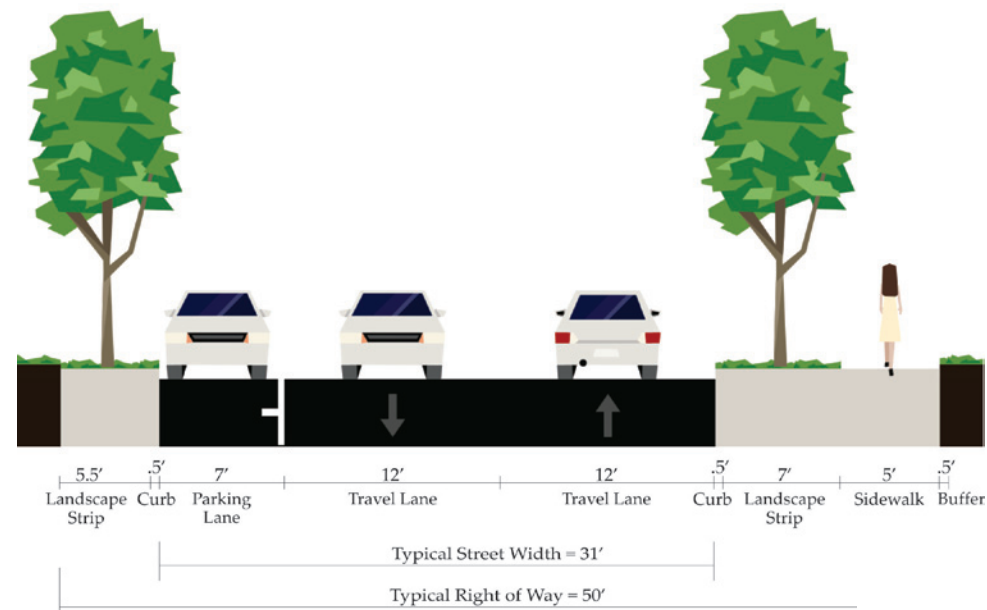


Fig. 4.8 Gateway Dr with on street parking

Government Entry Road

The current street design standards in the John Day TSP (amended by the 2009 John Day Local Street Network Plan) for a Collector would require Government Entry Road to include at least 40-feet of right-of-way. This includes two 11-foot travel lanes, two 5-foot bike lanes and a 6-foot sidewalk on one side.

Since Government Entry Road travels uphill, wider travel lanes are recommended (14 feet versus 11 feet). Given the expected low traffic volumes and slow vehicular speeds, it is recommended to include sharrows instead of bike lanes. A two-foot gravel shoulder is recommended on each side for pedestrian travel in place of a sidewalk given the rural nature of surrounding uses and minimal pedestrian travel expected. The recommended design for Government Entry Road is shown in Figure 4.9. It includes 50-feet of right-of-way, consisting of two 14-foot shared travel lanes and a 2-foot gravel shoulder on each side.

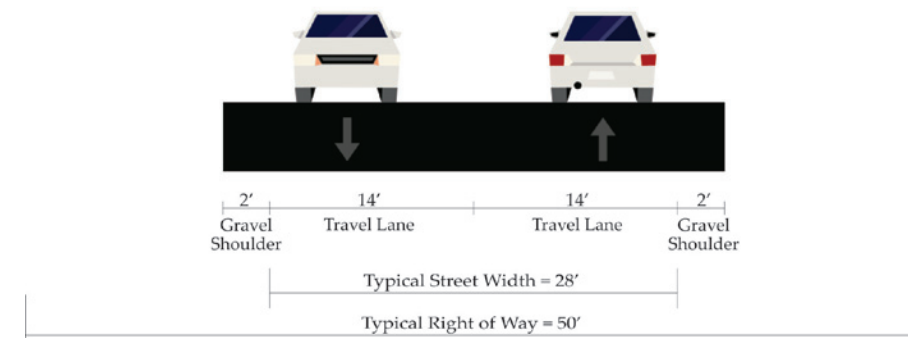


Fig. 4.9 Government Entry Rd

Johnson Drive

The current street design standards in the John Day TSP (amended by the 2009 John Day Local Street Network Plan) for a Local Street would require Johnson Drive to include at least 40-feet of right-of-way. This includes two 10-foot travel lanes, an 8-foot parking lane and a 6-foot sidewalk on one side.

Parking is proposed to be provided in lots surrounding Johnson Drive, so no on-street parking is recommended. In addition, a network of walkways and trails is recommended just to the west of Johnson Drive that would connect to recommended sidewalks on W Main Street. Therefore, no sidewalks are recommended along the alignment.

The recommended design for Johnson Drive is shown in Figure 4.10. It includes 20-feet of right-of-way, consisting of two 10-foot gravel travel lanes.

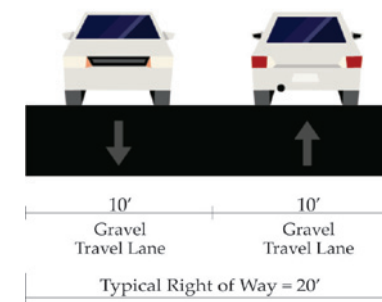


Fig. 4.10 Johnson Dr

Note: ODOT concerns about gravel to be resolved

Recommendations Summary

Table 1 and Figure 4.11 summarize transportation improvements needed to support future growth and new development within the John Day Innovation Gateway Area Plan study area, including projects previously identified in the TSP or Local Street Network Plan.

Not all recommended improvements need to be in place prior to developing land within the John Day Innovation Gateway Area Plan study area. Upgrade of the existing streets will be driven by the multi-modal access needs of the adjacent properties. Many of the street construction projects, such as 7th Street and Johnson Drive, will be dependent on new development.

Table 1: Recommended Transportation System Improvements in the John Day Innovation Gateway Area Plan Study Area

Project ID	Project Description	Project Summary	Project Source
Projects Constructing or Improving Streets within the Plan area			
1	7th Street	Extend a minor arterial from Bridge Street to Patterson Bridge Road; install a sidewalk along the north side and include sharrows	Modified version of TSP Project Alternative 2 (modified roadway design and classification)
2	Government Entry Road	Construct a collector street from Patterson Bridge Road to Valley View Drive; include gravel shoulders and sharrows	Modified version of Local Street Network Plan Project 10 (modified roadway design)
3	Gateway Drive	Construct a collector street from 7 th Street to Government Entry Road; install a sidewalk along the north side	New Project
4	Johnson Drive	Construct a local street north of W Main Street	New Project
5	W Main Street Upgrade Segment 1	Improve between NW 3 rd Avenue and Johnson Drive to include one travel lane in each direction, a center turn lane, and sidewalks and bike lanes on both sides	Local Street Network Plan Projects 38 and 39
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	Modified version of Local Street Network Plan Projects 38 and 39 (modified roadway design)
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 Project

Projects Constructing 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 7 th Street Park	Local Street Network Plan Project 5
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	New Project
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	New Project
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	New Project

Projects Constructing or Improving Bridges the Plan area

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

Fig. 4.11 Summary Table of Recommendations

Note:
Content to be added from Tech Memo #8

5 Funding

Overview

This chapter includes the financing plan, financing strategies and development incentives.



Task 6.4

Draft Innovation Gateway Area Plan

