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Conditional Use Permit (Type III) CUP-21-05

SUPPLEMENTAL STAFF REPORT

Date Submitted: November 4, 2021
Agenda Date Requested: November 9, 2021
To: John Day Planning Commission
From: Nicholas Green
Chief Planning Official

Subject: Conditional Use Permit (Type III Quasi-Judicial)
Location: 845 1/2 NW Bridge St, John Day, OR 97845
Map: 13S31E23CA Tax Lot(s): 3300 & 4200
Zoning: Residential General (RG)
Type of Action Requested: Conditional Use Permit for New Aquatics Center

<input type="checkbox"/>	<input type="checkbox"/>	Resolution	<input type="checkbox"/>	<input type="checkbox"/>	Ordinance
<input type="checkbox"/>	<input type="checkbox"/>	Formal Action	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Report Only

1. BACKGROUND

The John Day/Canyon City Parks and Recreation District requested I provide the planning commission with supplemental information to the staff report dated November 2, 2021.

2. ADDITIONAL INFORMATION

5-2.2.080 Residential Districts - Building Height: Measurement, Exceptions, RL Step-Down Requirement. *Building heights shall conform to the standards in Table 5-2.2.030, which allows for a standard height limit of 35 ft; 45 ft with a conditional use permit.*

Finding. The maximum height of the building is 27’9” – appx. seven feet below the standard height threshold.

13. Requiring dedication of sufficient land to the public, and/or construction of pedestrian/bicycle pathways in accordance with adopted plans, or requiring the recording of a local improvement district non-remonstrance agreement for the same.

Finding. Residents adjacent to the facility had raised questions during the neighborhood meeting about adequate parking and transportation impacts to the adjoining residential areas. The City completed a transportation study in 2021 related to the Innovation Gateway, future street improvements, and proposed residential developments at

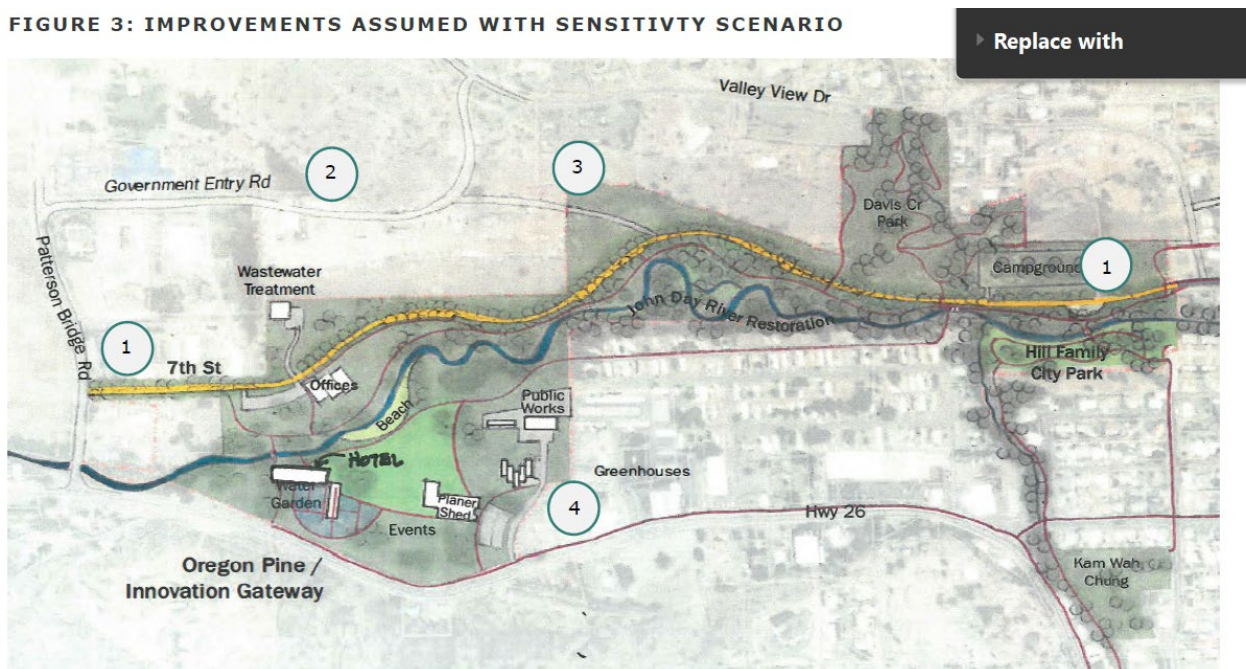
Ironwood Estates (Phase 2 and 3) located off Valley View Drive at the north end of the City. This study included traffic counts at the intersection of NW7th Street and Bridge Street, the main intersection servicing the proposed aquatics center and Ironwood Estates.

The City's transportation system engineers estimated 2025 Project Conditions, which included existing traffic volumes plus background traffic growth, with the added traffic associated with the proposed project (Ironwood Estates Phase 3). Two additional sensitivity options were tested for the 2025 Project Conditions Scenario that assumed full build-out of the Innovation Gateway Area site, including the future aquatics center, both without and with associated transportation network improvements proposed by the City.

The sensitivity scenario with the transportation network improvements includes five street improvement projects (see Study, Figure 3):

- 1) 7th Street extension from Bridge Street to Patterson Bridge Road;
- 2) Government Entry Road construction from Patterson Bridge Road to Valley View Drive;
- 3) Gateway Drive construction from 7th Street to Government Entry Road;
- 4) Improvements along W Main Street from Patterson Bridge Road to Johnson Drive, and Johnson Drive construction north of W Main Street;
- 5) 7th Street east extension, and Holmstrom Road and bridge across the John Day River connecting 7th Street with NE 3rd Street.

FIGURE 3: IMPROVEMENTS ASSUMED WITH SENSITIVITY SCENARIO



In addition to the trips generated from the proposed project, a half percent background traffic growth rate was applied to existing volumes to represent traffic volumes in 2023 and 2025. Trip generation is the method used to estimate the number of vehicles that are added to the surrounding roadway network as a result of proposed project.

The 2025 project conditions peak hour operations at study intersection are shown in Table 12. As shown, the added traffic associated with the proposed projects is expected to have little impact on traffic operations when compared to the background conditions without the project. All study intersections are still expected to operate with a volume to capacity (v/c) ratio of 0.28 or better.

TABLE 12: 2025 PROJECT CONDITIONS STUDY INTERSECTION OPERATIONS (PM PEAK)

INTERSECTION	MOBILITY STANDARD	DELAY	LOS	V/C
W. MAIN STREET / PATTERSON BRIDGE ROAD		15	A/C	0.22
W. MAIN STREET / NW 3RD AVENUE	W. Main Street: 0.85 V/C;	12	A/B	0.14
E. MAIN STREET / NE 3RD AVENUE	Minor: Approaches: 0.95 V/C	14	A/B	0.28
E. MAIN STREET / THE RIDGE ACCESS		16	A/C	0.25

v/c = Volume-to-Capacity Ratio of Worst Movement

Delay = Average Intersection Delay (sec.) of Worst Approach

LOS = Level of Service of Major Street/Minor Street

Pedestrian, bicycle and vehicular circulation system improvements are currently underway with the construction of the future 7th Street West Extension, Government Entry Road, and Gateway Drive all presently in construction and scheduled for completion prior to the opening of the new aquatics center in 2023, and Holmstrom Road scheduled to begin construction this month.

The improvement to study intersection operations is a result of the street extensions allowing these trips to occur off the highway (i.e., without using Main Street- US 26), including the 7th Street extension from Bridge Street to Patterson Bridge Road. These new streets remove 960 daily trips from W. Main Street, freeing up capacity at several intersections, as reflected in the reduced v/c ratios in Table 13.

TABLE 13: 2025 SENSITIVITY SCENARIO STUDY INTERSECTION OPERATIONS (PM PEAK)

INTERSECTION	MOBILITY STANDARD	WITHOUT IMPROVEMENTS			WITH IMPROVEMENTS		
		DELAY	LOS	V/C	DELAY	LOS	V/C
W. MAIN STREET / PATTERSON BRIDGE ROAD	W. Main Street: 0.85 V/C;	19	A/C	0.38	14	A/B	0.24
W. MAIN STREET / NW 3RD AVENUE		13	A/B	0.22	13	A/B	0.18
E. MAIN STREET / NE 3RD AVENUE	Minor: Approaches: 0.95 V/C	14	A/B	0.29	17	A/C	0.26
E. MAIN STREET / THE RIDGE ACCESS		17	A/C	0.26	17	A/C	0.26

v/c = Volume-to-Capacity Ratio of Worst Movement

The proposed pedestrian/bicycle bridge crossing of the John Day River and parallel trail network will eliminate the need for pedestrians and bicyclists to travel along the shoulder of W. Main Street (US 26). Increased pedestrian and bicycle activity will occur around the Innovation Gateway Area and these projects will eliminate the potential collision risk for these users as they will operate on a paved trail between Bridge Street and 7th Street that is now fully funded.

Summary of Findings

The height and volume-to-capacity ratio (as shown in Table 12) are well below the threshold of concern for this project, and v/c improves with the construction of the street improvements currently underway.

Respectfully submitted this 4th day of November, 2021,



Nicholas Green
Chief Planning Official

Attachments:

- 2021 Transportation Study (Enclosure 1)