

City of John Day  
450 East Main Street  
John Day, OR 97845

Phone: 541-575-0028  
Fax: 541-575-3668

## CONDITIONAL USE APPLICATION

### I. BACKGROUND INFORMATION

- (A) Applicant/Owner: Curt Shelley/Grant School District #3 Phone: 541-575-1280 EXT 25
- (B) Address: 401 N. Canyon City Blvd, Canyon City, OR 97820
- (C) Property Address: 7th Street Complex (north hillside), John Day, OR 97845
- (D) Township; Range; Section; Tax Lot: 13S31E23 lot 1100
- (E) Zone: Residential General (RG) (F) Parcel Size: 7 acres
- (G) Existing Use/Structures: Undeveloped land
- (H) Application Proposal: Recreational Bike Park
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### REVIEW CRITERIA

#### 5-4.4.010 Conditional Use Permits - Purpose

There are certain uses, which, due to the nature of their impacts on surrounding land uses and public facilities, require a case-by-case review and analysis. These are identified as "Conditional Uses" in Article 5-2 - Land Use Districts. The purpose of Chapter 5-4.4 is to provide standards and procedures under which a conditional use may be permitted, enlarged or altered if the site is appropriate and if other appropriate conditions of approval can be met.

#### 5-4.4.020 Conditional Use Permits - Approvals Process

- A. **Initial Application.** An application for a new conditional use shall be processed as a Type III procedure, per Section 5-4.1.040. The application shall meet submission requirements in Section 5-4.4.030, and the approval criteria contained in Section 5-4.4.040.
- B. **Modification of Approved or Existing Conditional Use.** Modifications to approved or existing conditional uses shall be processed in accordance with Chapter 5-4.6.

#### **5-4.4.030 Conditional Use Permits - Application Submission Requirements**

In addition to the submission requirements required in Chapter 5-4.1, an application for conditional use approval shall include the following information, as the Planning Officials deems applicable. For a description of each item, please refer to Section 5-4.2.050 Site Design Review Application Submission Requirements:

1. Existing site conditions
2. Site plan
3. Preliminary grading plan
4. A landscape plan
5. Architectural drawings of all structures
6. Drawings of all proposed signs
7. A copy of all existing and proposed restrictions or covenants
8. Narrative report or letter documenting compliance with all applicable approval criteria in Section 5-4.4.040
9. Other information the Planning Official deems necessary to facilitate review of the proposal under the approval criteria of Section 5-4.4.040

#### **5-4.4.040 Conditional Use Permits - Criteria, Standards and Conditions of Approval**

The City shall approve, approve with conditions, or deny an application for a conditional use or to enlarge or alter a conditional use based on findings of fact with respect to each of the standards and criteria in A-C.

##### **A. Use Criteria**

1. The site size, dimensions, location, topography and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, traffic, noise, vibration, exhaust/emissions, light, glare, erosion, odor, dust, visibility, safety, and aesthetic considerations;
2. The negative impacts of the proposed use on adjacent properties and on the public can be mitigated through application of other Code standards, or other reasonable conditions of approval; and
3. All required public facilities have adequate capacity or are to be improved to serve the proposal, consistent with City standards.
4. A conditional use permit shall not allow a use that is prohibited or not expressly allowed under Article 5-2; nor shall a conditional use permit grant a variance without a variance application being reviewed with the conditional use application.

- B. Site Design Standards.** The Site Design Review approval criteria (Section 5-4.2.060) shall be met. The Planning Official may waive the application requirements for Site Design Review upon determining that the Conditional Use Permit application provides sufficient information to evaluate the proposal.
- C. Conditions of Approval.** The City may impose conditions that are found necessary to ensure that the use is compatible with other uses in the vicinity, and that the negative impact of the proposed use on the surrounding uses and public facilities is minimized. These conditions include, but are not limited to, the following:
1. Limiting the hours, days, place and/or manner of operation;
  2. Requiring site or architectural design features which minimize environmental impacts such as noise, vibration, exhaust/emissions, light, glare, erosion, odor and/or dust;
  3. Requiring larger setback areas, lot area, and/or lot depth or width;
  4. Limiting the building or structure height, size, lot coverage, and/or location on the site;
  5. Designating the size, number, location and/or design of vehicle access points or parking and loading areas;
  6. Requiring street right-of-way to be dedicated and street(s), sidewalks, curbs, planting strips, pathways, or trails to be improved;
  7. Requiring landscaping, screening, drainage, water quality facilities, and/or improvement of parking and loading areas;
  8. Limiting the number, size, location, height and/or lighting of signs;
  9. Limiting or setting standards for the location, design, and/or intensity of outdoor lighting;
  10. Requiring berms, screening or landscaping and the establishment of standards for their installation and maintenance;
  11. Requiring and designating the size, height, location and/or materials for fences;
  12. Requiring the protection and preservation of existing trees, soils, vegetation, watercourses, habitat areas, drainage areas, historic resources, cultural resources, and/or sensitive lands;
  13. Requiring the dedication of sufficient land to the public, and/or construction of pedestrian/bicycle pathways in accordance with the adopted plans, or requiring the recording of a local improvement district non-remonstrance agreement for the same. Dedication of land and construction shall conform to the provisions of Chapter 5-3.1, and Section 5-3.1.030 in particular;



14. Establish a time table for periodic review and renewal, or expiration, of the conditional use to ensure compliance with conditions of approval; such review may be subject to approval by the Planning Official or Planning Commission through a Type II Administrative Review or Type III Quasi-Judicial process at the discretion of the decision making body.

### SIGNATURES

NOTE: ALL OWNERS MUST SIGN THIS APPLICATION OR SUBMIT A LETTER OF CONSENT AUTHORIZING ANOTHER INDIVIDUAL TO MAKE APPLICATION. INCOMPLETE OR MISSING INFORMATION MAY DELAY THE REVIEW PROCESS.

*Art Shady* 4/12/17  
Applicant/Owner Date

\_\_\_\_\_  
Applicant/Owner Date

### FOR OFFICE USE ONLY

Submittal Date: 4/13/2017 Fee: Waived Received by: Nick Green  
Application Type: CUP Completeness: Complete 120 Day: 8/13/2017  
Staff Report: \_\_\_\_\_ Commission Hearing: \_\_\_\_\_ Council Hearing: \_\_\_\_\_

The Grant County Economic Council (GCEC) proposes to create a recreational bike park on a 7-acre parcel owned by Grant School District #3. The parcel consists of an undeveloped hillside northeast of the 7<sup>th</sup> Street Complex.

GCEC has signed a property use agreement with School District #3 to develop and manage the park and to hold harmless, waive, release, indemnify, defend, and discharge the District from all liability and claims arising from GCEC's use of the District's property.

Sentieros Consulting developed a concept plan for the proposed bike park in February 2017. The Grant County Chamber of Commerce funded the plan. The proposed park will provide outdoor recreation opportunities for local residents who wish to hike, mountain bike, or trail run. With a collection of singletrack trails and a skills area, the site will accommodate a range of skill levels and particularly help cyclists improve their expertise in a fun, risk-managed environment. With a total area of approximately seven acres, the site has gently sloping terrain with southern exposure and low, open vegetation (Exhibit A).

The projected cost of the park is \$180,000 including all design, build, operations and maintenance expenditures over a 10-year investment horizon. The park will be clearly marked with trailhead signs indicating the skill level and risks associated with outdoor recreation. All users will use the park at their own risk and no fees will be charged to users.

Parking and bicycle/pedestrian access to the park will utilize the existing infrastructure and improvements at the 7<sup>th</sup> Street Complex.

The bike park could be expanded in the future to include adjacent properties based on funding and land availability. This would be considered an expansion of the conditional use and would be requested as a separate application or review.

For additional information, please contact Mytchell Mead, GCEC President, TEL 541.575.0284.

**EXHIBIT A**

**John Day Bike Park  
Concept Plan Report**  
February 2017



John Day Bike Park – Concept Plan Report  
February 2017

**Prepared For:** Grant County Economic Council

**Prepared By:** Sentieros Consulting  
[www.sentierosconsulting.com](http://www.sentierosconsulting.com)

**Funded By:** John Day Chamber of Commerce



## Overview

Bike parks are growing in popularity throughout the U.S. and are becoming an integral part of community parks both large and small. Providing a compact and stimulating cycling experience, these facilities appeal to children and adults alike.

With the addition of singletrack trails, the proposed John Day Bike Park at Canyon City Park will provide outdoor recreation opportunities for local residents who wish to hike, mountain bike, or trail run. With a collection of singletrack trails and a skills area, the site is designed to accommodate a range of skill levels and particularly help cyclists improve their expertise in a fun, risk-managed environment.

The site consists of two vacant parcels at the north end of the park, just north of the pathway. With a total area of approximately seven acres the site has gently sloping terrain with southern exposure and low, open vegetation.

This document provides additional details to support the attached John Day Bike Park – Concept Plan.



## Singletrack Trails

There are several trails proposed for the bike park. These will vary in width from approximately 24" – 36". Alignment and construction should adhere to guidelines established by the International Mountain Bicycling Association (IMBA).

### *Easy Loop*

Appx. length = 4,865 LF/0.92 mi.

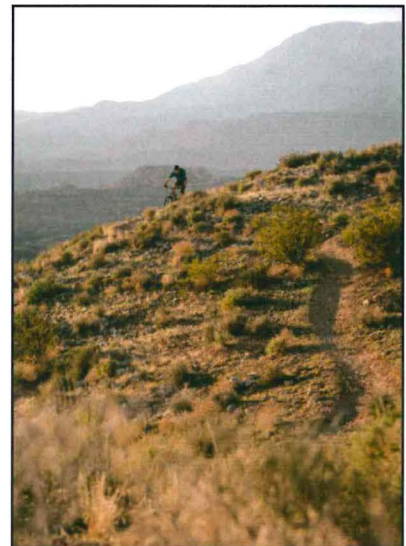
Difficulty rating = green circle



### *Trad Traverse*

Appx. length = 2,158 LF/0.41 mi.

Difficulty rating = blue square



John Day Bike Park – Concept Plan Report  
February 2017

*Flow Descent – East*

Appx. length = 996 LF/0.19 mi.

Difficulty rating = blue square

*Flow Descent – West*

Appx. length = 1,296 LF/0.25 mi.

Difficulty rating = blue square



*Techy Traverse*

Appx. length = 1,600 LF/0.30 mi.

Difficulty rating = black diamond





## Skills Area

The skills area will contain several features to appeal to range of rider skill levels and especially children.

### Novice Pump Track (dirt)



### Beginner/Intermediate Pump Track (concrete)



### Log Ride



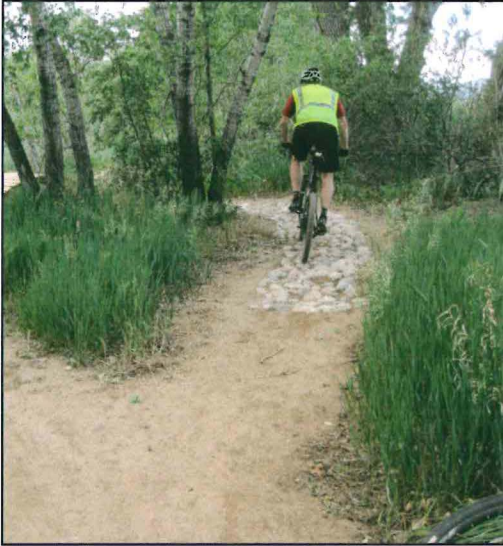
### Log Over





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Armoring



Double Roller



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The Y



Snake Ladder



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Zig Zag 90 Degree Turn



Trailhead Signs





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## Cost Estimate and Phasing






The following costs are estimates based on current information for similar projects. Actual costs will likely vary depending on contractor availability, construction season, and availability of materials and equipment.

John Day Bike Park Development Costs February 2017								
Item	Quantity	Unit	Cost	Sum	Total	Match	Phase	Notes
<b>Trails</b>					<b>\$ 55,550</b>			
Construction staking	5.0	%	\$ 52,904	\$ 2,645			1	
Easy Loop	4,865	LF	\$ 4.00	\$ 19,459			1	
Flow Descent - West	1,296	LF	\$ 5.00	\$ 6,480			1	
Trad Traverse	2,158	LF	\$ 5.00	\$ 10,788			1	
Flow Descent - East	996	LF	\$ 5.00	\$ 4,980			1	
Techy Traverse	1,600	LF	\$ 7.00	\$ 11,197			2	
<b>Skills Area</b>					<b>\$ 95,721</b>	<b>\$ 14,800</b>		
Site preparation	1.0	LS	\$ 10,000	\$ 10,000		\$ 10,000	1	Grading and surfacing
Double roller	1.0	EA	\$ 4,270	\$ 4,270			1	Shipping, materials, installation
The Y	1.0	EA	\$ 5,370	\$ 5,370			1	Shipping, materials, installation
Snake Ladder	1.0	EA	\$ 4,270	\$ 4,270			1	Shipping, materials, installation
Zig Zag 90 Degree Turn	1.0	EA	\$ 4,821	\$ 4,821			1	Shipping, materials, installation
Log Ride	1.0	EA	\$ 2,000	\$ 2,000		\$ 2,000	1	
Log Over	1.0	EA	\$ 2,000	\$ 2,000		\$ 2,000	1	
Log feature installation	1.0	LS	\$ 780	\$ 780			1	
Armoring	16.0	LF	\$ 30.00	\$ 480			1	
Novice Pump Track	1.0	EA	\$ 5,480	\$ 5,480		\$ 800	1	Match is donated soil
Beg/Inter Pump Track	1.0	EA	\$ 56,250	\$ 56,250			2	Shipping, materials, installation
<b>Signs, Trailhead Amenities</b>					<b>\$ 12,500</b>	<b>\$ 2,500</b>		
Shelter and picnic bench	1.0	LS	\$ 5,000	\$ 5,000		\$ 5,000	1	Materials plus installation
Kiosk signs	2.0	EA	\$ 3,500	\$ 7,000		\$ 5,000	1	Materials plus installation
Bike rack	1.0	LS	\$ 500	\$ 500		\$ 500	1	Materials plus installation
Subtotal					\$ 163,771			
Match (donated mat'ls and labor)					\$ 17,300			
Total					\$ 146,471			

Phase 1 subtotal	\$ 96,323
Phase 1 match	\$ 17,300
<b>Phase 1 total</b>	<b>\$ 79,023</b>
Phase 1 subtotal	\$ 67,447
Phase 1 match	\$ -
<b>Phase 1 total</b>	<b>\$ 67,447</b>



## Difficulty Rating System

IMBA Trail Difficulty Rating System					
	 EASIEST WHITE CIRCLE	 EASY GREEN CIRCLE	 MORE DIFFICULT BLUE SQUARE	 VERY DIFFICULT BLACK DIAMOND	 EXTREMELY DIFFICULT DBL. BLACK DIAMOND
TRAIL WIDTH	72" (1,800 mm) or more	36" (900 mm) or more	24" (600 mm) or more	12" (300 mm) or more	6" (150 mm) or more
TREAD SURFACE	Hardened or surfaced	Firm and stable	Mostly stable with some variability	Widely variable	Widely variable and unpredictable
AVERAGE TRAIL GRADE	Less than 5%	5% or less	10% or less	15% or less	20% or more
MAXIMUM TRAIL GRADE	Max 10%	Max 15%	Max 15% or greater	Max 15% or greater	Max 15% or greater
NATURAL OBSTACLES AND TECHNICAL TRAIL FEATURES (TTF)	None	Unavoidable obstacles 2" (50 mm) tall or less  Avoidable obstacles may be present  Unavoidable bridges 36" (900 mm) or wider	Unavoidable obstacles 8" (200 mm) tall or less  Avoidable obstacles may be present  Unavoidable bridges 24" (600 mm) or wider  TTF's 24" (600 mm) high or less, width of deck is greater than 1/2 the height	Unavoidable obstacles 15" (380 mm) tall or less  Avoidable obstacles may be present  May include loose rocks  Unavoidable bridges 24" (600 mm) or wider  TTF's 48" (1,200 mm) high or less, width of deck is less than 1/2 the height  Short sections may exceed criteria	Unavoidable obstacles 15" (380 mm) tall or less  Avoidable obstacles may be present  May include loose rocks  Unavoidable bridges 24" (600 mm) or narrower  TTF's 48" (1,200 mm) high or greater, width of deck is unpredictable  Many sections may exceed criteria

## **Concept Plan**



John Day Bike Park - Concept Plan  
13 February 2017

