

Financing options for sewer plant top \$13 million

By Richard Hanners
Blue Mountain Eagle

The city of John Day hopes to line up about \$13.4 million in total financing by next fall for construction of a new sewage treatment plant, City Manager Nick Green told the city council Aug. 13.

That's more than the anticipated cost of the project, Green said, but the additional funds will ensure flexibility in program allocation and meet any contingencies. Actual construction may not begin until spring 2021, he said.

Green identified five funding sources that include a combination of grants and loans from state and federal sources, including:

- Business Oregon water and wastewater program, \$750,000 grant and \$750,000 loan at 1% for 30 years.
- Department of Environmental Quality state revolving fund, \$500,000 grant and \$500,000 loan at 2.2% for 30 years.
- Oregon Water Resources Department, \$1.6 million grant, primarily for purple pipe system to distribute reclaimed water.
- Federal Community Development Block Grant through Business Oregon, \$2.5 million grant, the city has already been awarded about \$200,000 for engineering.
- U.S. Department of Agriculture Rural Development, \$6.9 million, grant



The Eagle/Richard Hanners

Only one of the percolation ponds is still in use at the John Day wastewater treatment plant.

or loan amount to be determined, interest rate to be determined for 40 years.

The city also will apply for two state Brownfield Redevelopment Fund grants that will help get junk and debris removed from the former Oregon Pine mill site and other property

along the north side of the John Day River that was impacted by industrial use.

The \$60,000 technical assistance grant and \$25,000 integrated planning grant require a 10% city match. The funds can be used for a Phase I environmental site assessment,

which is needed to determine if impacts to a property necessitate a Phase 2 ESA, Green said.

The Phase 1 ESA will be needed to apply for any federal Environmental Protection Agency multi-purpose grants, Green said, and planning assistance would help make the city's application competitive. Green noted that DEQ recommended the city later apply for another larger grant to pay for removing junk and debris. This would not include soil remediation, which would be done later, including cleaning up any unneeded sewage ponds.

In other city council news:

- The council approved five transfers of city land,

including 7,745 square feet of former Oregon Pine mill property to Robert and Bonnie Watt for \$7,745.

The four other transfers involved properties on Boulder Lane adjacent to the city's Davis Creek park area, where a new trail will pass by. The sale price for the properties was based on the actual cost of surveying and legal expenses, estimated at about \$500 apiece, Green said.

The four transfers were 2,020 square feet to Sheila Bruce; 2,010 square feet to Robert McNeil and Mary Welby; 1,360 square feet to Douglas and Tonya Cates; and 1,170 square feet to Christopher and Larissa Giffin.

Details emerge for Innovation Gateway transportation plan

By Richard Hanners
Blue Mountain Eagle

A technical memo from a transportation consultant provides design details for new trails, bike lanes and roads that are part of John Day's Innovation Gateway area plan.

The Aug. 5 transportation solutions analysis memo from DKS Associates of Portland incorporates most of the project elements submitted in the city's 2019 BUILD grant application, city manager Nick Green said.

The city applied for as much as \$15 million to finance a list of new and old road projects. The deadline for the Better Utilizing Investments to Leverage Development grant was July 15. The transportation discretionary grants were previously known as TIGER grants.

"Not all recommended improvements need to be in place prior to developing land within the John Day Innovation Gateway Area Plan study area," DKS said.

Pedestrians

Plans call for a system of

sidewalks, multi-use paths and trails to provide a safe and efficient walking system between downtown John Day, Innovation Gateway, the Hill Family and Davis Creek city parks, a proposed city campground, a proposed aquatic facility, the Seventh Street sports complex, the county fairgrounds and the Kam Wah Chung State Heritage Site.

A continuous sidewalk on the north side of Highway 26 would connect downtown to Patterson Bridge Road. Because of topography, the sidewalk on the south side would only extend to Johnson Drive, the new access road to the city's commercial greenhouses.

The new Seventh Street extension from Bridge Street to Patterson Bridge Road would have a sidewalk on the north side and a multi-use path on the south side.

A new footbridge at the Hill Family City Park and improvements to the former Oregon Pine bridge near the sawmill building would connect trails on the north side of the John Day River to the city park,



The Eagle/Richard Hanners

Piles of limbs remain after Raymond Field's Tree Service thinned cottonwood trees at John Day's Hill Family City Park.

Kam Wah Chung, downtown and Innovation Gateway.

A sidewalk would be located on the east side of Patterson Bridge Road from Highway 26 to Government Entry Road, where the Forest Service offices are located.

Bikes

Bike lanes or sharrows — where bikes share vehicle lanes — would be incorporated in the Innovation Gateway area plan. Given the slow vehicular speeds on the Seventh Street extension, bikes would share 12-foot travel lanes with motor

vehicles. Bikers would also be able to use the multi-use path along the river.

Six-foot wide bike lanes in both direction are recommended for Highway 26 between downtown and Patterson Bridge Road. This would enhance the portion of the 174-mile long Old West Scenic Bikeway that passes through John Day, DKS said.

Sharrows are recommended for Patterson Bridge Road between Highway 26 and Government Entry Road and for the new road from Patterson Bridge Road to Valley View

Drive. Bike racks and storage areas are also recommended.

Buses

The goal of the Innovation Gateway area plan is to provide a safe and efficient path and trail network that would tie in with the transit circulation system.

Pullouts for the county's People Mover buses are recommended for strategic locations on the Seventh Street extension.

Future bus stops should include necessary infrastructure, including shelters, benches and signs, DKS said.

Vehicles

Turn lanes are recommended for existing streets like Highway 26 where new streets would intersect, such as Johnson Drive and a site about 1,100 feet east of Patterson Bridge Road proposed for a future hotel.

The Seventh Street extension would provide an alternative route to Highway 26 for homes, businesses and parks north of the John Day River. The Government Entry Road

extension and the new Gateway Drive would connect Seventh Street and Patterson Bridge Road to new residential areas on the hillside north of the river.

DKS recommends 12-foot rather than the city standard 14-foot travel lanes for Seventh Street to encourage slower vehicle speeds. Bikes would share travel lanes with vehicles.

Wider travel lanes are recommended for Gateway Drive because it would slope uphill, but with no bike travel provisions. Even wider travel lanes are recommended for Government Entry Road as it also slopes uphill, but sharrows for bikes would be provided.

In John Day's citywide transportation plan, Highway 26 would continue as a main arterial; Patterson Bridge Road, Bridge Street and Government Entry Road would continue as collector streets; Seventh Street would be a minor arterial street; Gateway Drive would be a collector street; and Johnson Drive would be a local street.

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