



North Sweet Home Area Plan  
**Community Booklet:**  
**Land Use Options**  
Task 4.5



Draft  
August 2024

Introduction:

# The North Sweet Home Area

The City of Sweet Home is in the process of updating its Transportation System Plan (TSP) and preparing an area plan for the land in the northern part of the City limits, called the North Sweet Home Area.

This area planning effort includes the following steps: 1) an analysis of existing conditions; 2) creation and evaluation of land use/transportation options; 3) selection of a preferred alternative;

and 4) potential changes to comprehensive plan and zoning designations as well as policies and transportation projects identified in the updated TSP.

This booklet aims to provide information about the project area and the alternatives under evaluation for the North Sweet Home Area. As part of this evaluation, three case studies have been identified that may provide lessons applicable to the future development of this area.

How to review the land use concepts:

## Goals & Objectives

### Housing

Each option aims to provide a variety of housing types needed in Sweet Home in the long term, but they differ in the locations and quantity of residential land provided.

### Economic Development

These options differ in the types of jobs and economic growth opportunities provided. They may also differ in how much flexibility they offer to adapt to changing conditions, and in their overall development feasibility.

### Natural Resources & Recreation

Each option will protect water quality resources and wetlands as required by law, but they differ in how they utilize and interact with the South Santiam River. Similarly, the options differ in the emphasis on recreational uses in the North Sweet Home Area.

### Connectivity

Alternatives are provided for achieving a robust and connected transportation network in this area, for those walking, rolling, and driving. Each land use option can be served by any of the transportation options described in the "Street Network" section beginning on Page 20.

The land use concepts have been designed with principles of...

### Great Neighborhood Design

- + Natural feature preservation
- + Scenic views
- + Parks, riverfront trails, & open spaces
- + Pedestrian & bike friendly
- + Connected streets
- + Mix of activities
- + Housing for diverse incomes
- + Housing variety

All the land use concepts have:

## Common Elements



### Transportation:

- Clear spine of circulation through North Sweet Home Area
- Logical extensions of existing streets
- Grid of new local streets
- Safe routes to schools
- Roadway alternatives can be selected independently and combined with any land use option

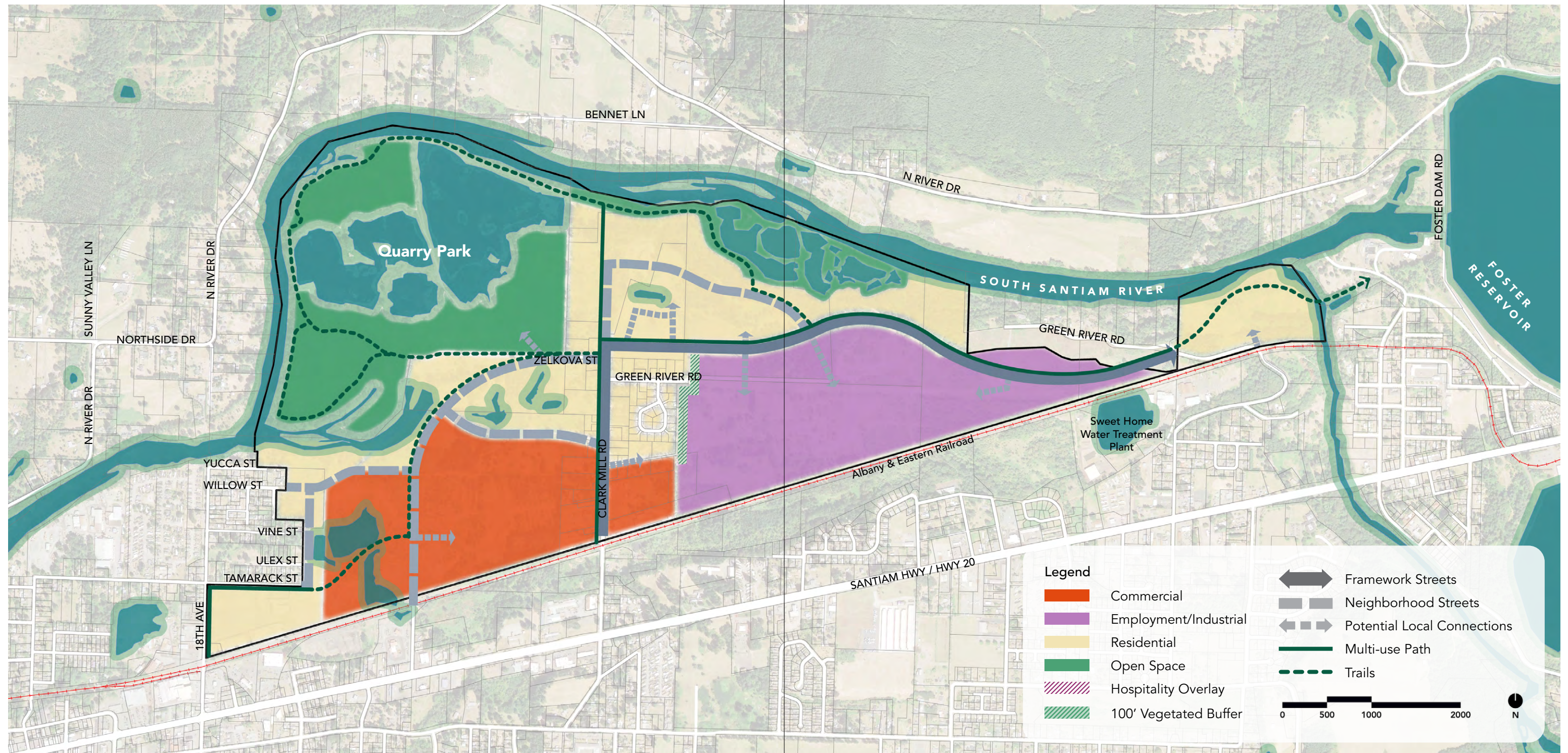
### Neighborhood Design

- Residential uses located to benefit from adjacency to natural amenities
- Residential uses are buffered from commercial and industrial areas
- Existing neighborhoods grow, within walking distance of downtown and schools

### Parks and Trails:

- Riverfront access
- Quarry Park trails and the size of Quarry Park are consistent
- Multi-use trails along key proposed roadways
- Protected wetlands to provide open spaces within future development areas

Land Use Option 1:  
**Commercial / Employment Mix**



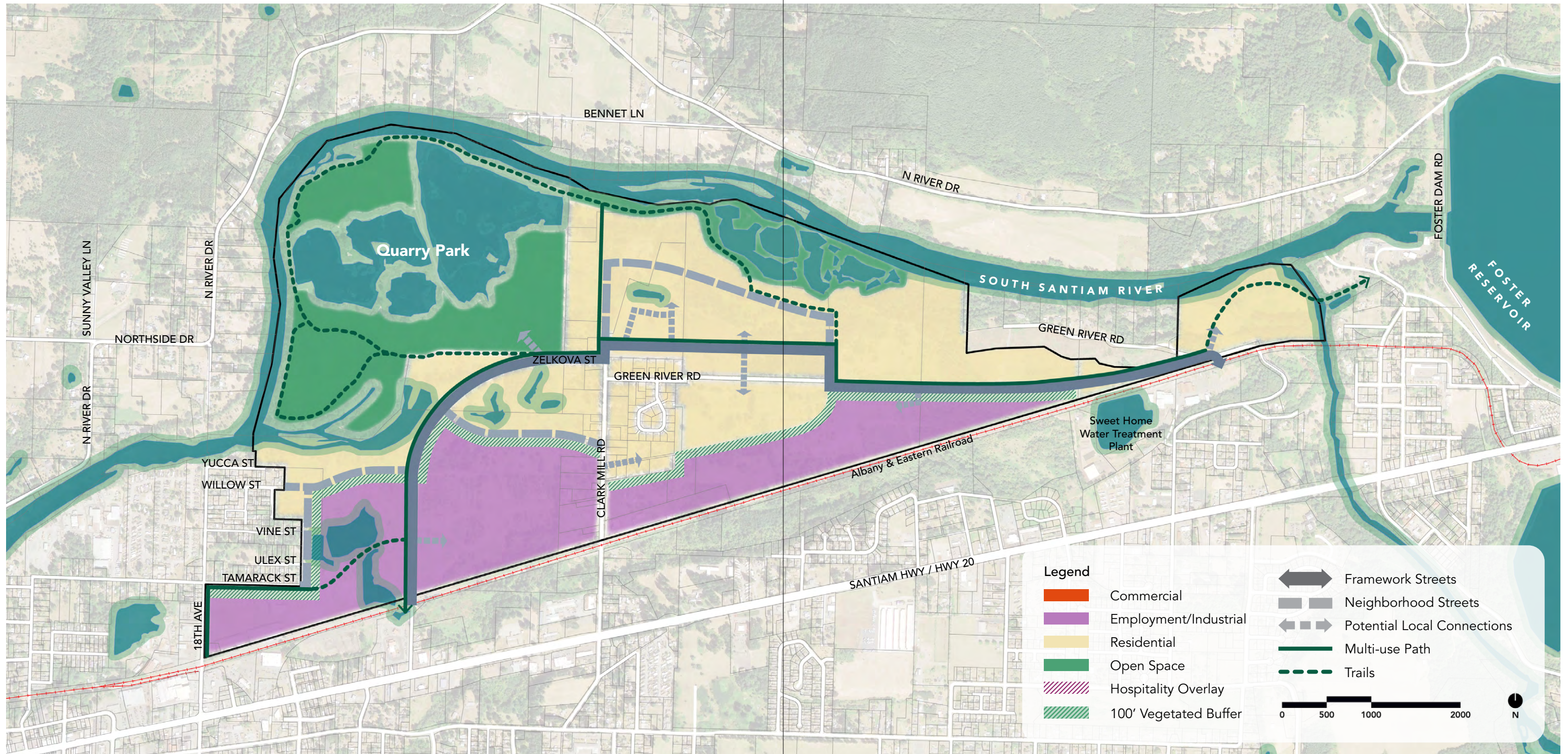
This alternative contains significant acreage for commercial uses in the vicinity of the mill site and industrial land in the central/eastern portion of the NSHA. The remainder of the NSHA is identified for residential uses. The large size of commercial and

industrial areas in this alternative are suitable for major commercial and employment centers. Employment areas are planned along the rail line, and commercial areas on the mill site. Uses in employment areas could include a variety of

regionally specific light industry (eg, timber, tourism-related manufacturing, greenhouses) that could utilize rail with minimal impact to nearby residences. Commercial uses would be limited to relatively small scale development.

Where residential areas border industrial employment/industrial uses, a 100' vegetated buffer is located between the two uses. Examples of potential commercial/retail uses are shown on pages 14-15.

Land Use Option 2:  
**Employment South / Residential North**



This alternative contains significant acreage for employment/industrial uses in the southern portion of the NSHA, taking advantage of the existing rail access. The remainder of the NSHA is identified for residential uses. The large amount of industrial

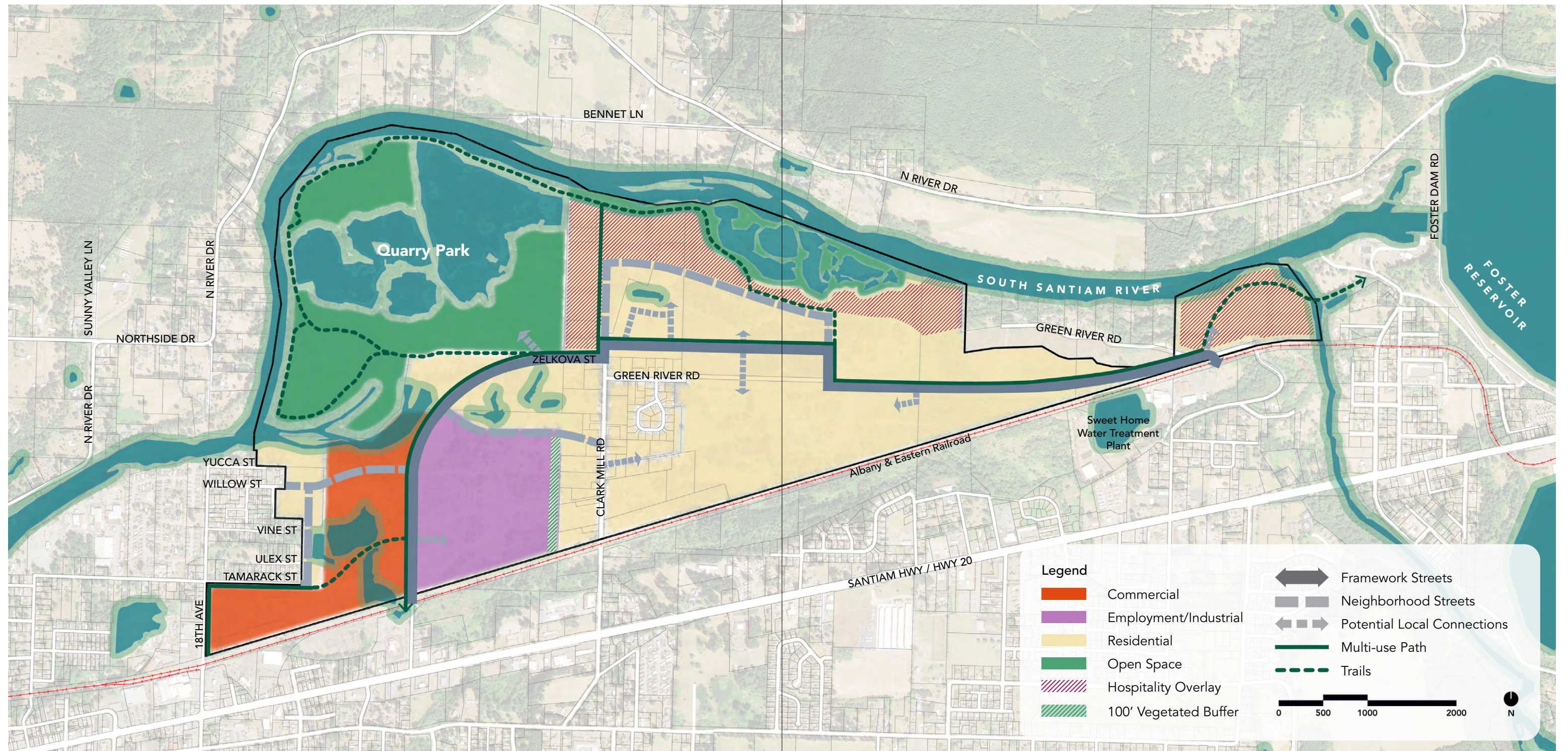
land in this concept would be suitable for several employers of varying sizes.

Employment areas are planned along the rail line, and on the mill site. Uses in employment areas could include industry related to timber

construction, "craft" manufacturing related to tourism, greenhouses, or other light industrial uses that could utilize rail with minimal impact to nearby residences.

Examples of potential industrial/employment uses are shown on pages 10-11.

## Land Use Option 3: Riverfront Hospitality



This alternative contains smaller industrial and commercial uses in the Southwest of the NSHA, and residential uses in the remainder of the area. A "Riverfront Hospitality Zone" on land in the vicinity of the South Santiam River would allow for

uses catering to a visiting public, including hotels, restaurants, equipment rentals, and similar uses. Hospitality uses could range in scale depending on the size of the development parcel, but retain a more residential feel to match surrounding uses.

Less intensive hospitality uses could include rental cabins, campsites, yurts, or RV sites with access to the river or nearby riverfront trails. More intensive hospitality uses could include a small resort. Nearby commercial and employment lands could

also provide services related to tourism, like outdoor recreation equipment rentals or venue/restaurant space. Examples of potential hospitality uses are shown pages 12-13.

# Industrial Employment



Employment areas could include pedestrian and bike connections for both workers and residents to access the river and downtown.



Commercial greenhouses could make use of nearby rail and expansive sites with solar access.



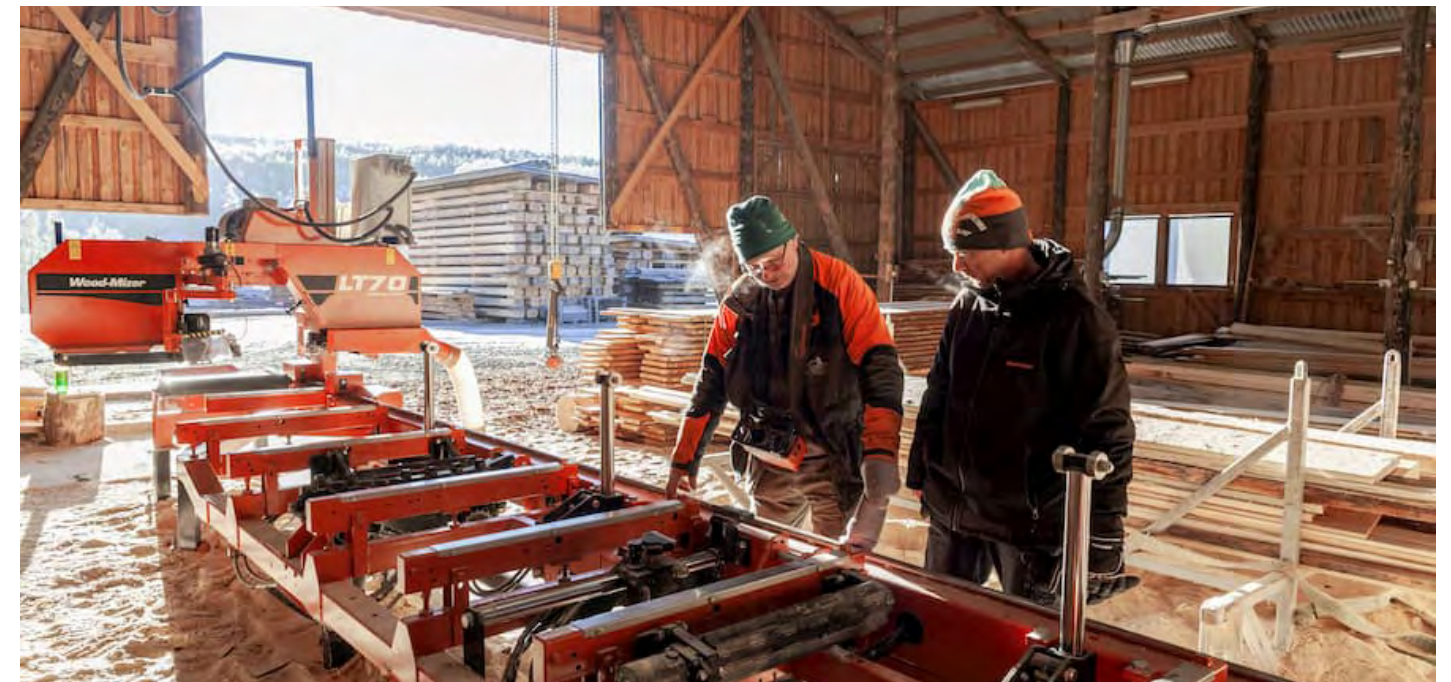
Small scale "Craft" manufacturing related to nearby tourism industries (eg, boating, snow sports, hiking, etc), could locate manufacturing and show-room space within the NSHA in this option.



A brewery or food-related manufacturer could locate their facility within employment industrial employment areas.



Manufacturers of prefabricated buildings or prefabricated wood components could take advantage of nearby timber industry.



Timber-related industry would be well situated on this railroad-adjacent site in the NSHA.

# Riverfront Hospitality & Residential



A resort could design around unique site features and take advantage of views of the river and mountain landscape.



A small resort or lodge sited adjacent to neighborhoods could be more residential in character.



Riverfront hospitality uses like cabins and campgrounds could preserve natural features within the NSHA.



Hospitality uses including short term rentals, campsites, yurts, or RV resorts could be located within hospitality zones.



Neighborhoods could include pedestrian and bike connections.



Housing options could include single family residences and duplexes.

# Commercial, Retail, & Event



Interim uses in commercial zones could include pop-up food and drink vendors, potentially serving tourism during the Oregon Jamboree.



Incubator space related to tourism could be located within NSHA hospitality zones, like this photo of incubator wineries at the Port of Walla Walla.



A covered stage area could be located within Quarry Park.



A commercial node near hospitality overlay could include outdoor equipment rentals.



Small retail could serve locals as well as tourists passing through town.



Open space within the NSHA could be used to host events like the Oregon Jamboree.



# Case Studies

## 1. Chemainus, BC

The closure of a sawmill in 1983 devastated the local economy in Chemainus, a small town on Vancouver Island, British Columbia. But it revived itself as a tourist destination, hosting events like the Festival of Murals Society since 1987 and the Theater Festival since 1993.

Strategic long-term planning efforts transformed the resource-based economy into a successful community-based tourist industry.



The Chemainus Theater is a popular tourism destination.



Paul Ygartua's Native Heritage mural pictured above is a highlight of the Chemainus Festival of Murals.

## 2. Prineville, OR

The decline in the timber industry 30+ years ago led to the highest unemployment in Oregon. But Prineville attracted data centers to support the high-tech industry over the last 15 years.

While other timber towns in Oregon pivoted to outdoor recreation and craft breweries, Prineville invested in an economy around data centers.



Aerial view of the Meta data center campus in Prineville.



The newest Meta data center in Prineville is LEED Gold certified.



Historic Port Gamble water tanks, painted with the city's logo.



Olympic Outdoor Center in Port Gamble.



Port Gamble's historic buildings are popular filming locations.

### 3. Port Gamble, WA

Port Gamble is undergoing a transformative redevelopment effort aimed at rejuvenating its economy while preserving its rich legacy. It was originally established in the 1850s by New England timber entrepreneurs and built as a company town for the Puget Mill Company to produce lumber for the California gold rush. For roughly 140 years, the mill churned out lumber, holding the title as the nation's longest-operating mill until it ceased operations in 1995. The decline in the timber industry has led economic challenges for the town. The current redevelopment initiative, driven by a collaborative partnership involving private developers, local government entities, and community stakeholders, seeks to revitalize Port Gamble into a thriving, sustainable

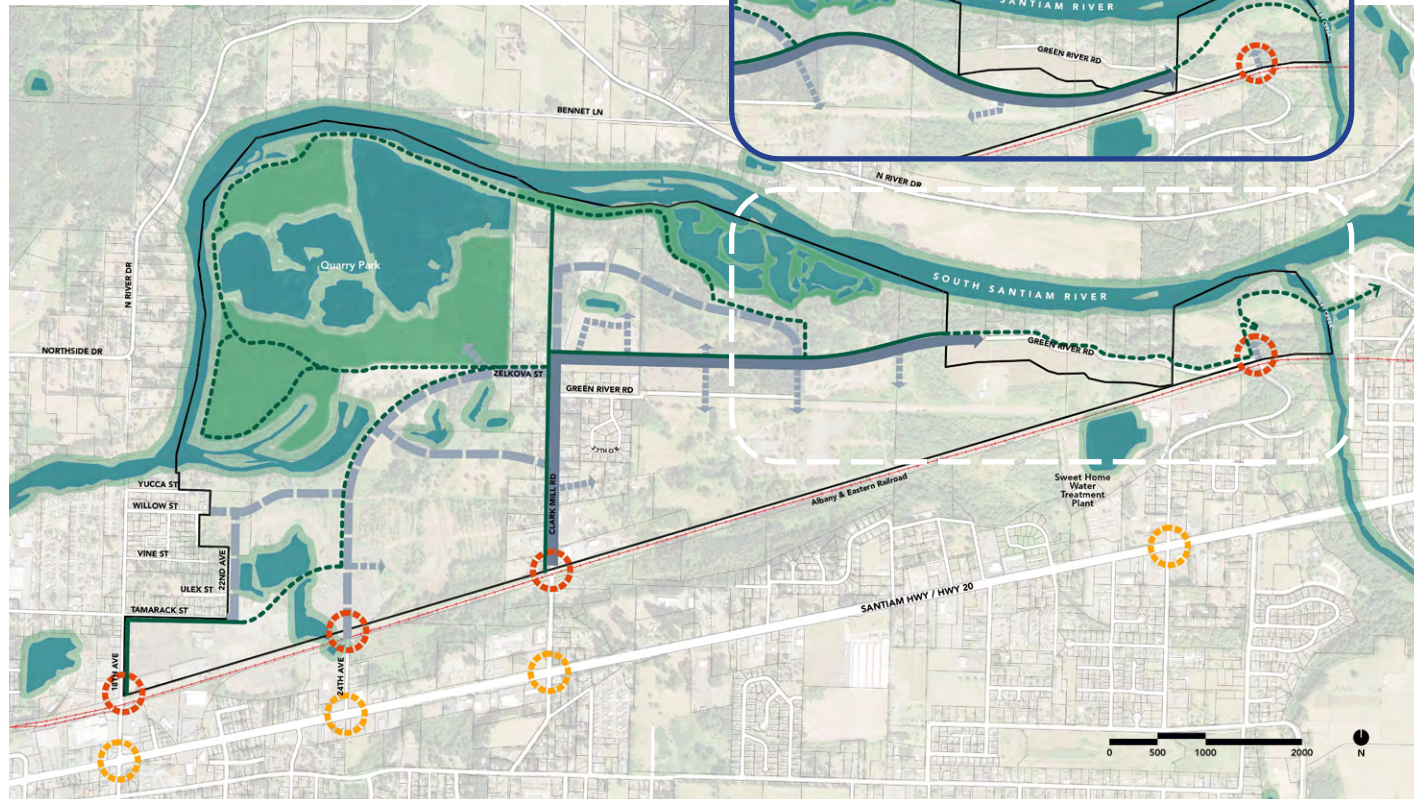
community. Central to this effort is the preservation of its historic charm and architectural heritage, which includes carefully restoring and repurposing existing buildings to maintain their historical significance. The master plan for Port Gamble's redevelopment emphasizes a mix of land uses designed to enhance the town's livability and attractiveness to visitors. This includes plans for new residential units to support a diverse population, commercial spaces to foster local business growth, and recreational amenities to promote tourism and community engagement. Key components of the 318-acre redevelopment project include infrastructure improvements such as road enhancements and utility upgrades, ensuring that the town can accommodate new development while maintaining its environmental integrity.

The plan also includes provisions for public spaces and parks, aimed at enhancing the quality of life for residents and visitors alike. Community involvement played a crucial role in shaping the redevelopment vision, with ongoing input from local residents and stakeholders guiding the project's evolution. This collaborative approach aims to create a sustainable economic future for Port Gamble while honoring its unique history and character. Overall, the Port Gamble redevelopment project represents a comprehensive effort to revitalize a historic community, stimulate economic growth through thoughtful development, and create a sustainable and vibrant destination that celebrates its past while looking towards the future.



The Port Gamble General Store.

## Street Network: Alternative 1a



### Street Network Alternative 1A

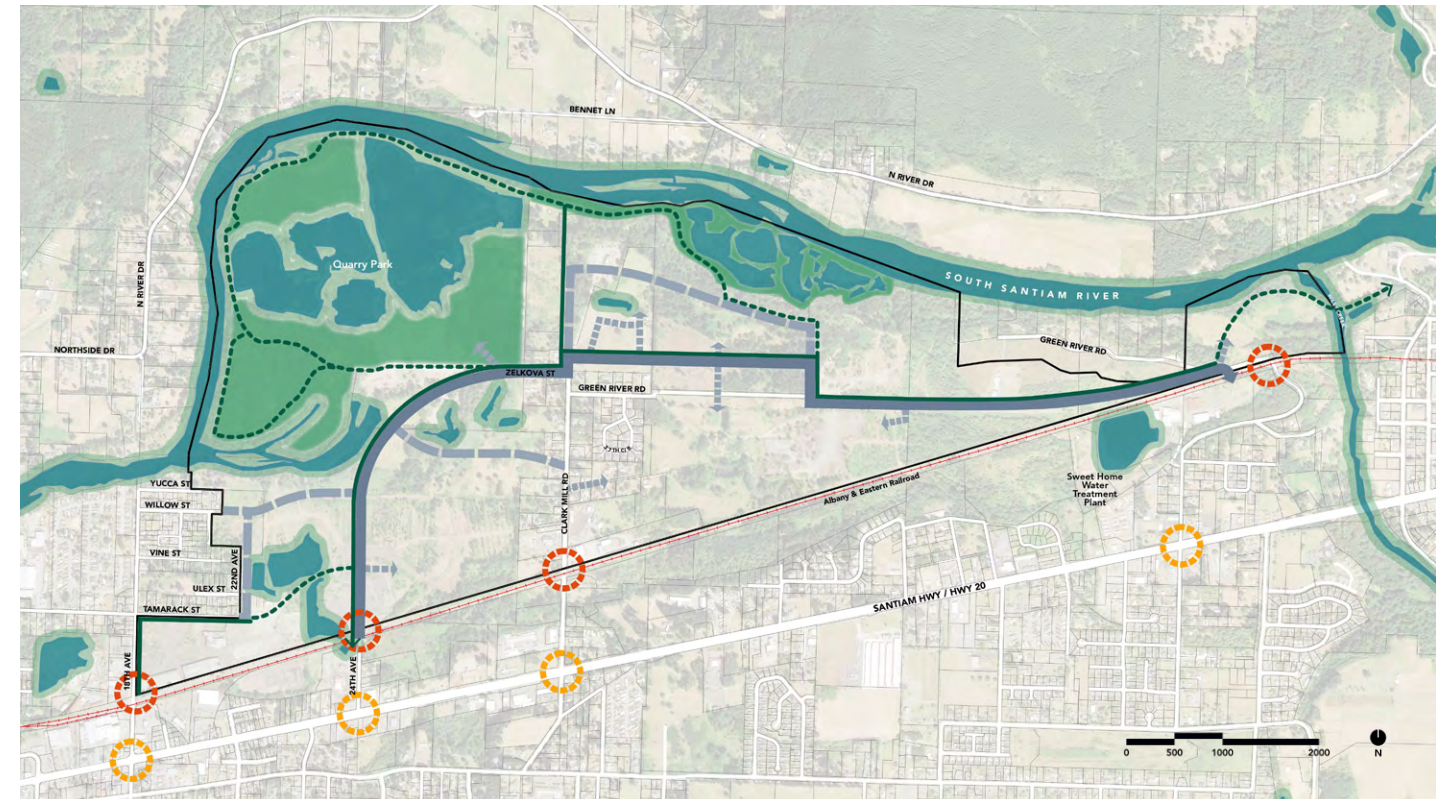
proposes a main entrance into the study area along Clark Mill, and a potential connection at the east end of the study area to unincorporated Green River Rd. If connection via Green River Rd is unfeasible, **Alternative 1B** shows connection along north edge of the railroad.

Pedestrian and bike infrastructure improvements are proposed throughout the study area, with safer crossings at 18th Ave, 24th Ave, Clark Mill Rd, and 47th Ave. Recreational paths are also proposed through Quarry Park and along the Riverfront.

#### Legend

- Framework Streets**  
\*Include Sidewalks & Bike Lanes
- Neighborhood Streets**  
\*Include Sidewalks
- Potential Local Connections**  
\*Include Sidewalks Where Feasible
- Improved HWY Crossing
- Improved RR Crossing
- Multi-Use Path
- Trails

## Street Network: Alternative 2



### Street Network Alternative 2

proposes a main vehicular entrance into the study area along 24th Ave, and connection to the east that stays as close to city limits as possible.

Pedestrian and bike infrastructure improvements are proposed throughout the study area, with safer crossings at 18th Ave, 24th Ave, Clark Mill Rd, and 47th Ave. Recreational paths are also proposed through Quarry Park and along the Riverfront, including a pedestrian footbridge across Wiley Creek at the eastern edge of the NSHA.

#### Legend

- Framework Streets**  
\*Include Sidewalks & Bike Lanes
- Neighborhood Streets**  
\*Include Sidewalks
- Potential Local Connections**  
\*Include Sidewalks Where Feasible
- Improved HWY Crossing
- Improved RR Crossing
- Multi-Use Path
- Trails

## Street Network: Pedestrian and Bike Connections



A multi-use path in the vegetated buffer along employment areas could provide easy connectivity from the NSHA to Foster Reservoir and into town.

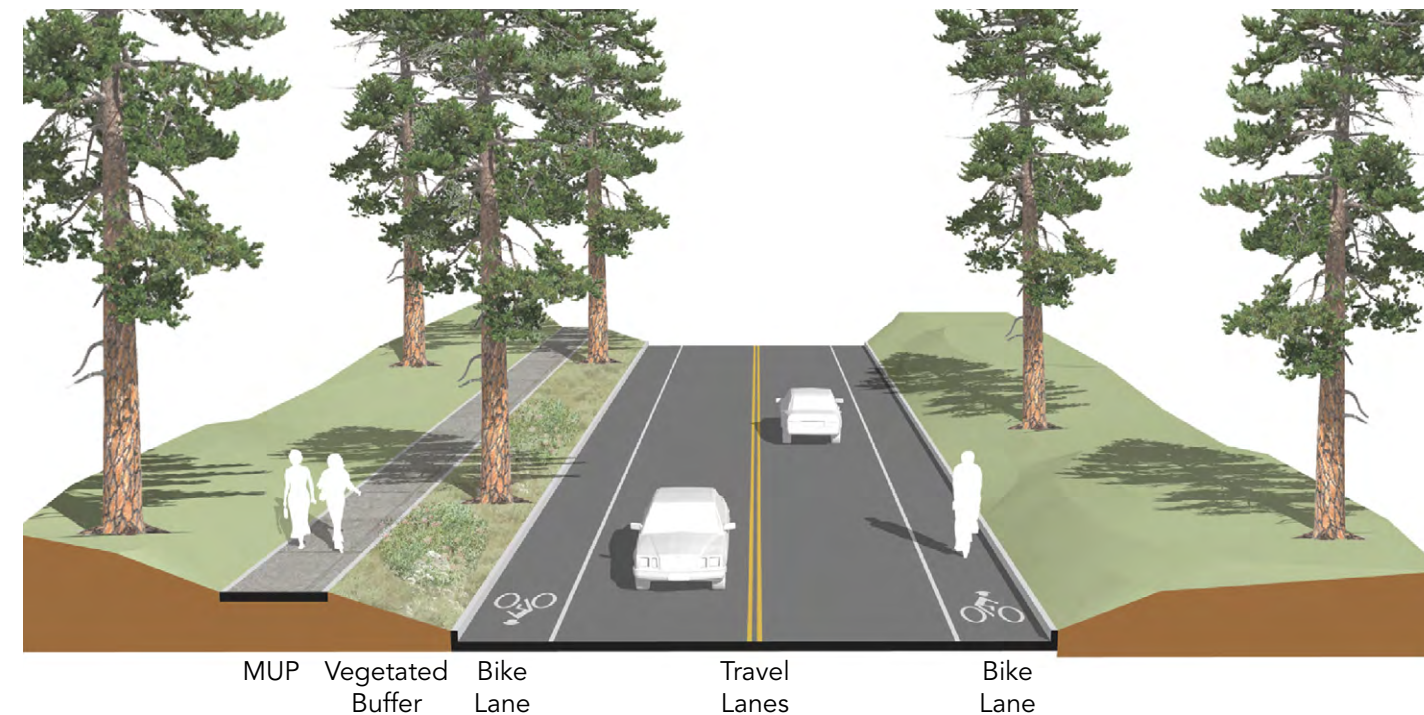


Trails could weave through neighborhood open space, providing pedestrian connectivity to natural resources, and access to passive recreation.



A multi-use path along the river could serve the community and tourists. This could alternatively be a soft surface trail.

## Street Network: Framework Streets



**Framework Street with adjacent Multi-use path**



Example of Framework Street with adjacent Multi-use path in Bend, OR.

