

SWEET HOME TRANSPORTATION SYSTEM PLAN & NORTH SWEET HOME AREA PLAN

PLANNING COMMISSION / CITY COUNCIL WORKSESSION
JANUARY 28, 2025

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TRANSPORTATION EXPERIENCE™
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AGENDA

- 1 / PROJECT OVERVIEW AND PURPOSE**
- 2 / NSHA ALTERNATIVES**
- 3 / TSP PROJECT ALTERNATIVES AND FUNDING OPPORTUNITIES**
- 4 / SCHEDULE AND NEXT STEPS**



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PROJECT OVERVIEW

PROJECTS OVERVIEW & PURPOSE

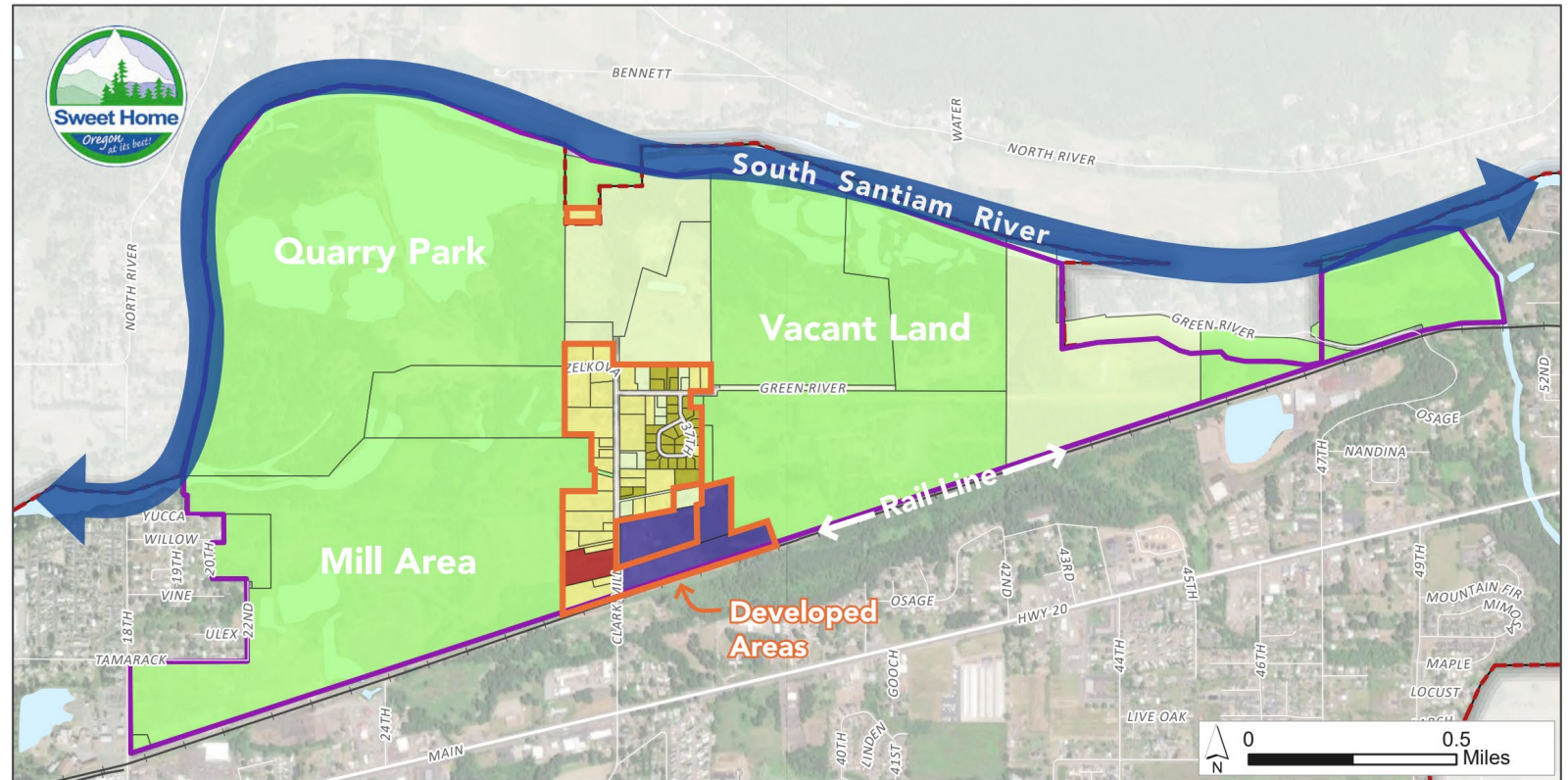
- Two Plans Completed Together
- Update Transportation System Plan (TSP)
 - > Serves as Citywide Transportation Master Plan
 - > Current TSP is from 2005
 - > Guide transportation projects to address need
 - > Identify funding opportunities and enable grants
- North Sweet Home Area (NSHA) Plan
 - > Currently disconnected
 - > Examine development options
 - > Facilitate/guide eventual development

WHAT IS A TSP?

- In Oregon required by “Transportation Planning Rule”
- Serves as Transportation element of Comprehensive Plan
- Provides long range plan for all travel modes
- Ensures planned system meets needs
- Facilitates cost effective use of public funds
- Demonstrates project need and readiness for grant opportunities
- Implemented by code and ordinances

WHAT IS AN AREA PLAN?

- Focuses on specific area
- Multiple elements – broader than a TSP:
 - > Land use, development code, economic opportunities
- Helps shape and enable future development





NSHA ALTERNATIVES

OVERVIEW OF NSHA ALTERNATIVES

- Three initial options
 - > Option 1: Commercial/Employment Mix
 - > Option 2: Employment South/Residential North
 - > Option 3: Riverfront Hospitality
- Options include a mix of land use types:
 - > Commercial, Employment/Industrial, Residential and/or Hospitality Overlay
- Purpose of initial options is to generate discussion and ideas
- Feedback from initial options will be used to create a Preferred Alternative

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

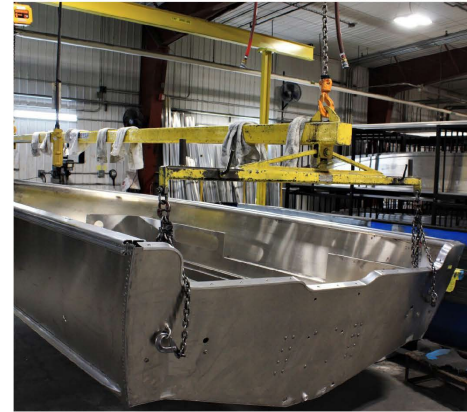
Industrial Employment



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



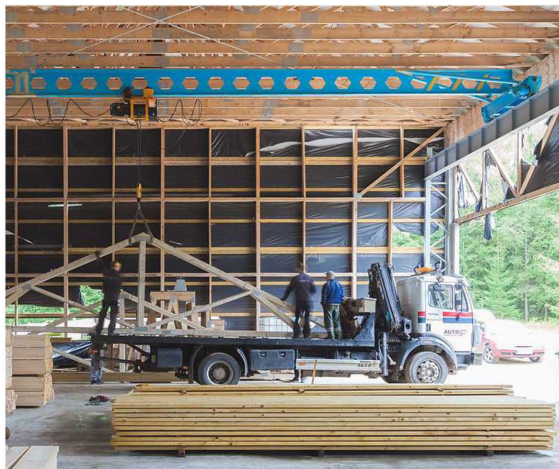
Commercial greenhouses could make use of nearby rail and expansive sites with solar access.



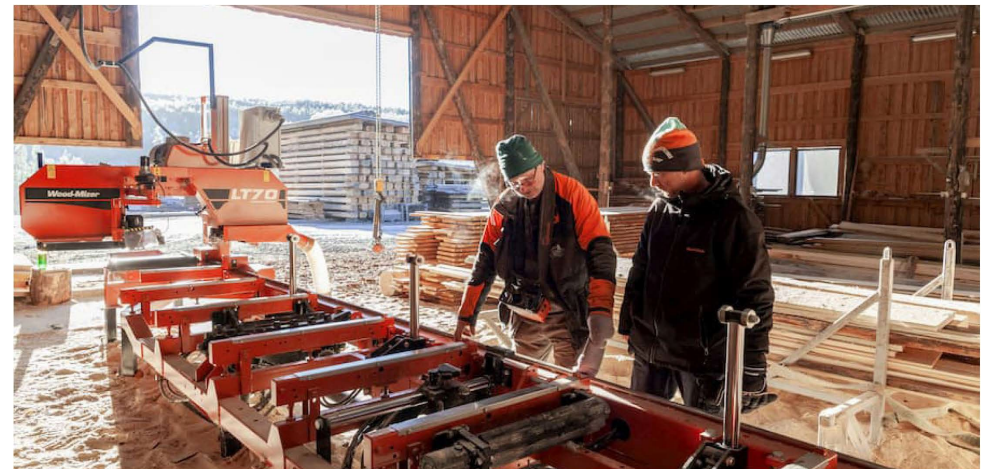
Small scale "Craft" manufacturing related to nearby tourism industries (eg, boating, snow sports, hiking, etc), could locate manufacturing and show-room space within the NSHA in this option.



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



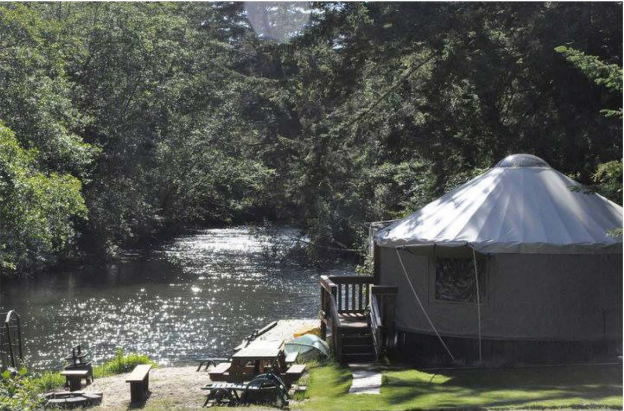
A resort could design around unique site features and take advantage of views of the river and mountain landscape.



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.

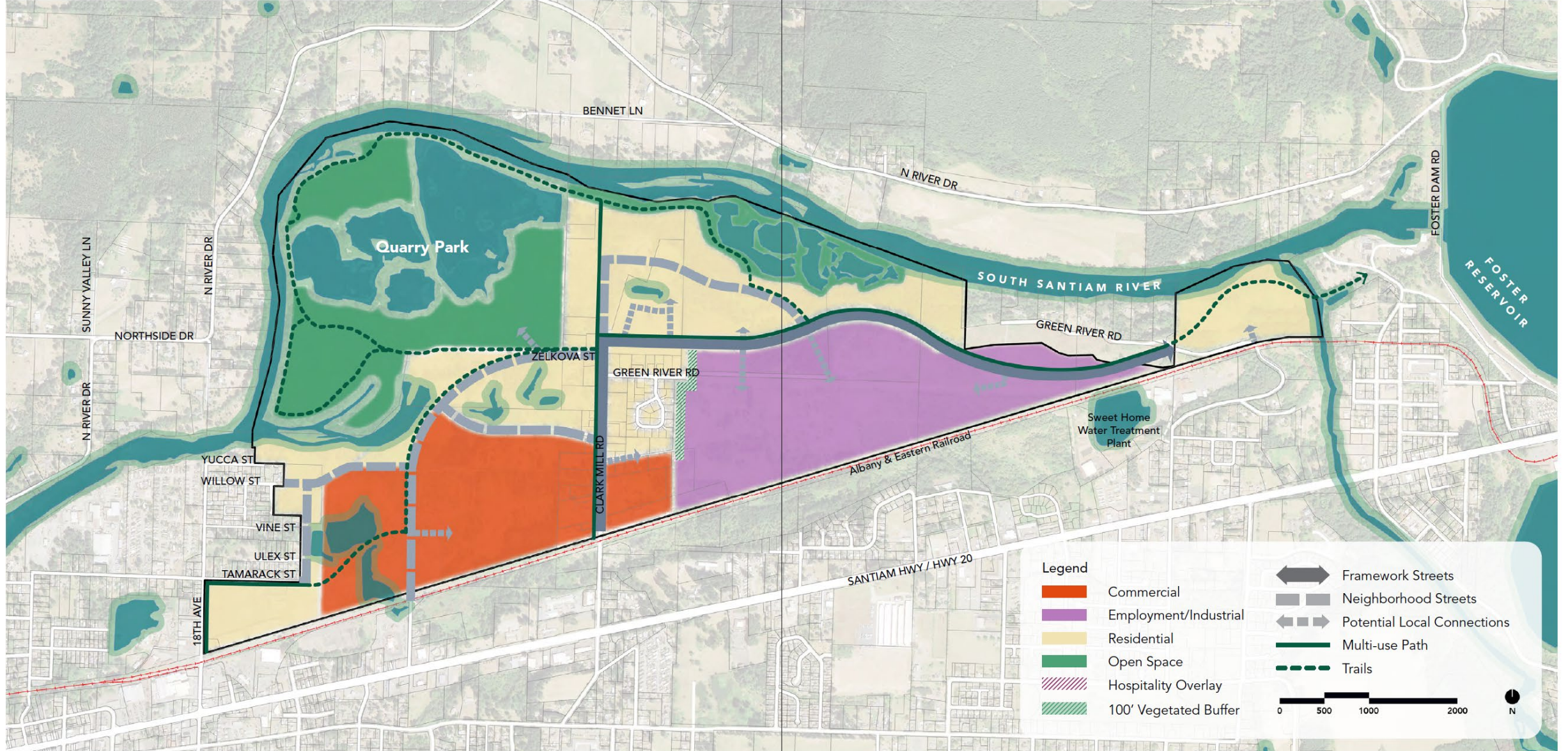


Small retail could serve locals as well as tourists passing through town.

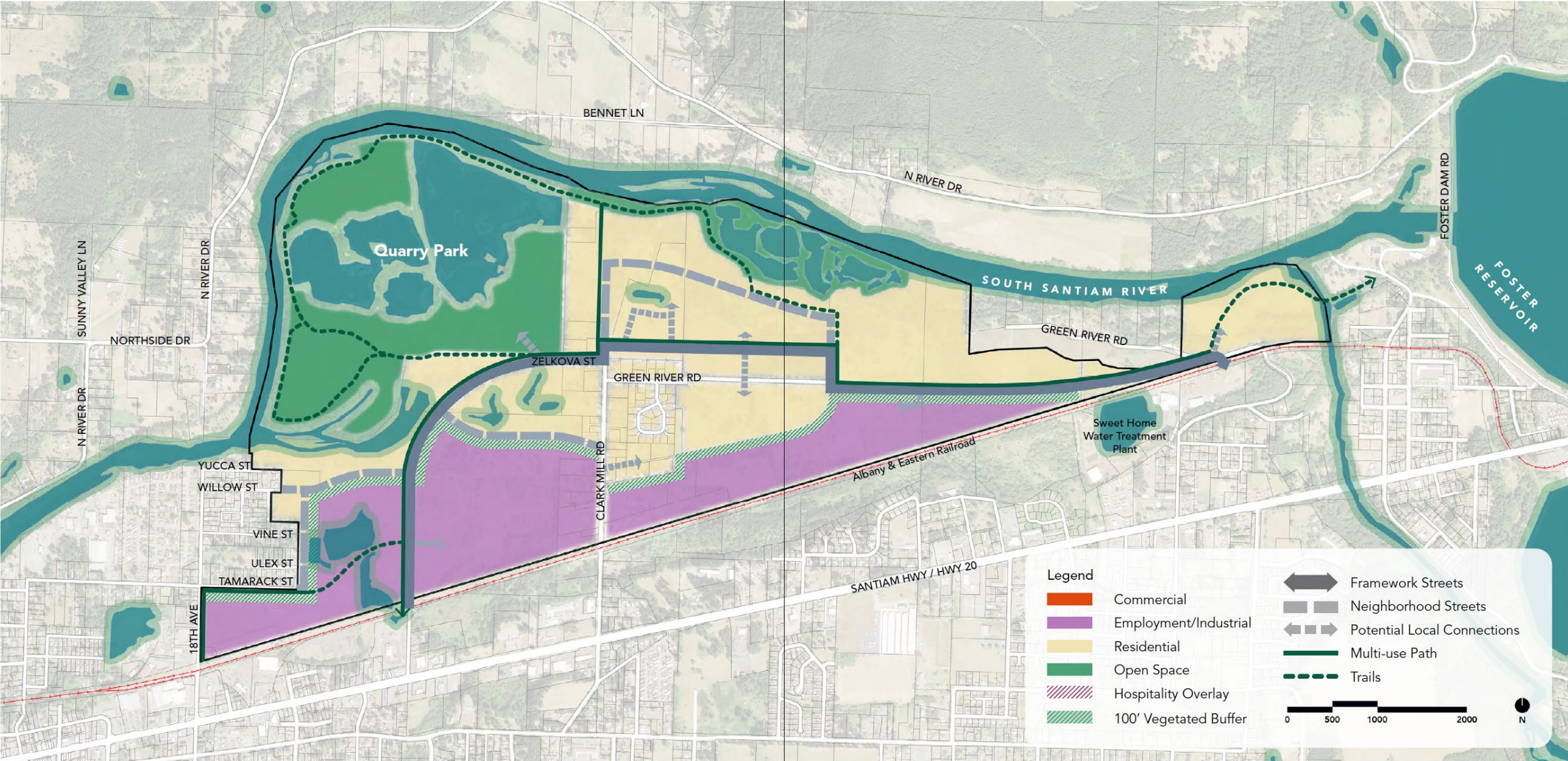


Open space within the NSHA could be used to host events like the Oregon Jamboree.

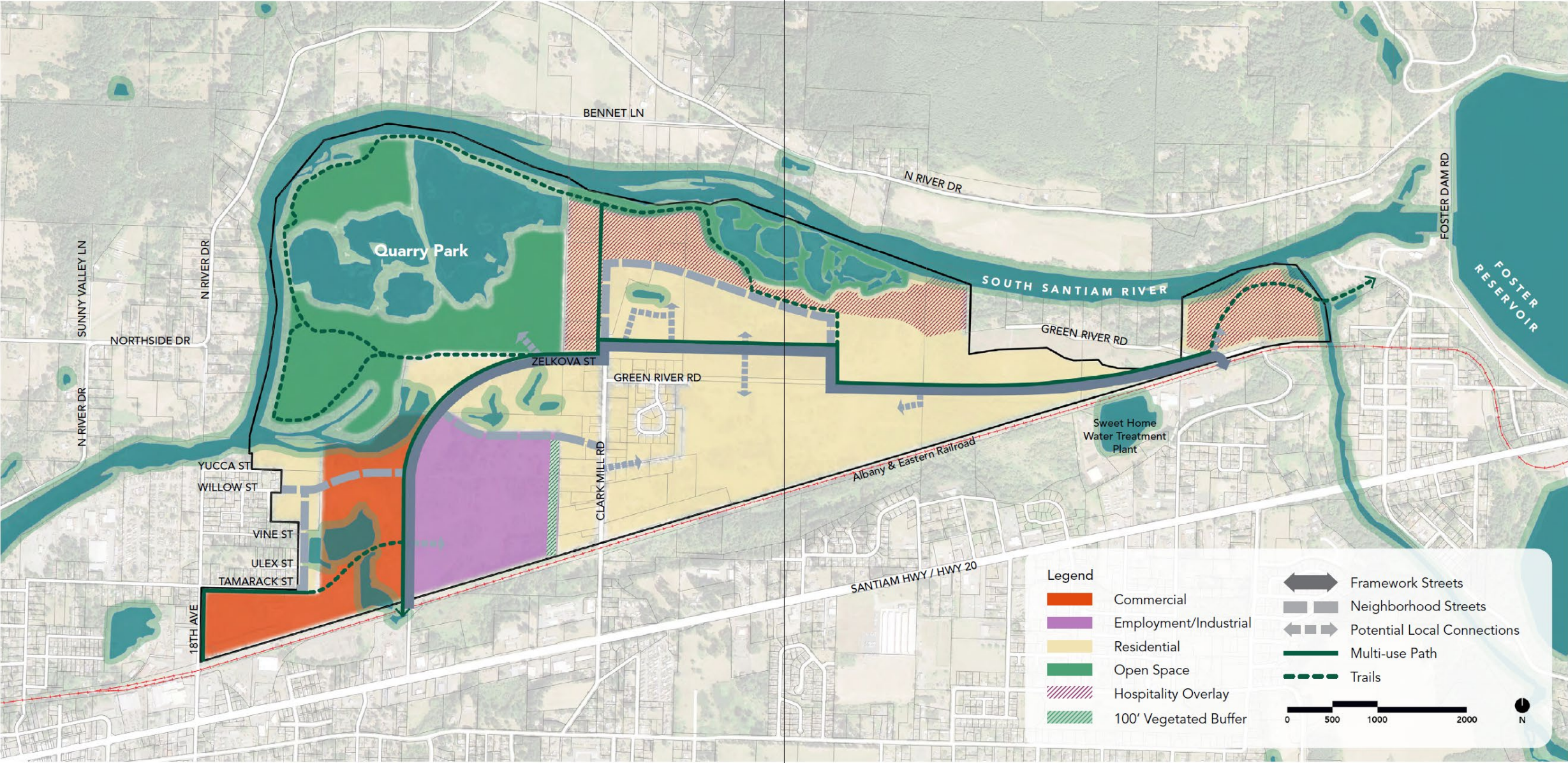
Land Use Option 1:
Commercial / Employment Mix



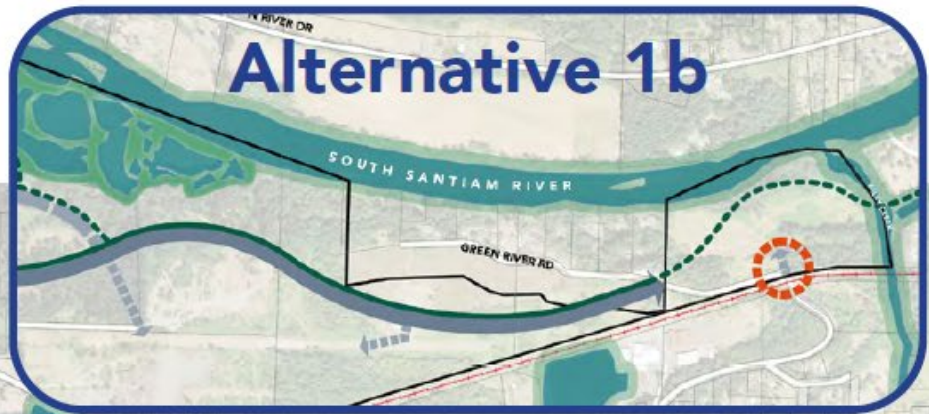
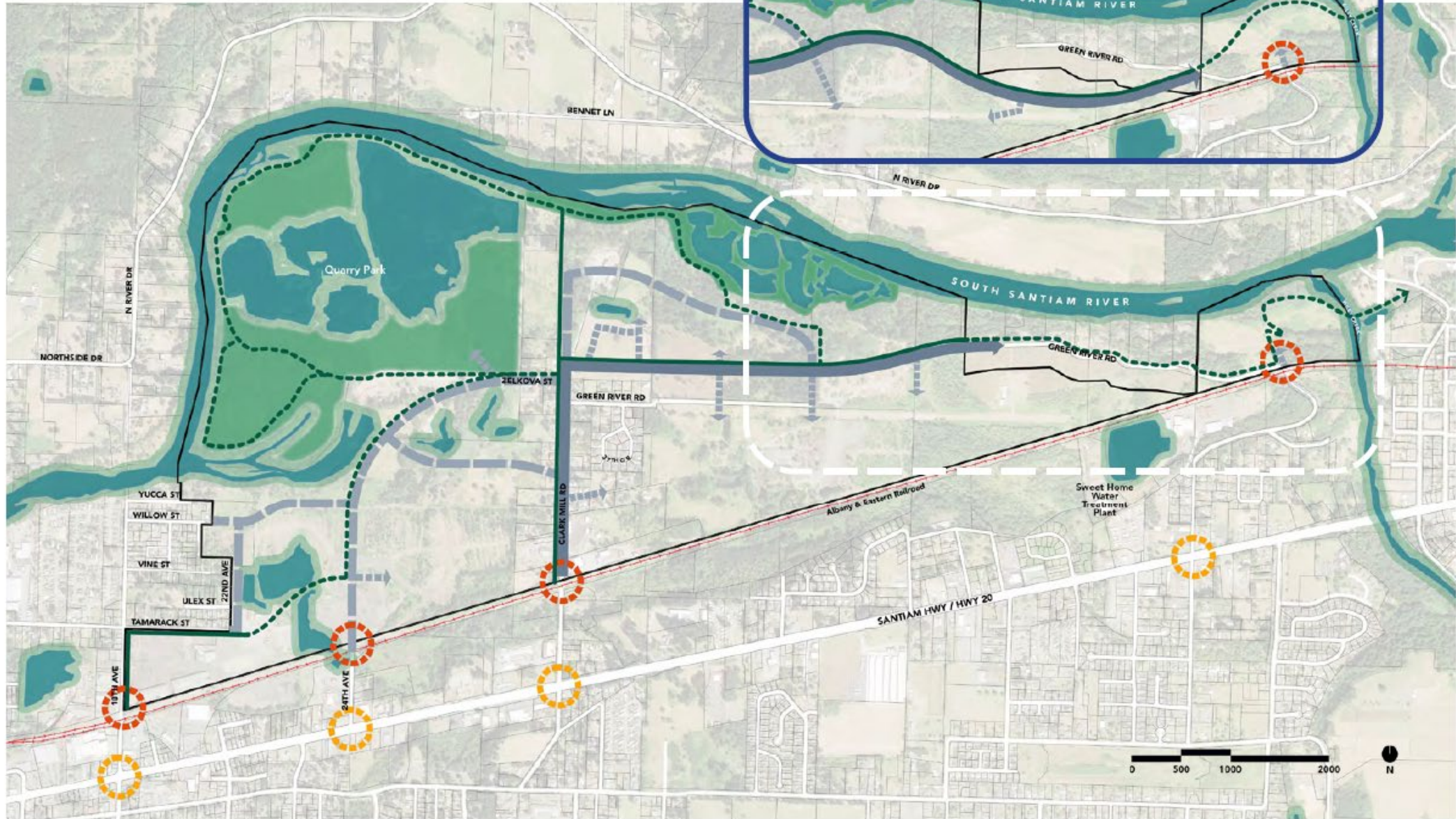
Land Use Option 2: Employment South / Residential North



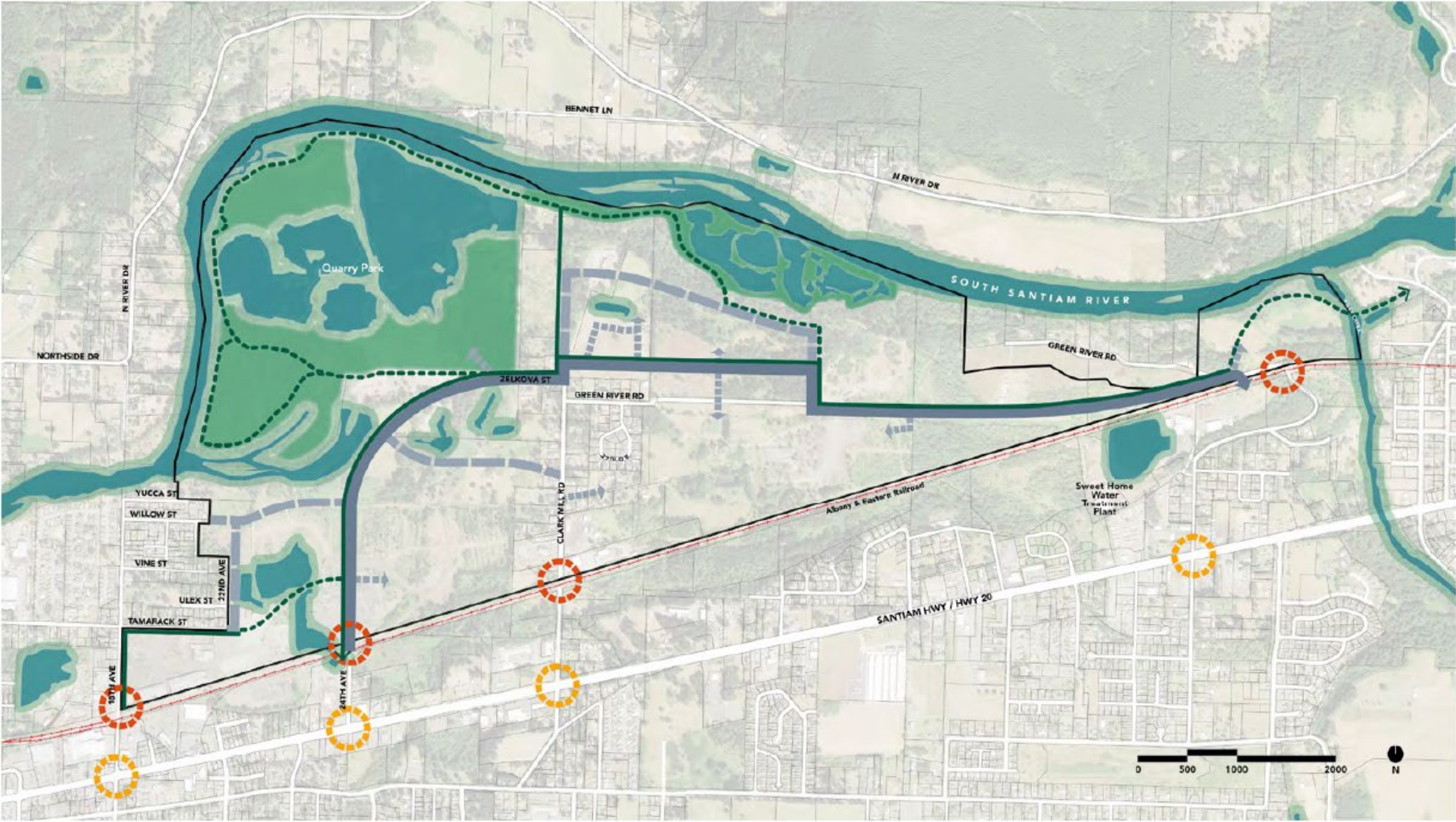
Land Use Option 3: Riverfront Hospitality



Street Network: Alternative 1a



Street Network: Alternative 2





DISCUSSION:

1) WHAT IS THE RIGHT BALANCE OF INDUSTRIAL, COMMERCIAL, HOSPITALITY?

2) WHAT ARE THOUGHTS ON THE TRANSPORTATION NETWORK OPTIONS?



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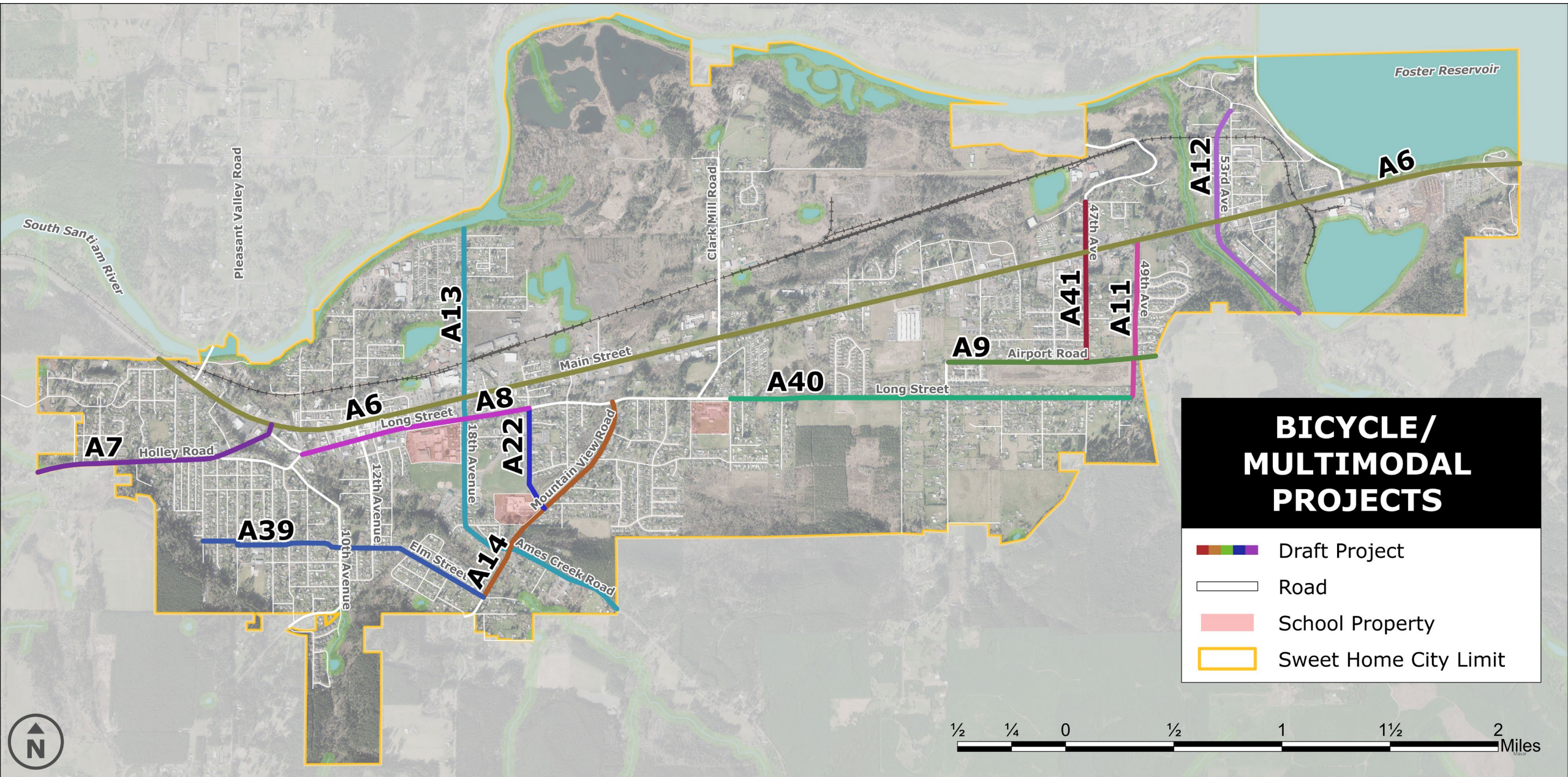
**TSP PROJECT ALTERNATIVES
AND FUNDING OPPORTUNITIES**

PROJECTS OVERVIEW

- TSP will incorporate all projects that align with the City's goals
 - > The TSP is required to have a "financially constrained" project list – what would reasonably be implemented over the life of the plan
 - > The "wish list" of improvements is also important for pursuing grants or other opportunities – important to note those needs/projects now, even if funding unlikely
- Numerous projects identified based on various needs:
 - > Intersection Capacity
 - > Safety
 - > Ped / Bike / Safe Routes to School
 - > Rail Crossing Improvements

PROJECT FUNDING/IMPLEMENTATION

- Projects may be implemented through a variety of efforts, including
 - > City
 - System development charges (SDC)
 - Grant awards
 - Other transportation revenue
 - > Development
 - Frontage improvements or related needs
 - > Partner funding



South Santiam River

Pleasant Valley Road

Clark Mill Road

Foster Reservoir

A7 Holley Road

A39

A6 Long Street

12th Avenue

10th Avenue

A8

18th Avenue

Elm Street

A22 Mountain View Road

A14 Ames Creek Road

Main Street

A40

Long Street

A9 Airport Road

A41

47th Ave

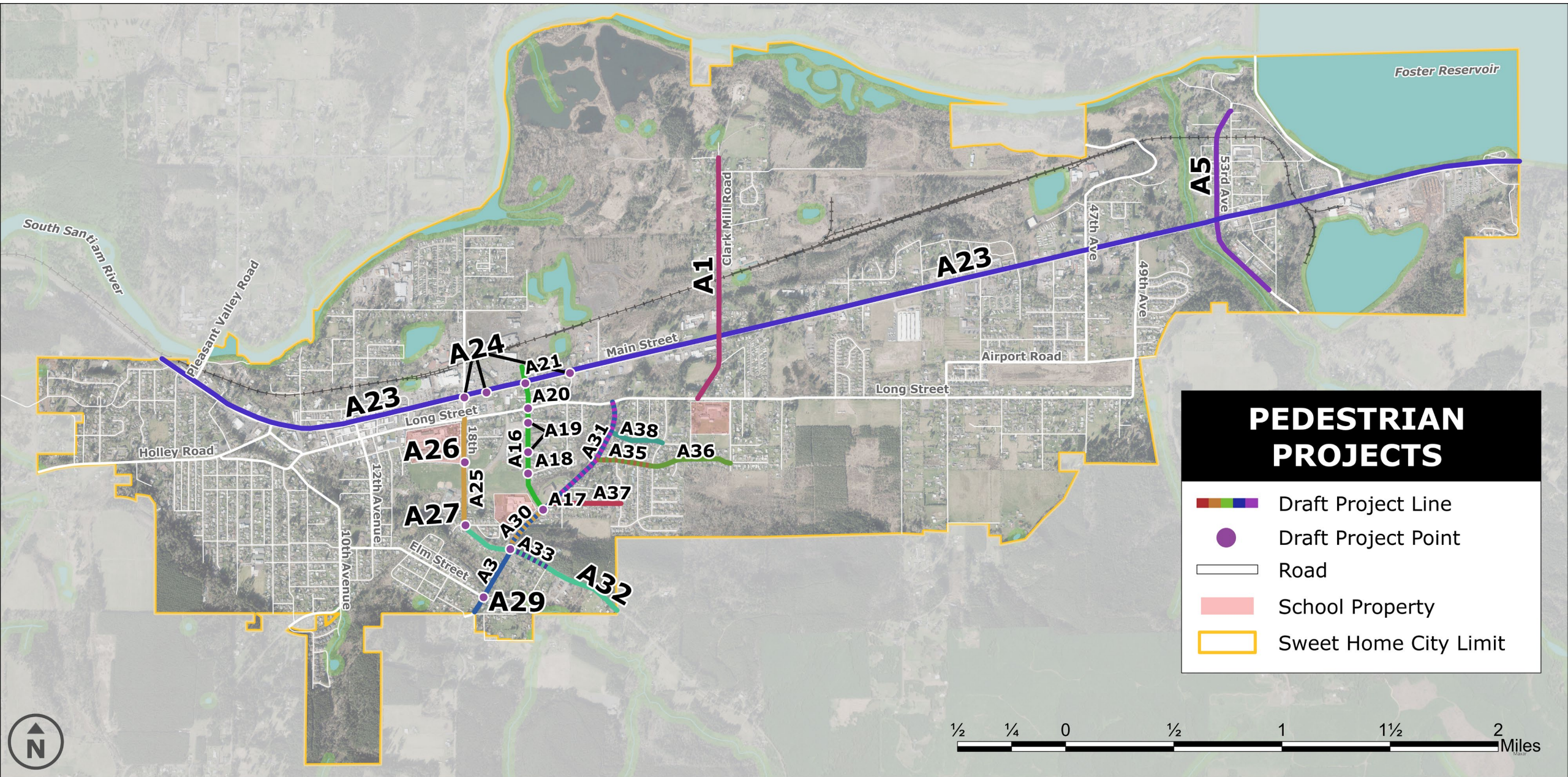
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49th Ave

A12

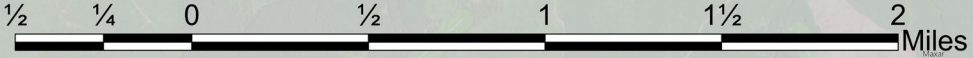
53rd Ave

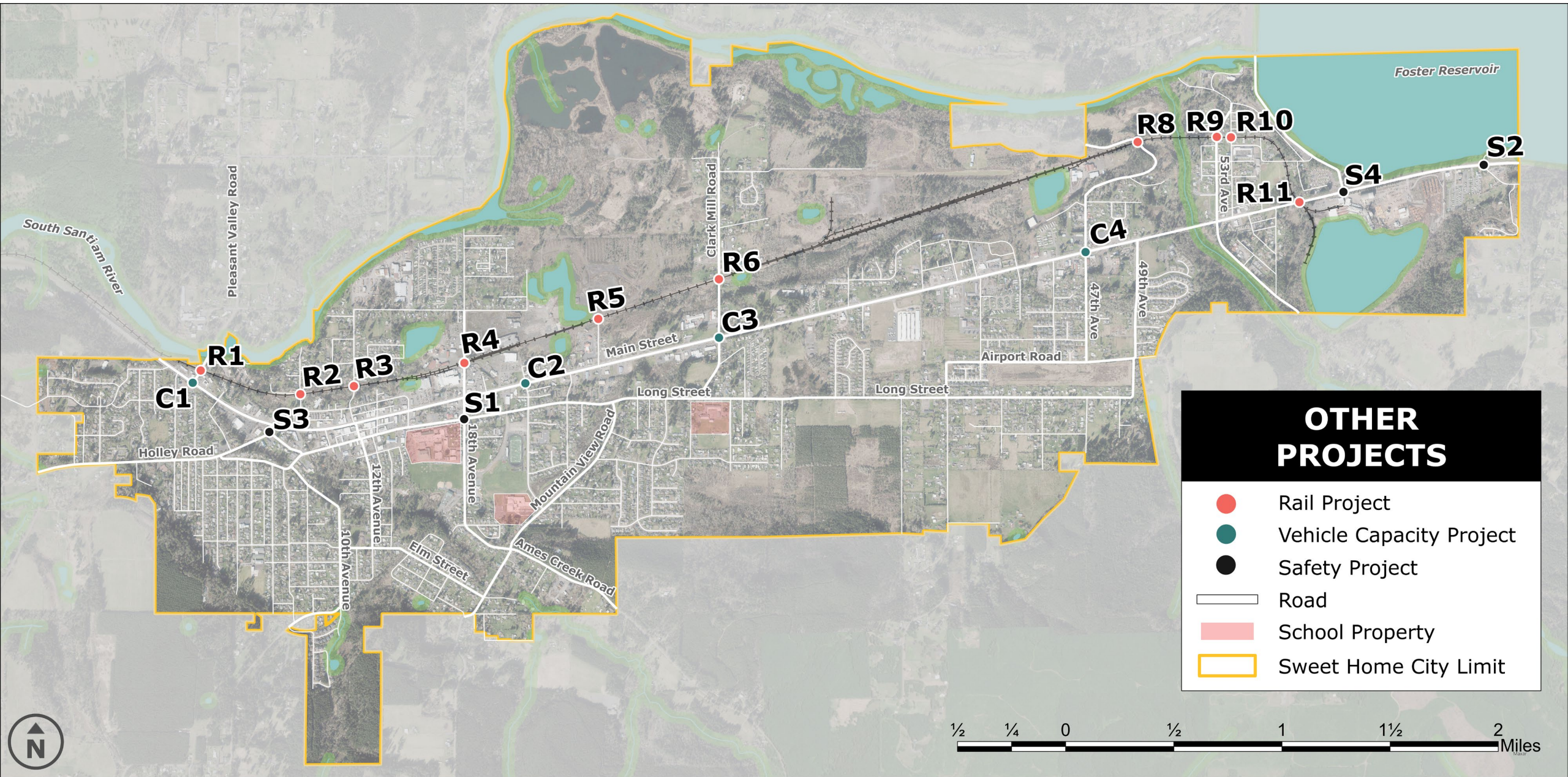
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PEDESTRIAN PROJECTS

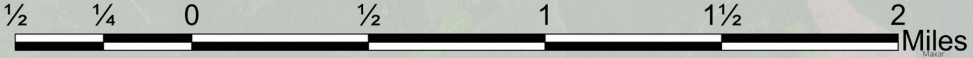
- Draft Project Line
- Draft Project Point
- Road
- School Property
- Sweet Home City Limit





OTHER PROJECTS

- Rail Project
- Vehicle Capacity Project
- Safety Project
- Road
- School Property
- Sweet Home City Limit



CURRENT REVENUE SOURCES

- State Gas Tax
 - > Estimated at \$777,000 per year
 - > Funds transportation operations and maintenance costs at approximately \$740,000 per year
 - > Approximately \$777,000 through 2045 (\$37,000 per year) available for capital projects
- Transportation System Development Charge (SDC)
 - > Estimated \$120,000 per year in budget (equates to \$2.4M over 20 years) based on historical trends
 - > Forecasted land use growth estimate from travel model is about 2,500 weekday peak hour trip ends or \$9.9M (rate is about \$4k per home)

PROJECTED TRANSPORTATION REVENUE

- Projected revenue from existing sources (20 years)
 - > State Gas Tax: Approximately \$740,000
 - > SDC: \$2.4M (historical rate) to \$9.9M (projected rate)
- Total revenue from existing sources would be \$3.1M to \$10.6M

OTHER POTENTIAL REVENUE SOURCES

- The City could consider other potential transportation revenue sources
- Two other common programs used by Oregon communities:
 - > Local Gas Tax
 - > Street Utility Fee
- Other various state and federal grant programs exist that could be leveraged for individual projects, but would not be a sustained revenue stream

LOCAL GAS TAX

- A tax on fuel sold in the city in addition to state/federal tax
- Requires voter approval
- Provides the opportunity to capture revenue from visitors and not limit to residents
- Used by over 30 cities/counties in Oregon, ranging from \$0.01 to \$0.10 per gallon
- Revenue would depend on amount of fuel sold and rate
 - > Could potentially generate approximately \$100,000 to \$500,000 annually
 - > Canby and Hood River each generate approximately \$400,000 annually with a \$0.03/gallon rate

STREET UTILITY FEE

- Names of programs vary (Street Maintenance Fee, Road User Fee, etc.)
- Monthly fee added to residence utility bill
- Often designated for maintenance and repair of street system
- Fees in Oregon typically range from \$5 to \$10 per month (per home)
- A rate of \$5/month could generate approximately \$235,000 per year ($\$60 \times 3,930$ current homes) or \$4.7M over the 20 year planning horizon

FUNDING RECAP – DEFINING THE FINANCIALLY CONSTRAINED PLAN

- Conservative Estimate: \$3.1M
 - > Assumes SDC at historical rates
- Projected SDC Estimate: \$10.6M
 - > Assumes increased SDC based on growth forecasts
- Potential additional estimates with new funding sources:
 - > Local gas tax: \$2M to \$10M (depends on rate and fuel sales)
 - > Street utility fee: Approximately \$5M (depends on rate)



DISCUSSION:

- 1) WHAT ARE KEY PROJECTS TO PRIORITIZE AND PURSUE?**
- 2) WHAT FUNDING OPPORTUNITIES FEEL LIKE A GOOD FIT FOR SWEET HOME?**



NEXT STEPS AND WRAP UP

NEXT STEPS

- Key Upcoming Dates:
 - > Feb 2025 – Preferred Projects and Draft Plans
 - > March/April 2025 – Adoption Process

THANK YOU

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