

The City of Sweet Home



Conceptual Downtown Streetscape & Parking Plan

02.18.2022



Project Team



Client: City of Sweet Home
Blair Larsen
Director of Community & Economic
Development Department

**Prime Consultant and Landscape
Architect:**

DLA Inc.
David Dougherty, Lead Designer
Luzanne Smith, Associate
474 Willamette Street,
Suite 305,
Eugene, Oregon 97401



**SANDOW
ENGINEERING**

Transportation & Lighting Engineer:

Kelly Sandow, Sandow Engineering
160 Madison Street
Suite A
Eugene OR 97402

Civil Engineer:

KPFF
Matt Keenan Civil Engineer
Fred Maddox, Engineer
800 Willamette Street
Suite 400
Eugene, OR 97401



Table of Contents

- 1.0 Executive Summary
- 2.0 Introduction
 - 2.1 Planning Process
- 3.0 Existing Conditions
 - 3.1 Downtown Opportunities
- 4.0 Preferred Concepts Design
 - 4.1 Circulation Diagram
 - 4.2 Parking Recommendations
 - 4.3 Wayfinding Recommendations
 - 4.4 Streetscape Amenities
 - 4.5 Art Opportunities
 - 4.6 Options to Activate the Street
 - 4.7 Standards for Street Trees
 - 4.8 Main Street Opportunities
 - 4.9 Long Street Opportunities
 - 4.10 13th Ave (Festival Street) Opportunities
- 5.0 Cost Estimate
- 6.0 Next Steps
- 7.0 Conclusion
- 8.0 Appendix



Executive Summary

This document presents a conceptual streetscape plan and parking recommendations for the downtown core of Sweet Home, including Main Street (HWY 20) and Long Street from 9th to 18th street. The report will be utilized by the City of Sweet Home to help guide a multi-phase approach for improvements along these corridors. Refinement of this plan will continue into subsequent design phases.

Key contributors to this report include Sweet Home city staff and the Sweet Home Community. The plan has evolved over the last six months, as various design solutions were explored and collaborative input from the community was considered and integrated.

Currently, conditions along these corridors are vehicular focused and there are limited amenities for pedestrians. The sidewalks have utilities and trees located within the walkways and lack a cohesive layout. There are few safe pedestrian street crossings and the speed of the traffic deters pedestrians from crossing Main Street. The general feel of these streetscapes may be described as 'bleak', lacking in human scale

and visual interest. The downtown core lacks landscape and amenities. For example, there is pedestrian scale lighting within the Main Street median but no pedestrian scale lighting along the sidewalks. Additional items to be considered are bicycle accommodations and wayfinding signage.

When implemented, the recommendations found in this document have the potential to transform this corridor into a vibrant, active, and inviting downtown core, consistent with the city's vision. Those entering Sweet Home along Hwy 20, will encounter a distinct change in character. The vehicular dominated highway will transition to a unique district filled with amenities. Art, landscaping, lighting, trees, and furnishings will encourage traffic to slow down and explore downtown. This is particularly important since Sweet Home is considered a gateway to the east and has a high volume of tourists passing through during the summer months.

Those on foot will enjoy improved sidewalks flanked by street trees, ornamental lighting, and pedestrian amenities. Corner plazas will offer

seating opportunities to rest and enjoy local art nestled within the new landscape. Bicyclists will find safer, well defined bike routes that transition well to side streets and local destinations. Bike racks will allow safe places to park while shopping or enjoying lunch.

'Opportunity Sites' within the downtown will provide areas to activate the streetscape and draw in residents and visitors. 13th Avenue will be the heart of the downtown, providing a flexible and inviting space that can be used for several different types of events.

Upon completion, the new streetscape will be unlike any other. The ambiance will reflect the culture, history, the outdoors, and the Oregon Jamboree. As private investment follows and 'opportunity sites' are developed along the corridor, the transformation will continue well into the future. This report is the first step in realizing this vision.

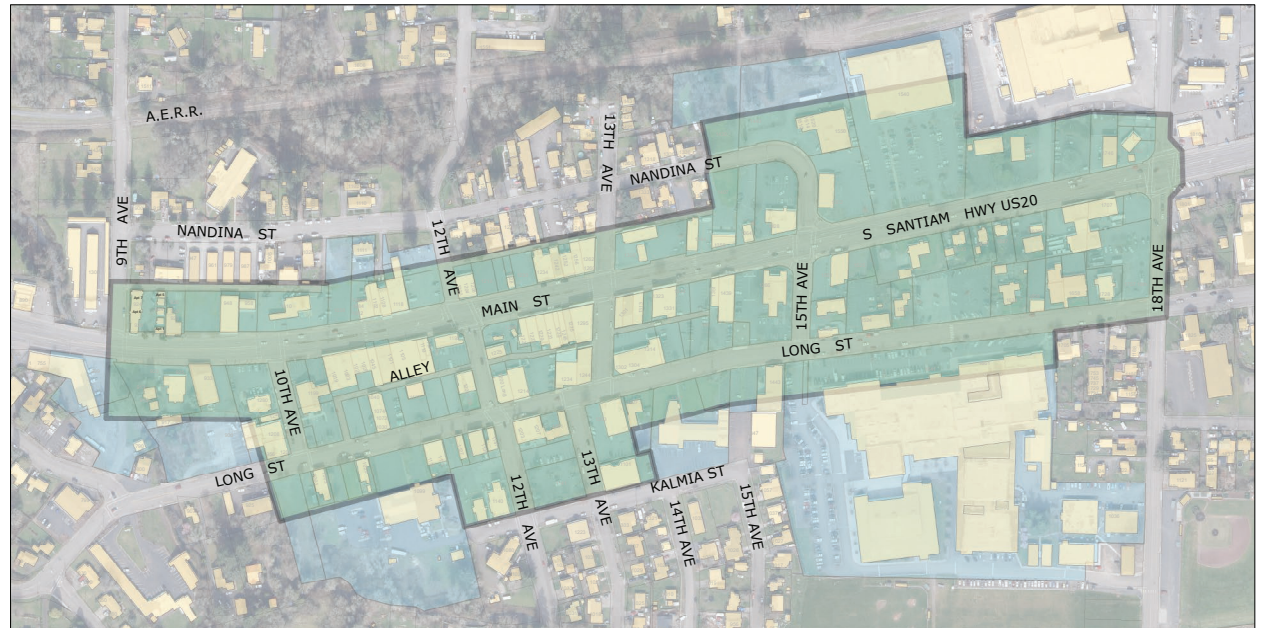
Background and Study Area

This conceptual master plan and parking study document provides recommendations for streetscape improvements, opportunities to activate the downtown, a parking analysis, recommendation, and a road map for how this vision can be implemented. The intent of this document is to develop a vision and provide recommendations that will build upon revitalizing and sustaining the downtown Sweet Home area as a destination, while maintaining a livable area for the community residents.

Project Goals

This project seeks to improve the downtown area by achieving the following objectives:

- General improvements for pedestrian oriented downtown environment.
- Standards for street tree and landscaping locations and species that can be distributed throughout the downtown.
- Standards and proposed locations for street furniture and other pedestrian amenities that can be distributed consistently throughout the project area.
- A lighting plan that will meet existing needs and complement future improvements identified through this project.
- A wayfinding plan for the area that identifies public sites and provides options for private businesses.



- A plan for improved utilization of both on-street and off-street public and private parking areas that will meet current and future needs while promoting pedestrian activity and making it easier for visitors to access private businesses and public amenities.
- Standards and recommended locations for street art and outdoor dining or other business uses of the public right-of-way typical of downtown areas.
- Recommended locations and layouts for a public plaza that can serve as an event venue and public gathering place.
- Proposed phasing and cost estimates for improvements made in accordance with the adopted plan(s).

2.1 Planning Process

Project Team

The Project Team for the Sweet Home Downtown Streetscape and Parking plan was led by DLA as the lead consultant (landscape architecture and urban design). Consultants included Sandow Engineering (transportation and lighting engineer) & KPFF (civil engineer).

Through the design process, DLA facilitated a number of open house meetings, highlighted opportunity areas, delivered various design ideas and determined a master plan for the project. Sandow Engineering analyzed the current parking conditions downtown. Sandow made recommendations for how to best utilize public and private parking within the new streetscape, outlined best practices and made recommendations for future parking needs. KPFF oversaw the cost estimates and worked with DLA from a civil engineering perspective.

A critical part of this process included an extensive outreach program to incorporate and account for the opinions of Sweet Home residents, property and business owners. Over the course of the planning process, the Project Team worked closely with the City of Sweet Home

Project Timeline

- RFP – Due November 13th 2020
- Project Kick-off Meeting- February 2nd 2020
- Open House Meeting - March 25th 2021
- Open House & Workshop– June 15th 2021
- Final Open House - December 14th 2021

to ensure that the general public could provide comment, participate in the process either on-line or in person and assist with defining the primary goals for the downtown area.

DLA worked with the City Staff and the City Engineer to incorporate bike access, discuss ODOT limitations, emphasize pedestrian safety, incorporate the museum redesign , review previous design options and discuss options for one-way streets.



Kick Off Meeting & Site Visit

2.1 Planning Process

Public Process

Over the course of the conceptual design process, two open house events were held to gain input from the general public. The final concept was presented in December 2021 to the City Council. During these open house events, the team presented several concepts. These include upgrades to Main Street with streetscape amenities and lighting, sidewalk extensions for Long Street, a possible public plaza, alley upgrades and the proposed location, and design for a Festival Street. The purpose of these open houses was to present designs to the public and to solicit feedback. A roll plan and boards were displayed in order to gather comments and preferences.

In addition to this, a survey was posted online that gathered a broad range of comments and community members e-mailed additional feedback after the events. (Survey results are included in the Appendix.)



2nd Open House Meeting



1st Open House Meeting



1st Open House Meeting

Observations

The existing corridor conditions present opportunities for streetscape improvements as well as constraints that the Project Team considered when developing the conceptual design.

Main Street (US Highway 20)

Main Street is the main connector route through town and is the corridor that visitors will pass through when going east or west. It is a US highway and is overseen by ODOT. The corridor is busy, with both local traffic and frequent use by the logging industry. During the public open houses the main complaint was that traffic is too fast and pedestrians do not feel safe crossing Main Street despite the designated crosswalks. These crosswalks do not have pedestrian activated beacons.

The architectural character of Main Street is mixed. On the south side most buildings are set back from the right-of-way a few feet or less. The north side is very different with several drive-through restaurants and retail making it more vehicular oriented. There are street trees and some landscape on both sides of Main Street. Until recently trees were in the median but those have been removed. This further reduced the limited landscape along Main Street. Pedestrian lighting is sparse and contributes to the perception that the area is unsafe, especially at night. Other streetscape amenities, such as benches, trash cans and bike racks are limited.

The current conditions reduce the perception that Sweet Home has an inviting downtown. However, the built environment along the south side of Main Street provides opportunities to support a lively pedestrian

experience. The addition of lighting, streetscape amenities, art and street trees will provide a framework to activate the street and encourage people to stop, shop and explore what Main Street has to offer. In addition to this, pedestrian activated beacons at crosswalks would allow people to feel safe when crossing Main Street.

Long Street

Long Street is a secondary route and is predominantly used by residents. This street is much quieter with less traffic, wider lanes and no median. There are limited streetscape amenities, trees, and vegetation along Long Street. Many of the existing trees are poorly placed and their roots have damaged the sidewalk. There is limited pedestrian lighting and currently no bike route.

The architectural character of Long Street is mixed. From 10th Avenue to 13th Avenue most of the buildings are set back from the right-of-way a few feet or less. However, there are numerous gaps between the groups of buildings. From 13th Avenue to 18th Avenue there are several civic buildings including the post office, fire station and the high school.

Long Street has several restaurants and small stores that could provide a catalyst to enhance this street into a vibrant pedestrian environment. The oversized travel lanes (14' wide), will allow for a three foot extension of the sidewalk on both sides. This will create space to add pedestrian amenities, lighting and street trees while keeping on-street parking along Long Street. In addition, bulb-outs are proposed at the corners to create safer pedestrian crossings and provide spaces for pedestrian amenities. A sharrow bike lane will be added in both directions and will tie into the existing bike lanes on Oak Terrace.

3.0 Existing Conditions

13th Avenue

13th Avenue has wide travel lanes, narrow sidewalks, minimal lighting, no streetscape amenities and is underutilized. The buildings that front 13th Avenue lack visual interest and the street trees along the west side of the street block the sidewalk. There is parallel parking along both sides of the street but this is also underutilized due to of walking distance to Main and Long Street.

13th Avenue is at the heart of the downtown core and provides an excellent opportunity for a Festival Street. The Oregon Jamboree is an important annual event that takes place every year in the summer and there have been conversations to move the farmers market (currently located south of Long Street) to a more central location. The street is wide enough to increase the sidewalks on both sides. Converting 13th Avenue to a one-way street going south to north bound will increase the number of parking spaces. The design can also facilitate use for both transportation and events. The street can be blocked off during festivals, community gatherings, farmer's market or other markets. The alleys can also be activated and used as flexible spaces during these events. The proposed design will include pedestrian lighting, streetscape amenities, street trees and landscape to create an inviting multi-use space.



10th Avenue

10th Avenue provides another opportunity to increase the number of public parking spaces downtown. By converting it to a one-way street north bound it allows for an increase in parking spaces, the addition of streetscape amenities and opportunities for art. The proposed bulb-outs on Main Street create spaces for street trees and landscape and pedestrian amenities. This will also act as a gateway entering the heart of downtown Sweet Home.



Other Streets

The profiles of the other streets are proposed to remain as is but will be enhanced with street trees and lighting. 12th Avenue south of Long Street will be re-striped to include additional parking. The alleys are also proposed to remain as is with the exception of the alley that enters and exists from 13th Avenue. Here the alley will be one way going east bound to accommodate for the turning radius and the smooth flow of traffic onto 13th Avenue.

3.0 Existing Corridor Conditions

Main Street (HWY 20)



Looking north at the vacant lot near A&W



Looking South down 13th Avenue



Existing Pocket Park



Looking east down Main Street



Looking west down Main Street



3.0 Existing Corridor Conditions

Long Street



Looking west at 10th Avenue



Looking east on Long Street



Parking lot between the Rio and Cafe



Looking north at Chewy's Bar

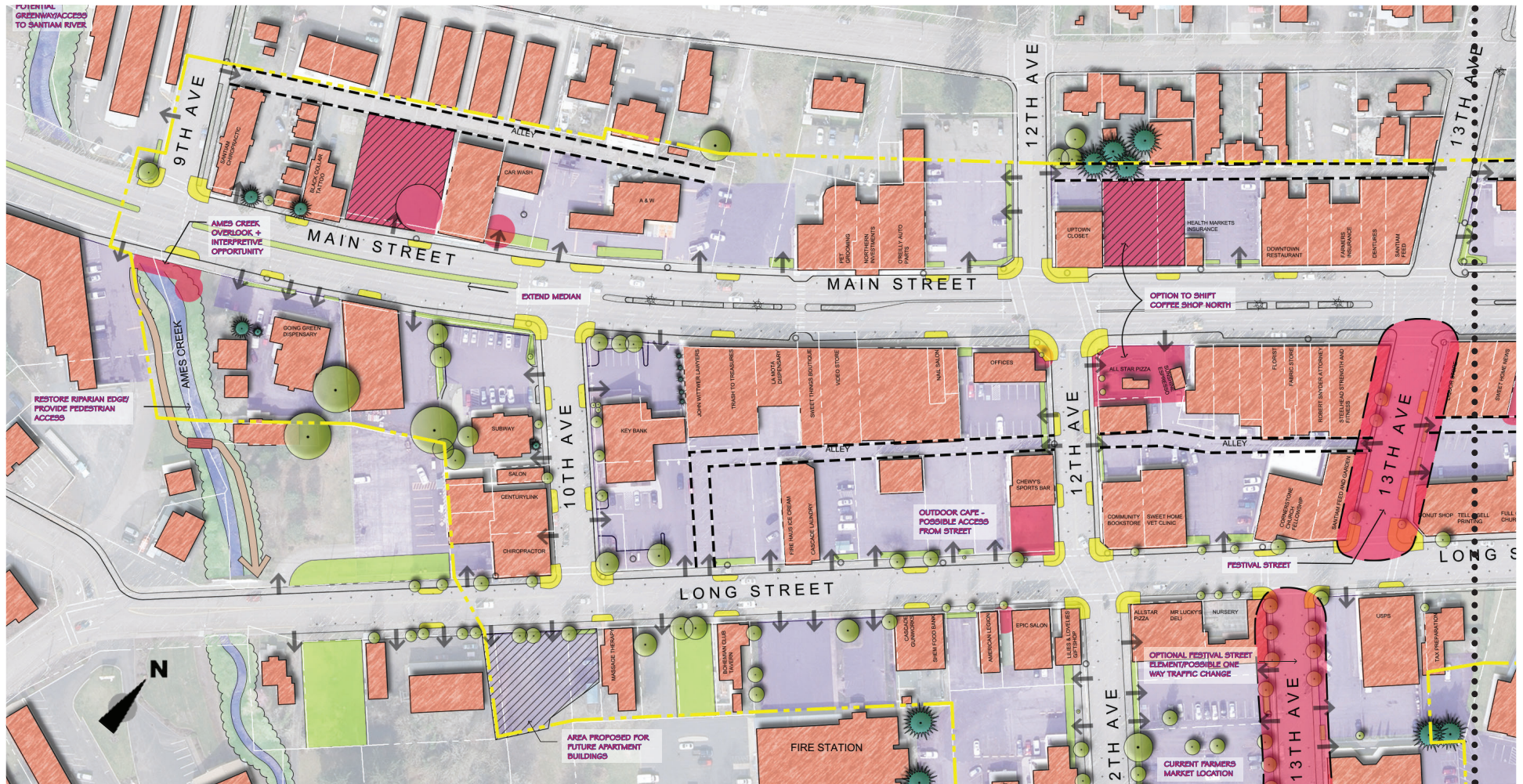


Looking south east at All Star Pizza



3.1 Downtown Opportunities

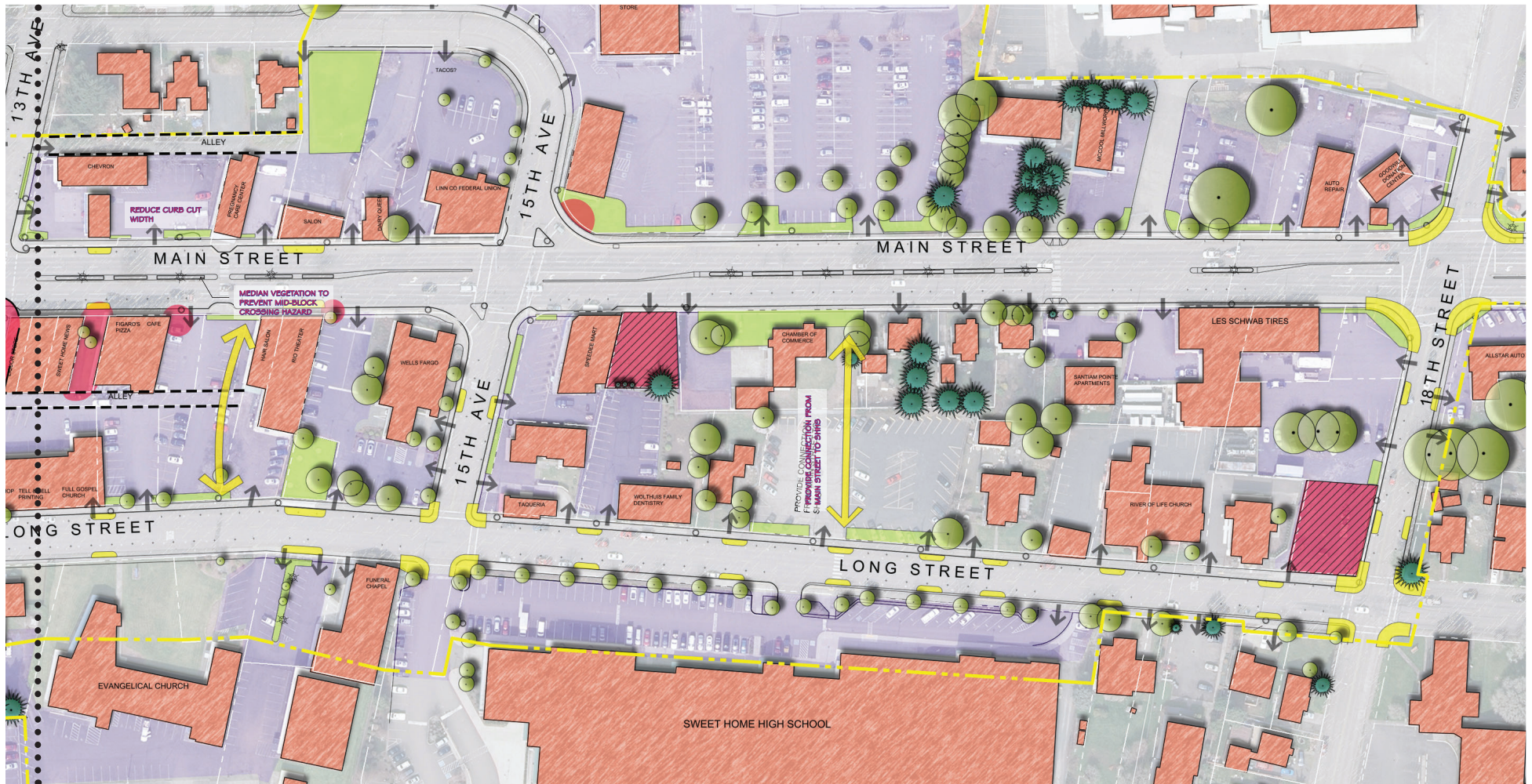
Conceptual Design



LEGEND

LANDSCAPE OPPORTUNITIES	PARKING LOT	BUILDING INFILL	PEDESTRIAN CONNECTIONS	ORNAMENTAL STREETLIGHT	EXISTING ALLEYS	EXISTING CONIFER TREES	PROJECT WORK SCOPE
KEY OPPORTUNITY SITES	EXISTING BUILDINGS	POCKET PARKS (POSSIBLE)	PEDESTRIAN IMPROVEMENTS	COBRA-HEAD LIGHTS	EXISTING DRIVEWAYS	EXISTING DECIDUOUS TREES	

3.1 Downtown Opportunities



CONCEPTUAL DESIGN RECOMMENDATIONS

- Pedestrian amenities & connections
- Additional pedestrian crossings
- Improved & increase sidewalks
- Curb extensions (bulb-outs)
- Add street trees
- Pedestrian scale lighting
- Festival street location
- Plazas opportunities
- Public art
- Activating the alleys
- Building infill opportunities

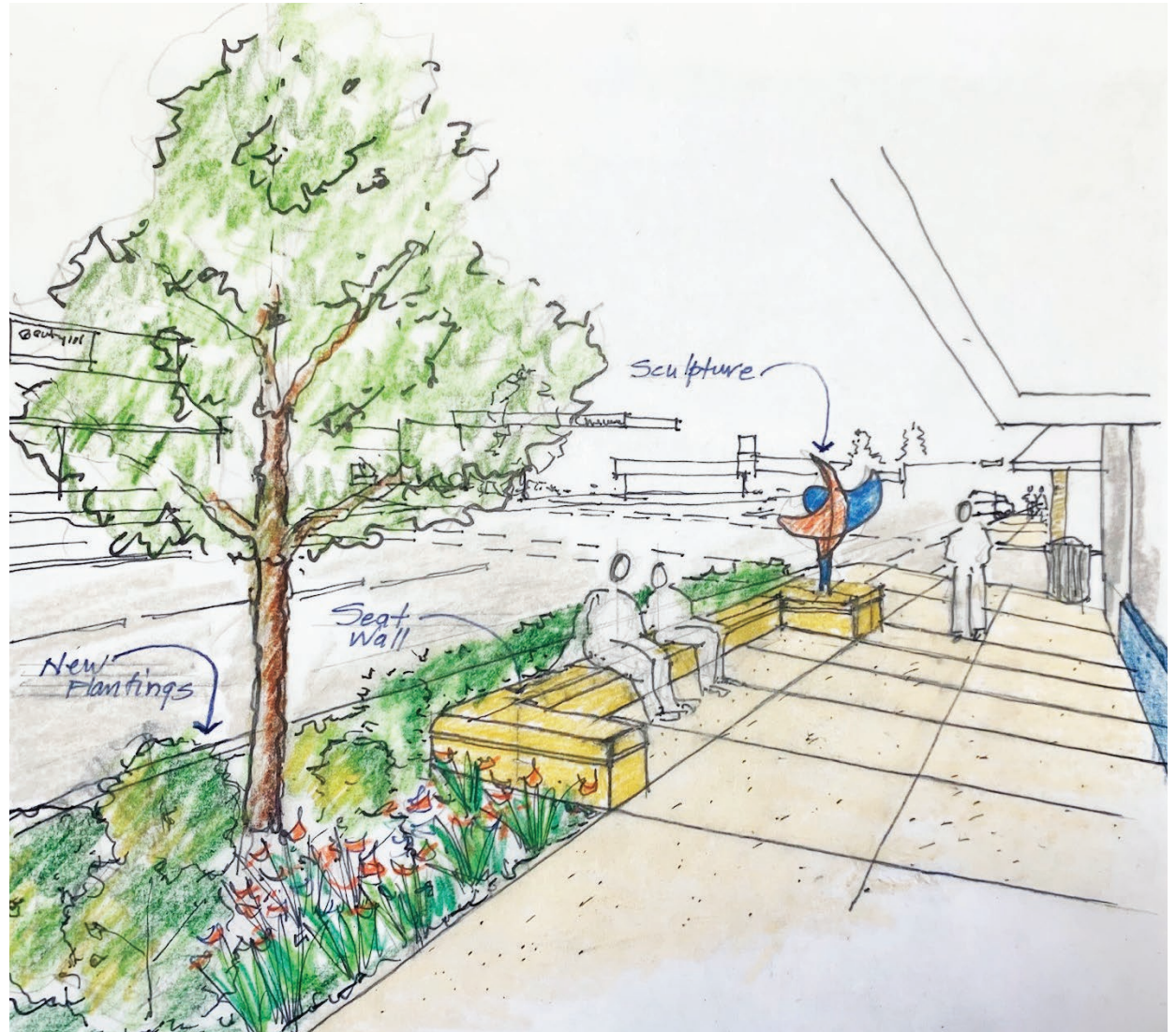
3.1 Downtown Opportunities

Main Street Options

There are several sidewalk enhancement opportunities along Main Street. For example, the image below shows the intersection of 13th Avenue and Main Street. By adding seating, art and landscape a once unused corner can be activated. Additional bulb-outs can be added to further enhance the pedestrian environment and create the space needed to provide trees, pedestrian amenities, lighting and landscape. The city's Facade Enhancement Program has potential to further transform Main Street and spur economic investment in the downtown core.



Existing Conditions



Possible Main Street Improvements

3.1 Downtown Opportunities



ADD STREETSCAPE AMENITIES



ACTIVATE SIDEWALK & ADD TREES



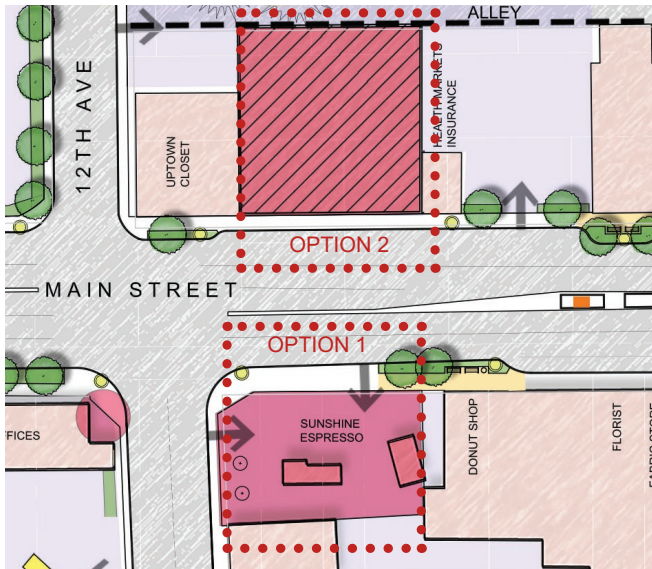
INCORPORATE ART



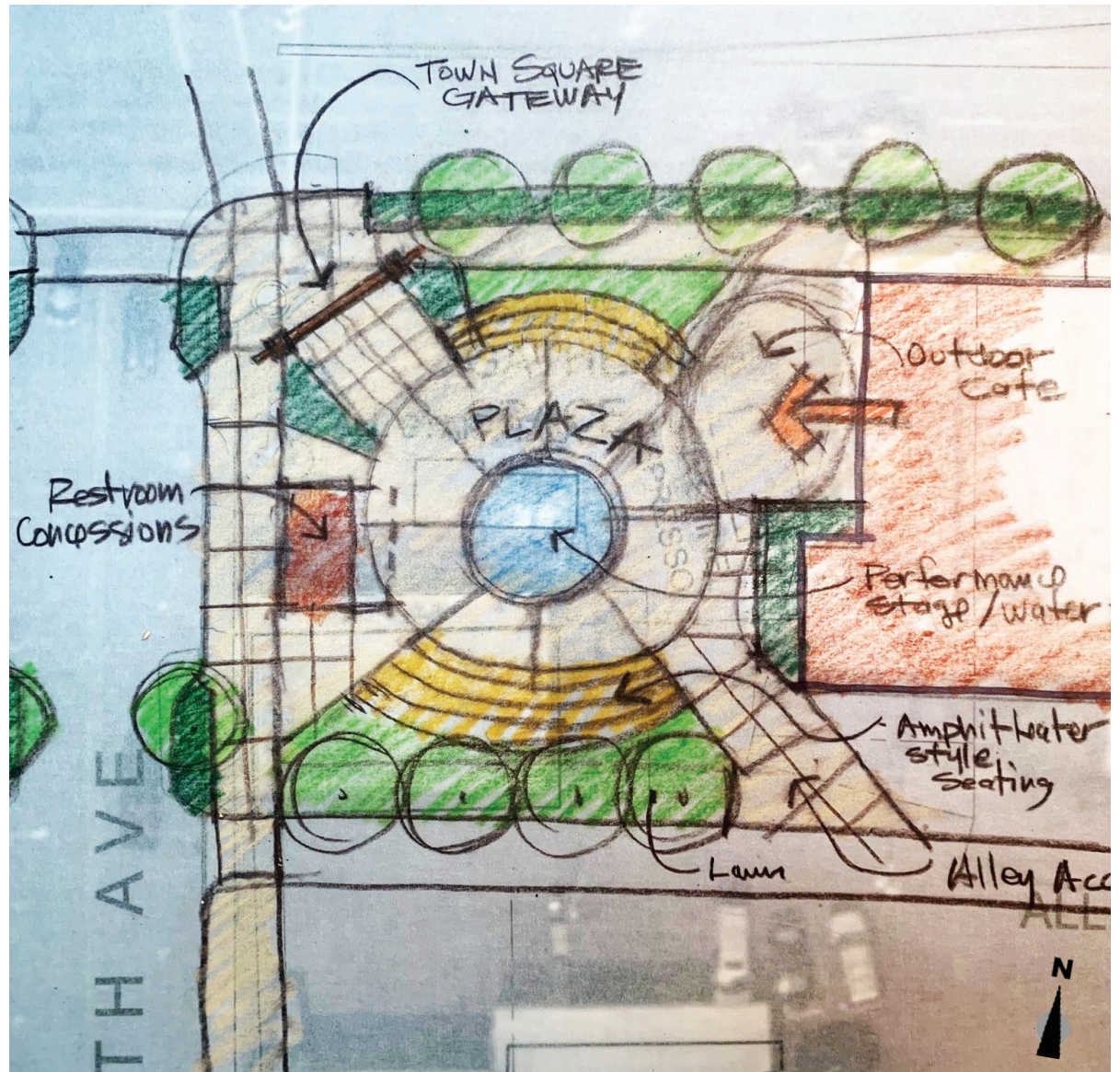
3.1 Downtown Opportunities

Exploring Town Plaza Options

There are several sites along Main Street that would provide an excellent location for a town plaza. The site shown to the right is the current location of the Sunshine Espresso drive thru coffee kiosk (Option 1 below). This would be a prime location for a gathering space/plaza. This corner site would provide an opportunity for a gateway and the main space can function as a multi-use public space with areas for performance, seating and a possible restroom/concession building. The existing coffee kiosk could potentially be relocated across the street where the alley will provide improved access. Alternatively, Option 2 below provides an opportunity for a plaza on the north side of Main Street



Possible Locations

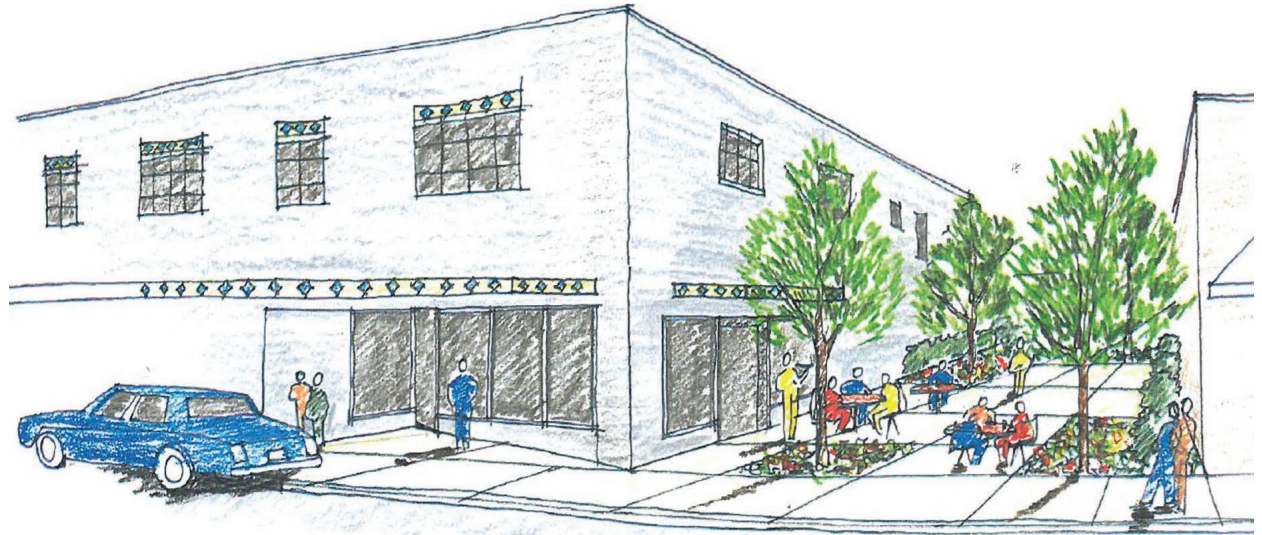


Town Plaza Design Option (SE corner of 12 Avenue and Main Street)

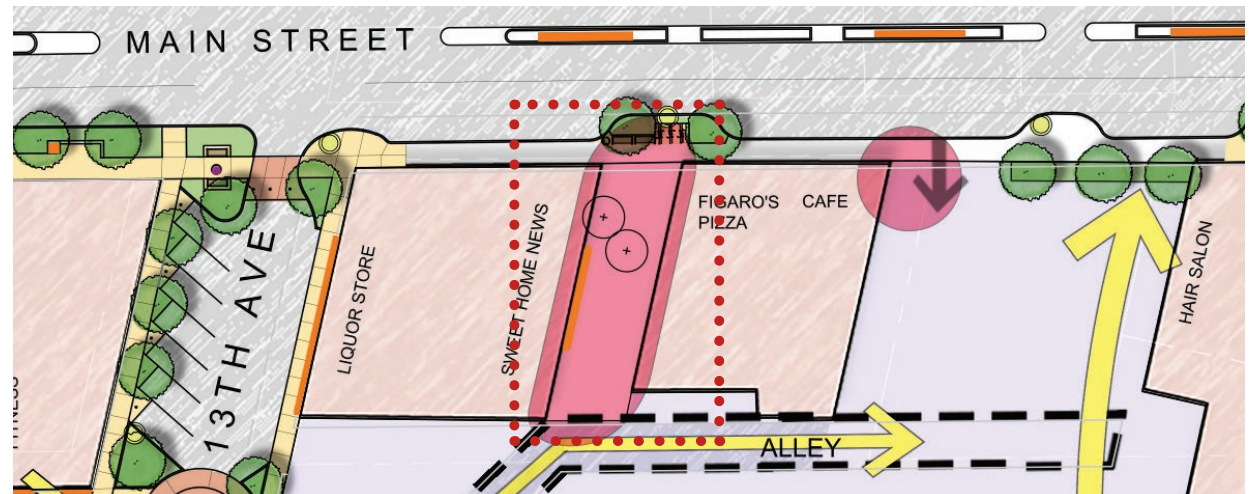
3.1 Downtown Opportunities

Pocket Park Option

There is also an opportunity on Main Street to activate an existing pocket park. Currently the park is fenced off and unkept, as shown in the existing image below. The key to success is to develop the space, activate the adjacent businesses and provide passive surveillance. This can be done by redesigning to create an open and inviting park with streetscape amenities, trees and lighting that enhance the space and make it usable for all.



Existing Conditions



Possible Pocket Park Location

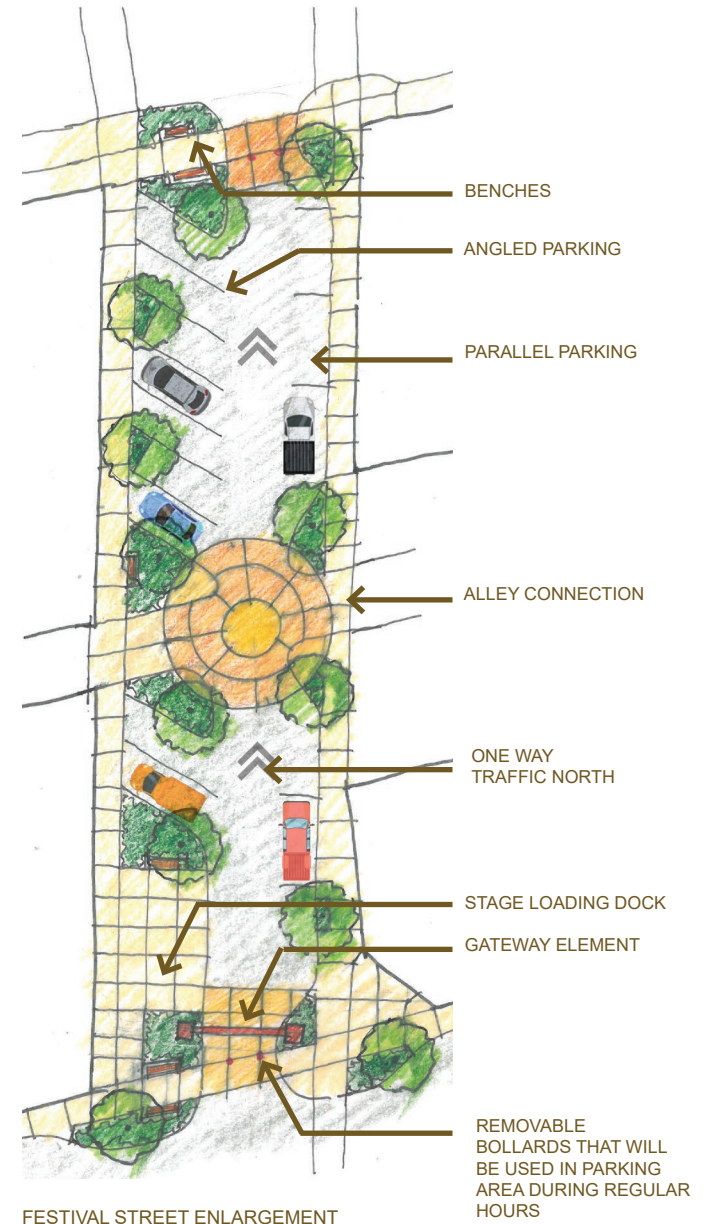
3.1 Downtown Opportunities

Festival Street Option

A Festival Street along 13th Avenue in the downtown core would provide a public space that will stimulate economic activity and be a catalyst to a more vibrant downtown. This flexible space will be programmed with events throughout the year, with the street otherwise be open to traffic. The Festival street will be a perfect location to host community events such as a Christmas Market, other outdoor markets and performances. This concept creates a unique space to bring residents and visitors to the downtown.



OUTDOOR MUSIC VENUE



FESTIVAL STREET ENLARGEMENT

3.1 Downtown Opportunities

Enlargement of the Downtown Core

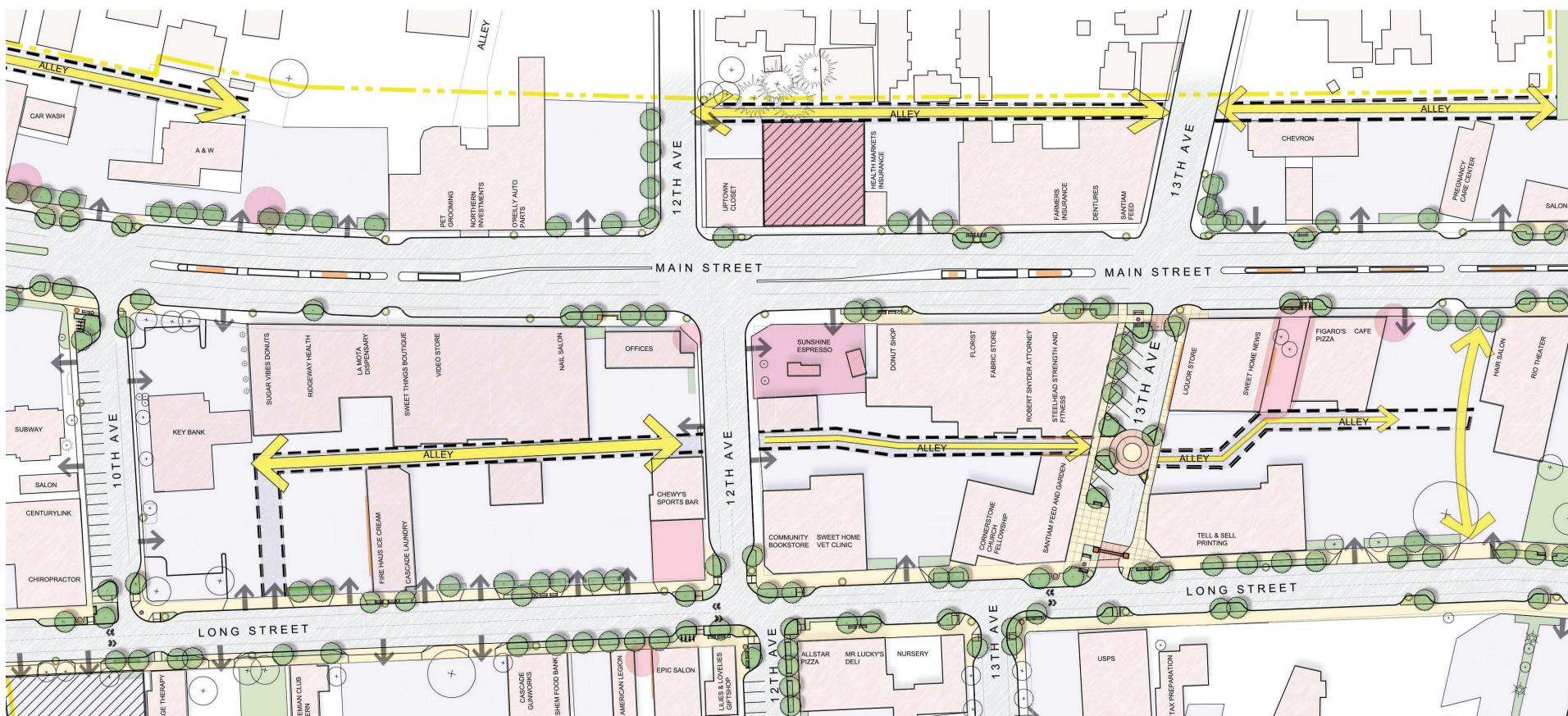


3.1 Downtown Opportunities

Activating the Alleys

The alleys in Sweet Home provide several opportunities to activate the downtown. The location and connectivity of these alleys between 10th Ave and 15th Ave allow for shared pedestrian/vehicular links. These spaces can be developed into interesting connectors through the incorporation of art, lighting, a change in paving or the use of the alleys by adjacent businesses.

These flexible spaces will allow businesses to spill out into the alleys during the busy hours. By activating these alleys Sweet Home can create a unique experience that will draw residents and visitors to explore and engage in the downtown. These alleys can also be used to convey the rich history of Sweet Home's logging industry and highlight the surrounding natural beauty.



PLAN SHOWING DIRECTIONAL ARROWS FOR ALLEYS

3.1 Downtown Opportunities



CREATIVE OPTIONS TO ACTIVATE ALLEYS THROUGH PAVING, LIGHTING, ART AND MUSIC

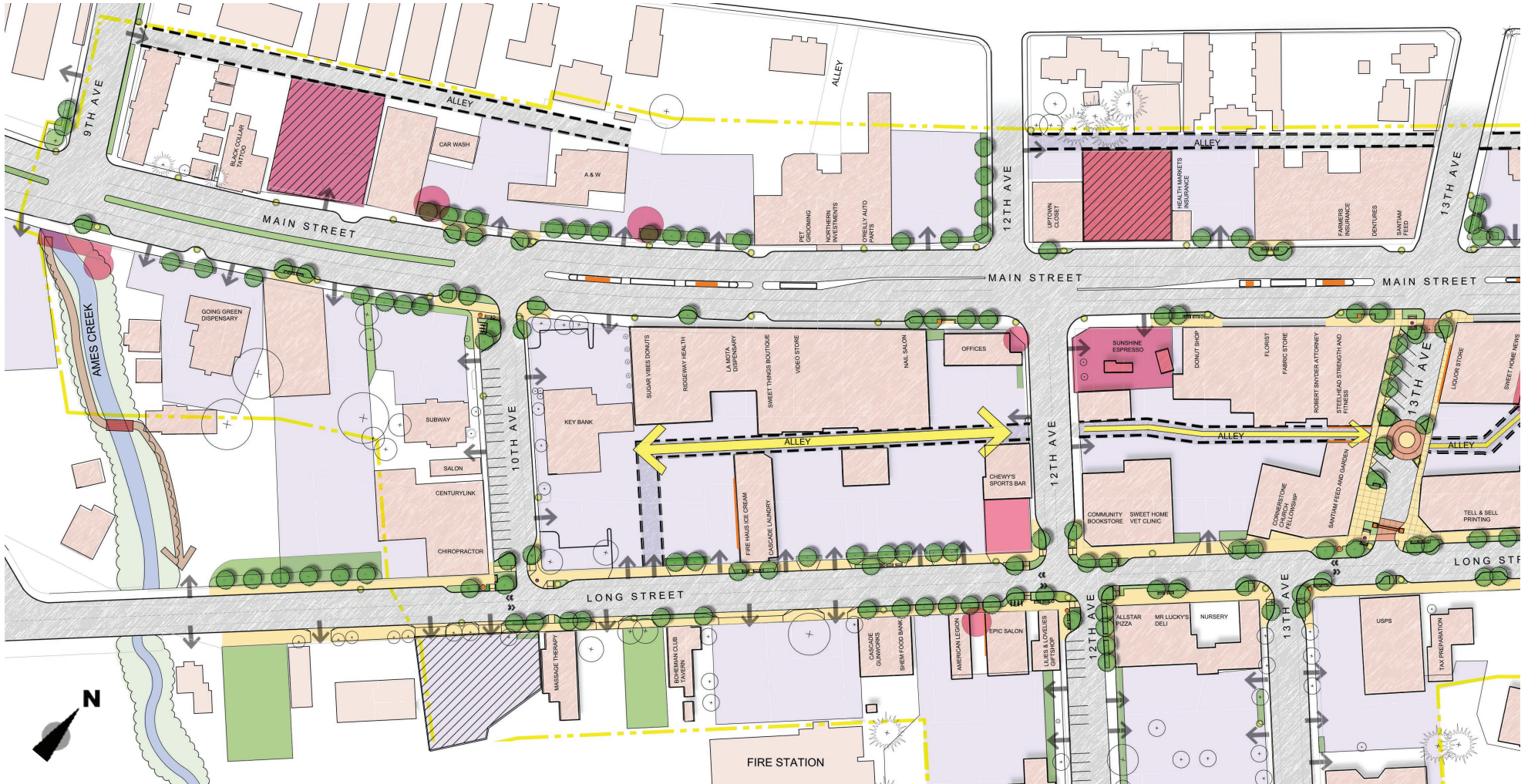


IMAGES SOURCE - NEW ZEALAND HERALD



USE THE ALLEYS TO TELL THE HISTORY OF SWEET HOME THROUGH IMAGES AND MURALS

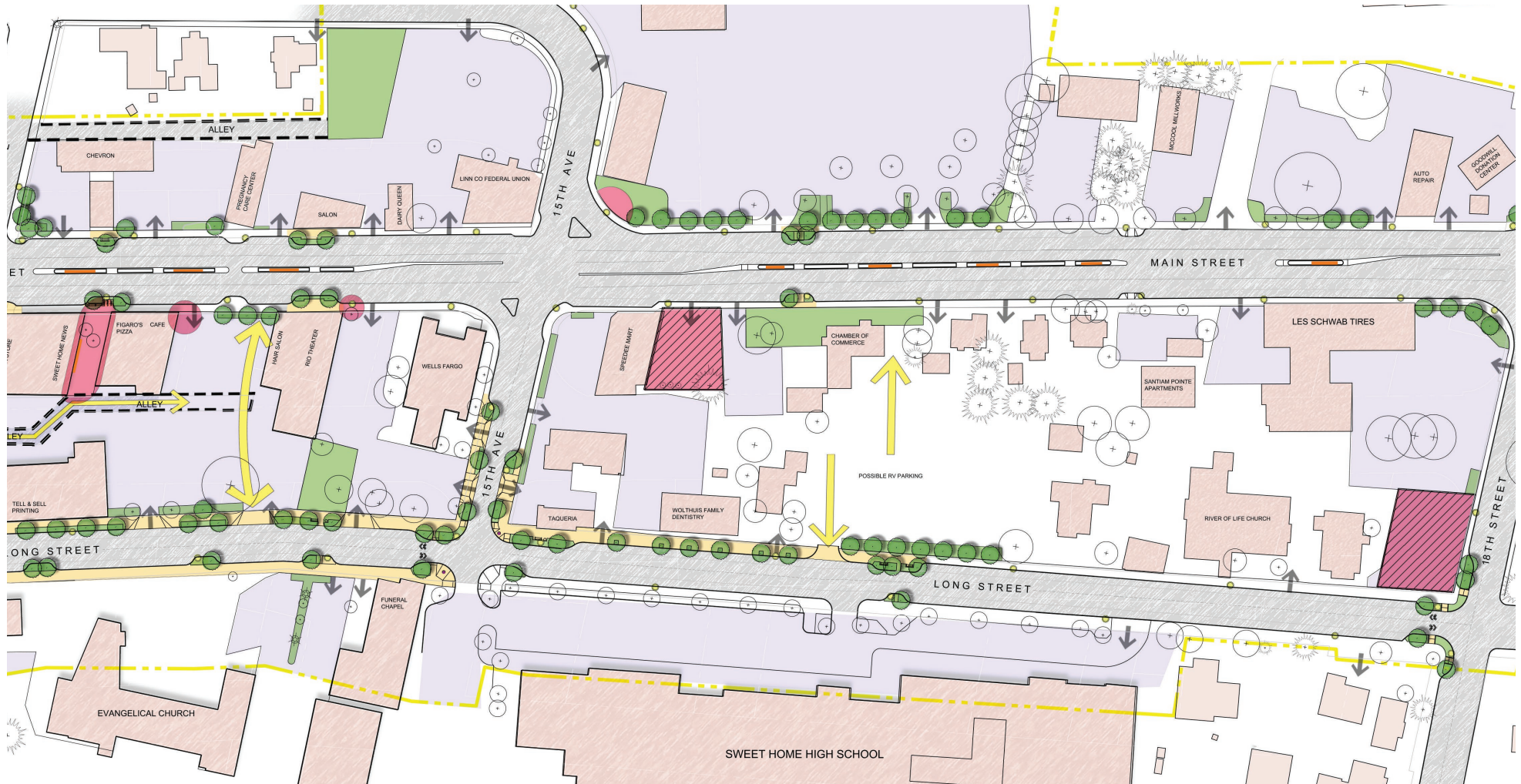
4.0 Preferred Concept Design



LEGEND



4.0 Preferred Concept Design

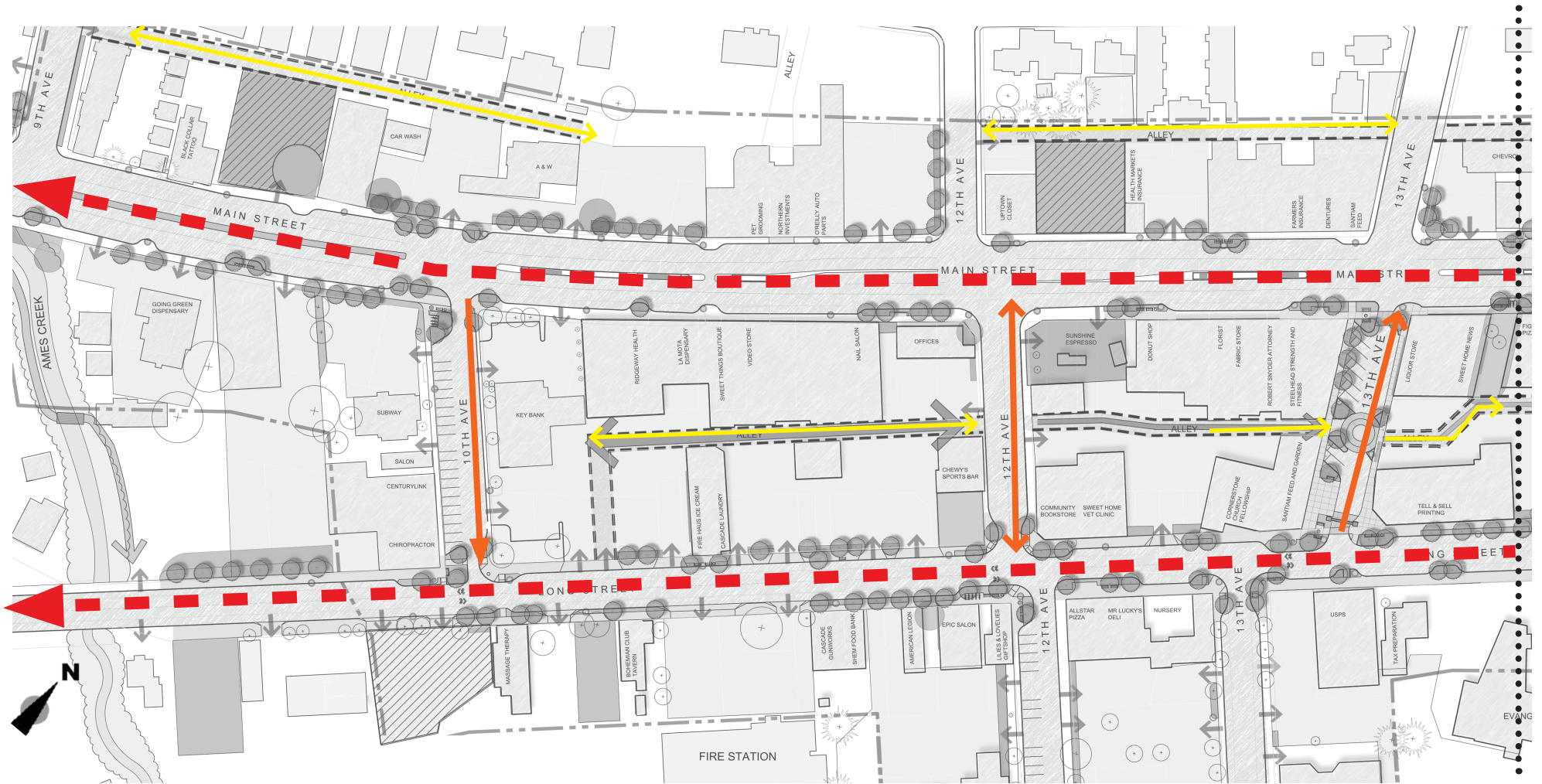


CONCEPTUAL DESIGN RECOMMENDATIONS

These recommendations aim to improve the pedestrian environment, promote economic vitality, and provide an analysis of current and future parking throughout downtown. The conceptual design illustrates several opportunity areas, building infill sites, pedestrian improvements, lighting, streetscape amenities, landscaping,

art, and pedestrian connections. The existing framework and flexibility of the downtown provide opportunities for a vibrant and pedestrian friendly environment. The next section of this report describes these opportunities and provides examples.

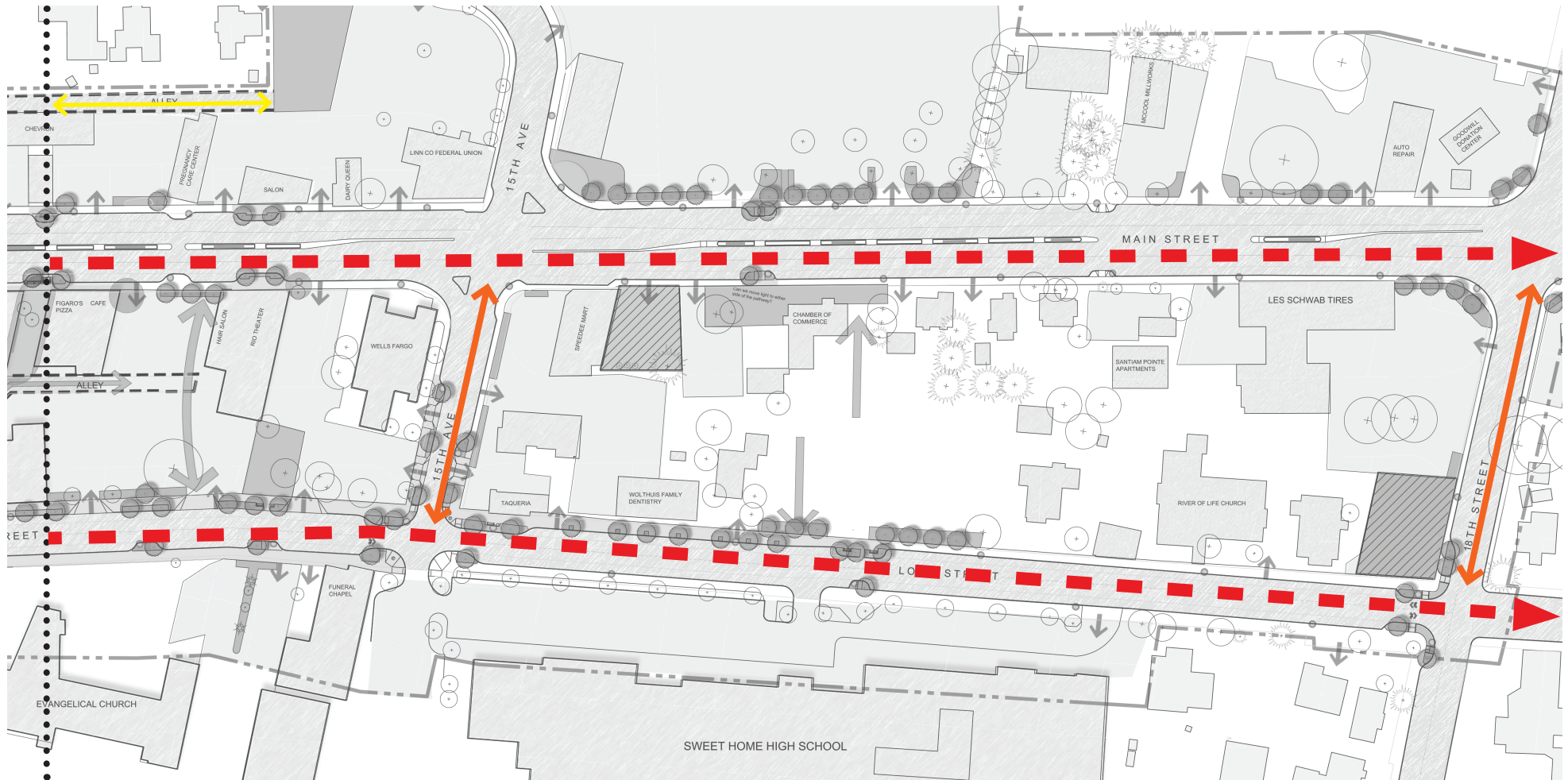
4.1 Circulation Diagram



LEGEND

-  MAJOR ROADWAYS
MAIN STREET & LONG STREET
-  SIDE STREETS
-  ALLEYS

4.1 Circulation Diagram



PROPOSED CIRCULATION UPGRADES

The circulation diagram shows the basic flow of traffic throughout the downtown core. As shown, most of the streets and alleyways will remain as is. The key changes occur on 13th Avenue, 10th Avenue and the alleyways that connect to 13th Avenue. With numerous connector streets between Main and Long Street the proposal

shows 10th and 13th becoming one-way streets. This proposal increases the number of public parking spaces and improves the pedestrian environment along both these streets. The alleyways connecting to 13th Avenue are being proposed as a one-way loop to allow for the Festival Street design and to ensure the smooth flow of traffic.

4.2 Parking Recommendations

Parking Study

1.0 INTRODUCTION

The following provides an evaluation of parking demand and utilization within the downtown area of Sweet Home as it pertains to the modifications proposed in the concept Streetscape and Parking Plan Update.

Previously, the City of Sweet Home commissioned a Downtown Parking Study (2003) that evaluated the parking demand and utilization rates of parking within the downtown areas with recommendations for managing the parking. The data collection and recommendations within the 2003 study used for evaluating the parking demand (inventory of parking spaces utilized, peak parking demand, and turn-over rate) were reviewed and taken into consideration for this analysis. New utilization and demand data were not collected as impacts from Covid 19 on traffic volume patterns, and utilization throughout the State have resulted in temporary traffic patterns that are not necessarily accurate for typical usage.

This study focuses on areas where parking is modified as part of the Streetscape Plan and if the parking demand associated with adjacent uses can be accommodated within the proposed modifications.

2.0 PROPOSED STREETSCAPE IMPROVEMENTS

The proposed Streetscape Improvements focus on modifications to areas within the street Right of Way that:

- Provide landscaping along the sidewalk edge. There are areas where the plan considers the removal of on-street parking spaces to add a

landscape buffer between the vehicle travel way and the sidewalk.

- Provide pedestrian islands. There are locations where pedestrian island or curb bulb-outs are provided that impact on-street parking.
- Widen sidewalks. There are locations where the sidewalk is proposed to be widened that will impact the width available for on-street parking.
- Revise lane striping to add parking. There are areas within the plan where narrowing the travel lanes results in additional width that can be used for on-street parking, adding possible on-street parking to some areas.



CONCEPT PLAN BY DLA: SHOWING REMOVAL OF ON-STREET PARKING TO ADD LANDSCAPING BETWEEN THE SIDEWALK AND THE TRAVEL WAY.

- Revise roadway striping to add head-in parking. There are locations identified where there is sufficient roadway width to add head-in angle parking on one side, increasing the number of parking spaces on these roadways.

3.0 PARKING

3.1 EXISTING PARKING

On-street parking is provided along all streets within the Downtown study area defined by Nandina Street to the north, Long Street to the south,

4.2 Parking Recommendations

9th Ave to the west, and 18th Ave to the east. All on-street parking is striped and restrictions to some of the on-street parking are:

- 15-min time limit
- 2-hour time limit
- 1-hour time limit
- No truck parking

3.2 MODIFICATIONS TO PARKING

As stated previously, the Streetscape Concept Plan will modify the existing on-street parking by providing pedestrian curb extensions, landscaping islands, widening the sidewalk, revising on-street striping, and roadway configurations. An inventory of existing on-street parking and estimated on-street parking with the Streetscape Concept Plan is provided in Table 1 on the right.

Throughout the downtown area, there is an increase of 5 parking spaces. Some street segments will see a decrease in parking, while other segments will see an increase in parking. See pages 28 & 29 for a diagram showing parking recommendations and Appendix' 1' for a detailed description.

3.3 PARKING DEMAND

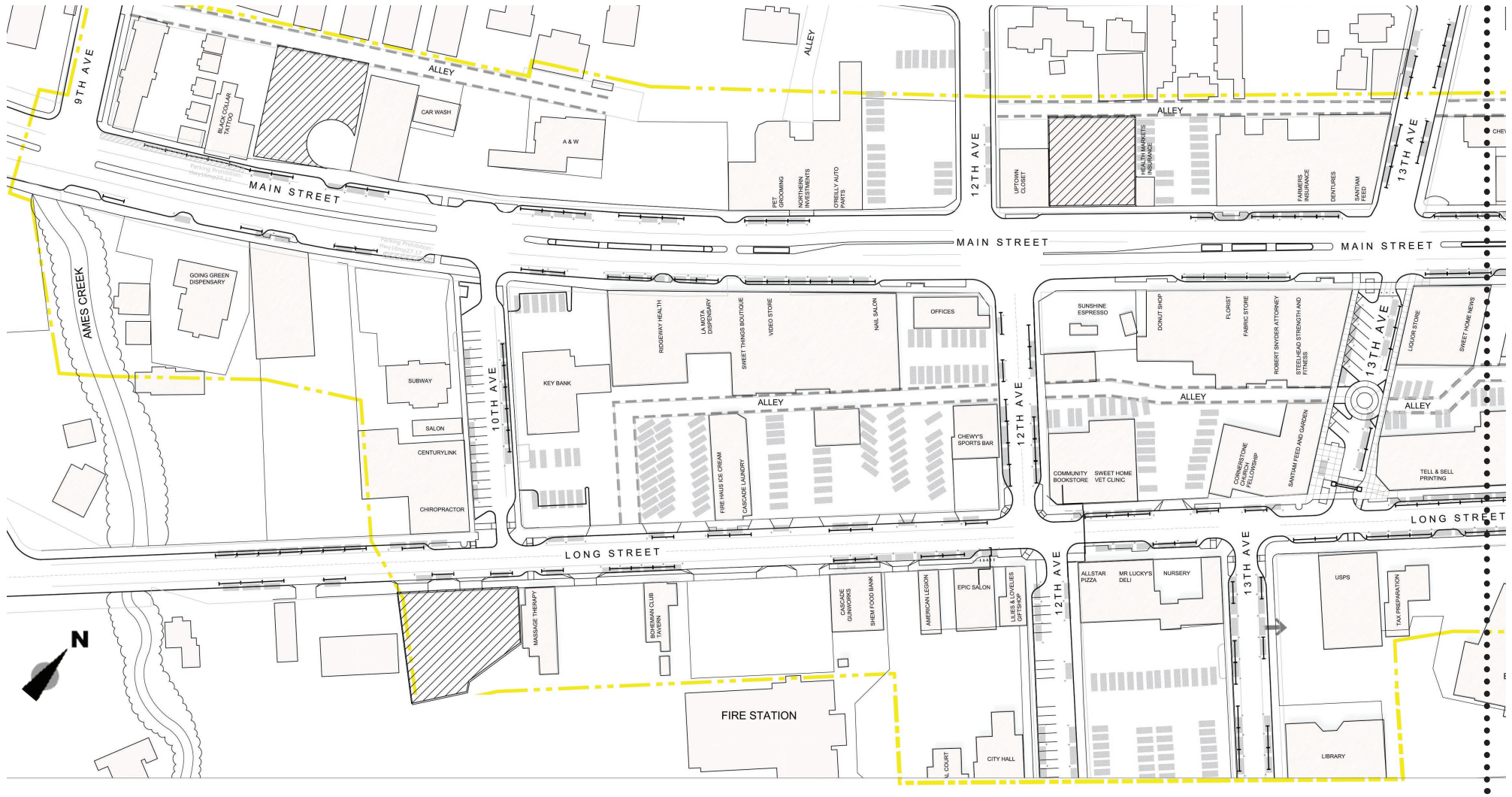
The previously prepared parking study (2003) illustrated that, in general, the areas within the core downtown area had a parking utilization of 53% of on-street and 23% off-street parking during the peak hours. The current field studies indicate that this data is still relevant. This indicates that there is a substantial amount of parking available within a reasonable walking distance to the businesses within the Downtown area.

TABLE 1: ON-STREET PARKING

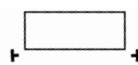
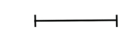
Street	Section	Available Spaces				Change
		Existing		With Streetscape Plan ¹		
		North Side	South Side	North Side	South Side	
Santiam Hwy /Main St	9th & 10th	5	5	9	4	3
	10th & 12th	9	12	8	12	-1
	12th St & 13th	7	5	5	5	-2
	13th & 15th	8	9	9	8	0
	15th & 18th	14	21	14	22	1
	Terrace & 10th	9	5	8	6	0
	10th & 12th	9	13	6	10	-6
	12th & 13th	5	4	4	2	-2
Long St	13th & 15th	14	15	12	14	-3
	15th & 18th	28	26	25	29	0
		East Side	West Side	East Side	West Side	
10 th Ave	Main & Long	6	5	18	5	12
12 th Ave	Nandina & Main	0	6	0	6	0
	Main & Long	5	5	5	5	0
	Long & Kalmia	5	6	15	0	4
13 th Ave	Nandina & Main	5	5	5	5	0
	Main & Long	5	5	9	5	4
	Long & Kalmia	7	6	6	5	-2
15 th Ave	Nandina & Main	4	3	4	3	0
	Main & Long	4	4	2	3	-3
18 th Ave	Main & Long	6	4	5	4	-1
Total						5

Currently, the high parking demand areas are mostly locations/ businesses with enough off-street parking for the typical demand. The other areas of demand are the retail buildings with frontage along Main Street and Long Street. There will continue to be sufficient parking within a reasonable walking distance for these businesses.

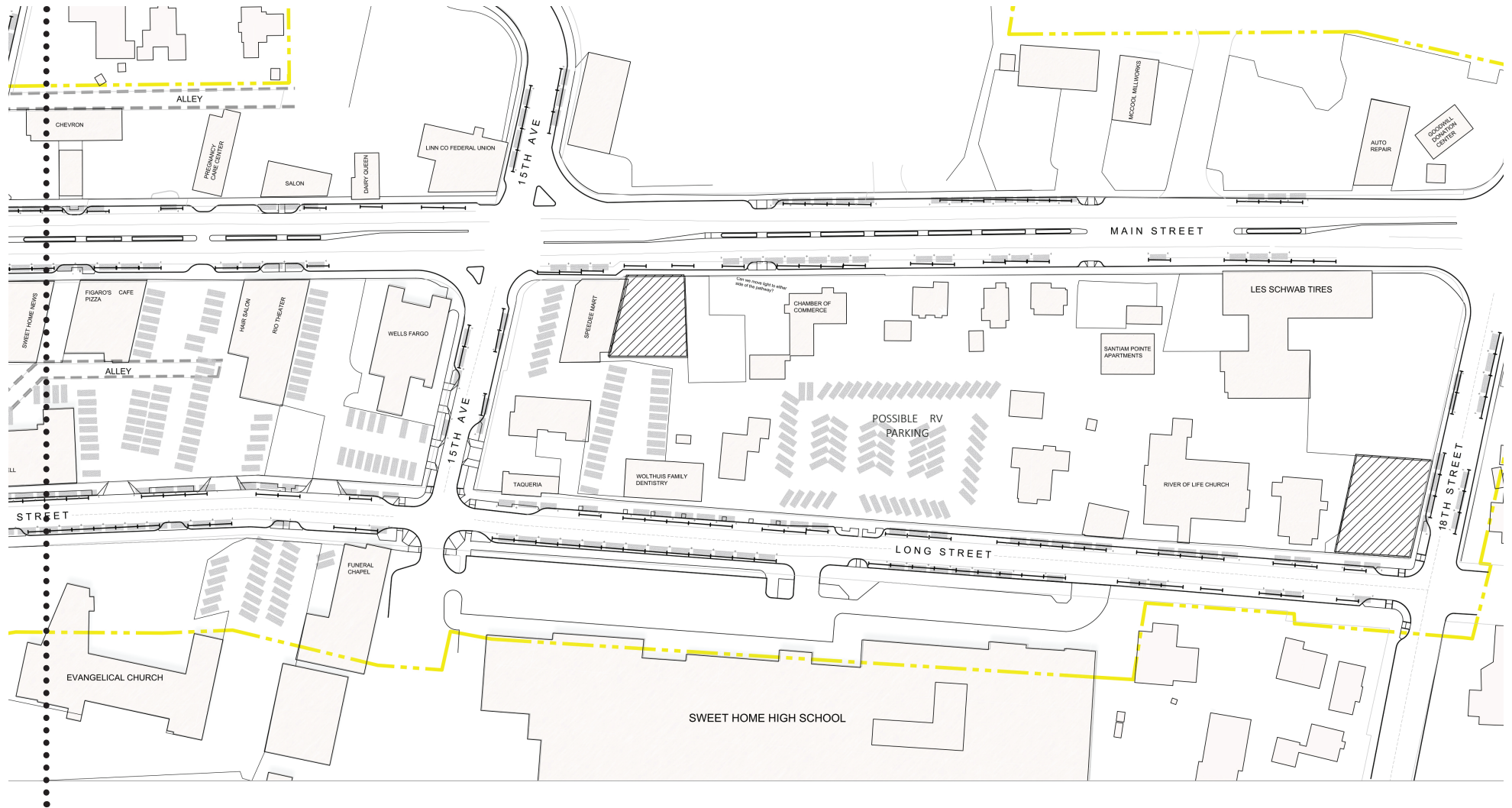
4.2 Parking Recommendations



PARKING RECOMMENDATIONS LEGEND

-  EXISTING PARKING LOCATIONS
(SHOW BOTH PUBLIC & PRIVATE PARKING)
-  PROPOSED PARKING LOCATIONS

4.2 Parking Recommendations



ALTERNATIVE PARKING OPTIONS FOR CONSIDERATION

The diagram above shows existing and proposed parking in the downtown. In addition to the parking study, there are a few additional items for consideration that were raised during the public comment process. These include EV & RV parking. The city may want to consider renting private parking from either the

school or Safeway during the summer for RV's. There was also some discussion about changing the proposed 90 degree parking on 12th Ave, south of Long Street to angled parking or making the spaces bigger to allow for trucks and larger vehicles to park.

4.2 Parking Recommendations



PARKING RECOMMENDATIONS

A review of the parking needs and available parking indicates that there is a substantial amount of on-street and off-street parking available for typical daily use. The Streetscape Plan will not significantly affect the parking within the area, and sufficient parking will still be available after the Streetscape Plan is implemented.

The City had implemented time restrictions on parking. It is recommended that the time restrictions be monitored and with City work with local businesses to determine if additional time restriction would be beneficial, i.e., some restaurants are in urban areas are finding one or two 15-minute parking spaces are beneficial for the convenience of quick pick up for takeout food. .

4.2 Parking Recommendations

5.0 BEST PRACTICES

The guidelines for parking in downtown Sweet Home are based on the desire to create a system of parking access that supports facilities and contributes to a healthy downtown. The guidelines serve as a framework for near and long-term decision-making and implementation of parking decisions and management in Downtown.

These guidelines are based on the premise that the long-term development of the Downtown will require an integrated and comprehensive package of strategies to stimulate economic development and redevelopment. The parking component of that overall plan is the element of a larger approach to downtown improvements.

- Make the Downtown accessible to all users. Access should be provided to all users of the Downtown, including pedestrians, bicyclists, transit users, motorists, and delivery vehicles. The City should strive to create and implement as many access options as possible.
- Make the downtown parking convenient for customers and visitors. The core area of Downtown should provide parking that supports its role as the central point from which the priority users, customers, and visitors, are connected to shops, businesses, and visitor facilities. The most convenient parking spaces should be reserved to support customer and visitor access to Downtown.
- Provide sufficient parking. Enough parking should be provided to support desired and priority economic activities.
- Provide adequate employee parking. Adequate parking with reasonable access should be provided to meet employee needs, in conjunction with a transportation system that provides balanced travel mode options.
- Preserve and expand on-street parking wherever possible. On-street parking should be preserved along strategic corridors to improve customer/visitor accessibility and to facilitate the revitalization of street-level activities. On-street access should, in some cases, take priority over street capacity and vehicle speeds.
- Improve access linkages between other parts of the city and downtown

core. Access linkages within the core and other parts of the city should be clearly identified through signage, way-finding measures, and other communication strategies to increase customer understanding of the downtown parking system.

- Implement education and communication programs to improve downtown parking. Efforts should be made to educate employees, customers, and other users of the Downtown of the general purpose and intent for parking and access in the Downtown.

PARKING MANAGEMENT PLAN

This section presents the recommended parking management for downtown Sweet Home. This plan establishes consistency with the Parking Policies and gives direction to future decision-making. The Management Plan provides a flexible system of parking management that is triggered by demand.

The purpose of the parking management plan is to:

- Clearly define the intended use and purpose of the parking systems,
- Manage the supply and enforce the parking policies,
- Monitor use and respond to changes in demand, and
- Maintain the intended function of the overall system.

The Rule of 85%

The rule of 85% is a measure of parking utilization that acts as a benchmark against which parking management decisions are based. Within the parking industry, it is assumed that when an inventory of parking exceeds 85% occupancy in the peak hour, the supply becomes constrained, and may not provide full and convenient access to its intended user. Once a supply of parking routinely exceeds 85% occupancy in the peak hour, the Rule of 85% would require that parking management strategies be implemented to bring peak base occupancies to a level below 85% to assure that intended uses are conveniently accommodated.

The recently completed parking inventory for Sweet Home revealed that existing peak hour occupancies are significantly less than 85%. Having the Rule of 85% in effect will assure that a process for evaluating and responding to future parking activity in the Downtown is in place.

4.2 Parking Recommendations

Downtown Parking

The purpose of parking in Downtown is to support and enhance the vitality of the Downtown core. In the Downtown core, the following management rules should apply:

- All on-street parking will be 2-hour parking based on the principle that:
 - ◊ The 2-hour time stay allows adequate customer, visitor, and client access to the retail core, and
 - ◊ Uniform time stays foster a parking environment that is easy for the customer, visitor, and client to understand.
- The priority for on-street parking in Downtown will be 2-hour parking. As strategies within this plan are implemented, any co-street spaces of longer duration will be transitioned to off-street locations within the Core Zone and immediately adjacent to it.
- The priority for off-street parking in the Downtown will be stays of less than 4 hours to accommodate customer visitors and clients. These facilities are intended to provide for a moderately longer time stay than allowed on street.
- The City will conduct regular utilization and turn-over studies to ascertain the actual peak hour utilization and average turn-over of parking resources in the downtown area. If utilization of on-and off-street parking exceeds 85% and turn-over meets desired rates, the City will evaluate and implement one, or a combination of, the following implementation steps triggered by the 85% Rule:
 - ◊ Increase the level of enforcement to assure the desired rate of turn-over and minimize abuse (i.e., exceeding time stay, employees moving to evade a parking ticket.)
 - ◊ Transition overall mix of short-term or 15-minute stalls to 2-hour stalls
 - ◊ Reduce on-street time stays to increase turn-over (e.g., 2-hours to 90 minutes)
 - ◊ Transition employees parking in the core into less centrally located parking
 - ◊ Pursue shared use agreements with private lots to provide for additional parking capacity in Downtown.
 - ◊ Create new public supply of parking in Downtown

The City will establish policy guidelines for exceptions to the short-term parking requirements in the Downtown.

- ◊ Handicapped/disabled access
- ◊ 15-minute zones
 - » Specific criteria for approval (i.e., by specific business type)
 - » Specific locations (i.e., end of block vs. mid-block)
 - » Number per geographic area
- ◊ Loading zones
 - » Maximum number per block face(s)
 - » Limitation on member per geographic area (e.g., no more than two for every three continuous block faces).

Signing and Striping

- The City should consider directional signage on the roadways that direct customers to specific facilities. This will be of greatest importance at primary portals into Downtown, at major traffic intersections within Downtown, and at primary points of ingress at specific facilities.
- The City should create a uniform sign system for off-street facilities owned or operated by the City of Sweet Home.
- The City should establish a consistent sign package that incorporates a uniform design, logo, and color package into all information signage related to parking.
- Each off-street public facility should be named by its location (e.g., Frost at 10th)
- City signs at off-street facilities should direct customers to the nearest available visitor lot (e.g., "Employee Parking Only, Visitor Parking at Frost & 10th)
- The City should work with ODOT to maintain the marked individual parking spaces along Main Street to increase efficiency.

4.2 Parking Recommendations

Marketing and Communications

The City of Sweet Home should develop a marketing and communication system for downtown parking. This can consist of the following items:

- Develop maps that visually display the parking areas and lots and identify the location of visitor versus employee facilities
- Validation program. Evaluate the feasibility of retail and theater validation systems if the City moves to enforcement and ticketing.
- Transportation Demand Management (TDM) alternatives. Incorporate alternative mode options (i.e., shuttles, transit, and bicycle) into parking materials.

Pricing

Given the size of Sweet Home and its current and anticipated growth, it is not suggested that the City implement parking pricing at the present time. However, as the 85% Rule is triggered, additional and more aggressive management of the supply is needed. Sweet Home may, at some future point, consider pricing parking. At that point, pricing would be intended to (a) facilitate more efficient turn-over, (b) encourage the use of specific facilities in specific management zones (i.e., short-term vs. employee parking), (c) encourage the use of alternative modes, and (d) provide a funding source for new supply and alternative mode options. The following options may be considered:

- Meter on-street parking to increase efficiency and capacity
- Charge for parking in publicly owned off-street facilities
- Establish a “Downtown Parking Fund” from revenues derived from downtown public parking.

RECOMMENDATIONS FOR PARKING IMPROVEMENTS

Near-Term Implementation

- Mark on-street parking spaces to increase efficiency
- Create an agreement with property owners for public use of additional off-street parking lots. Possible lot usage options are:

- ◇ The City leases the lot for public use at all times.
- ◇ Restricted parking during the typical M-F 7 AM-5 PM business hours for business use. After-hours parking becomes available for any public use. This will help for festivals, farmers markets, evening and weekend restaurant usage, etc.
- ◇ Identify lots that can be used for public parking for event parking only.

- Mark spaces as “reserved for” specific uses
- Stripe and sign several pull-through RV spaces in public lots (dual-use)
- Create a clear parking signage program
 - ◇ Develop a logo/identity for off-street public parking lots
 - ◇ Upgrade on-street directional signage to incorporate logo/identity
 - ◇ Install uniform signage at all public off-street parking facilities.
- ◇

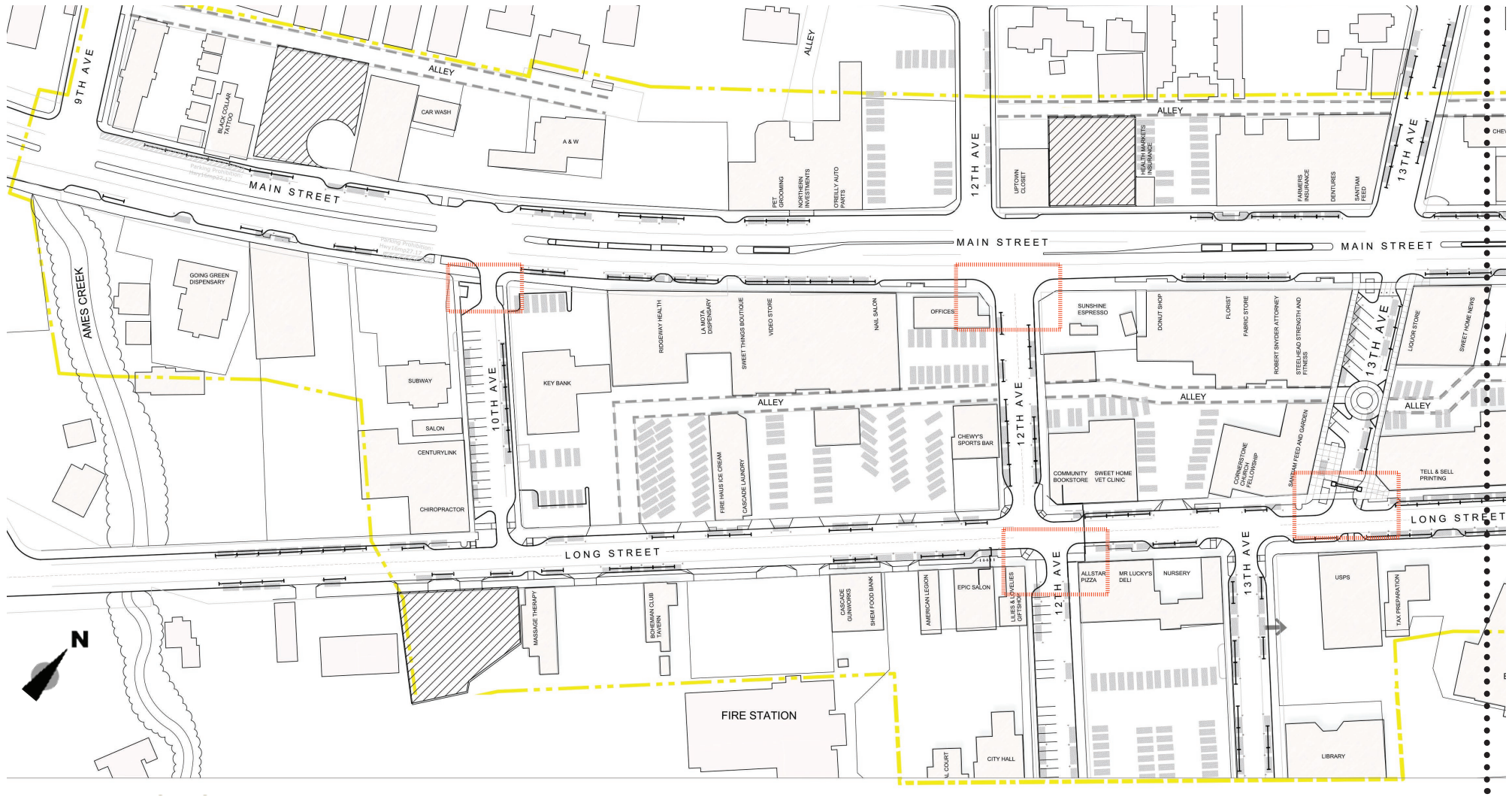
Additional Study

- Re-do utilization study during “peak season”- after boating season begins
- Perform a turn-over study (measures how long parking spaces are being used).

Longer-Term

- Continue to repeat utilization studies- implement 85% Rule
- Create additional RV spaces in the downtown area
- Improve pedestrian access between Long St parking lot and Main St
- Consolidate or remove driveway cuts on Main St and Long St to increase on-street parking.
- Disclose clear zone length with ODOT and reduce if possible
- Implement a parking management program:
 - ◇ Enforce 2-hour parking on-street
 - ◇ Mark off-street parking for 4-hour or “all-day”
 - ◇ Evaluate and reduce 15-minute stalls if they are underutilized

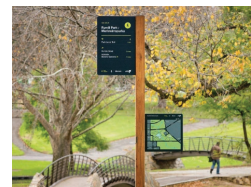
4.3 Wayfinding Recommendations



WAYFINDING RECOMMENDATIONS LEGEND

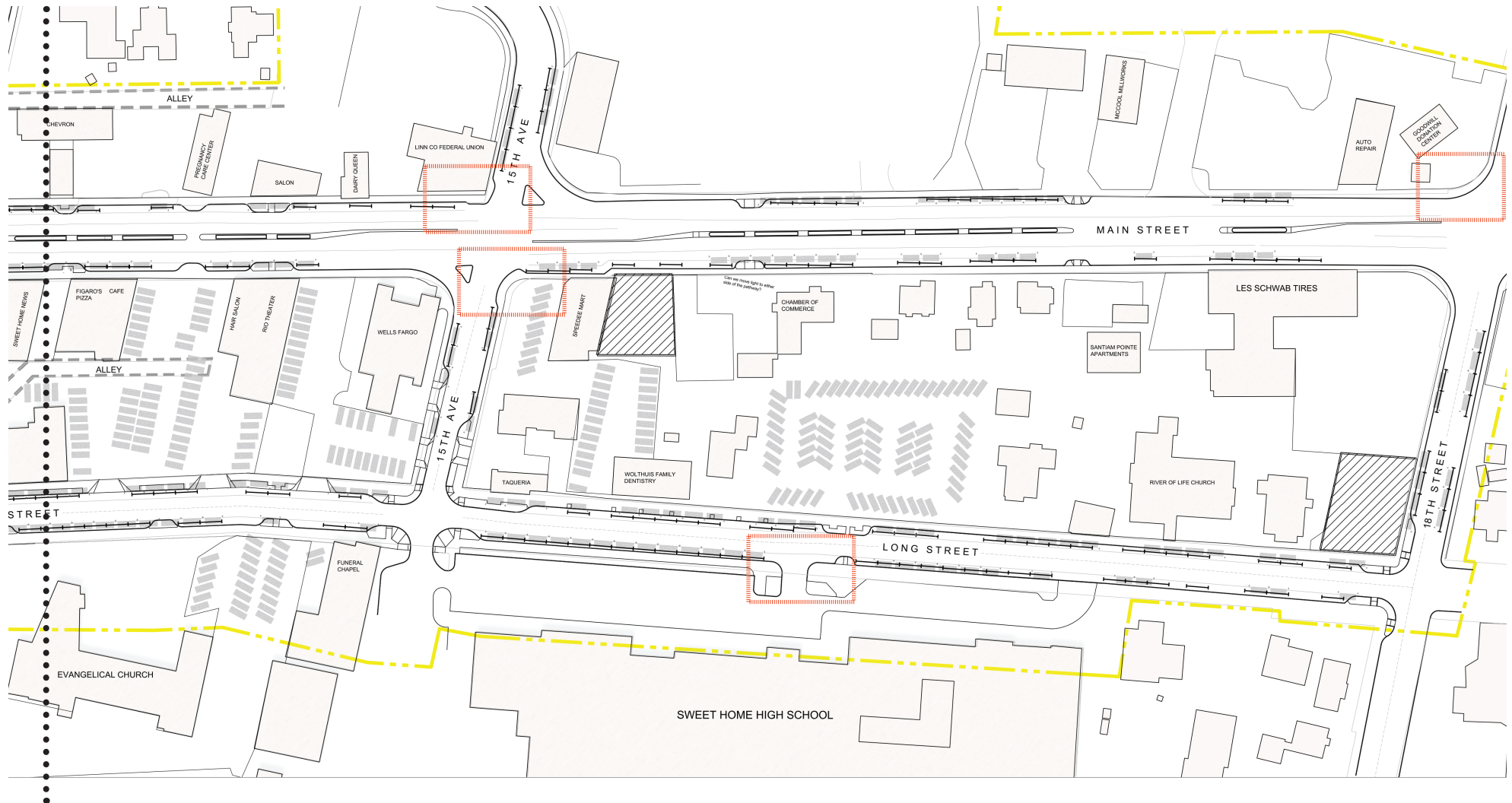


POSSIBLE LOCATIONS FOR
ADDITIONAL WAYFINDING



OPTIONS FOR WAYFINDING

4.3 Wayfinding Recommendations

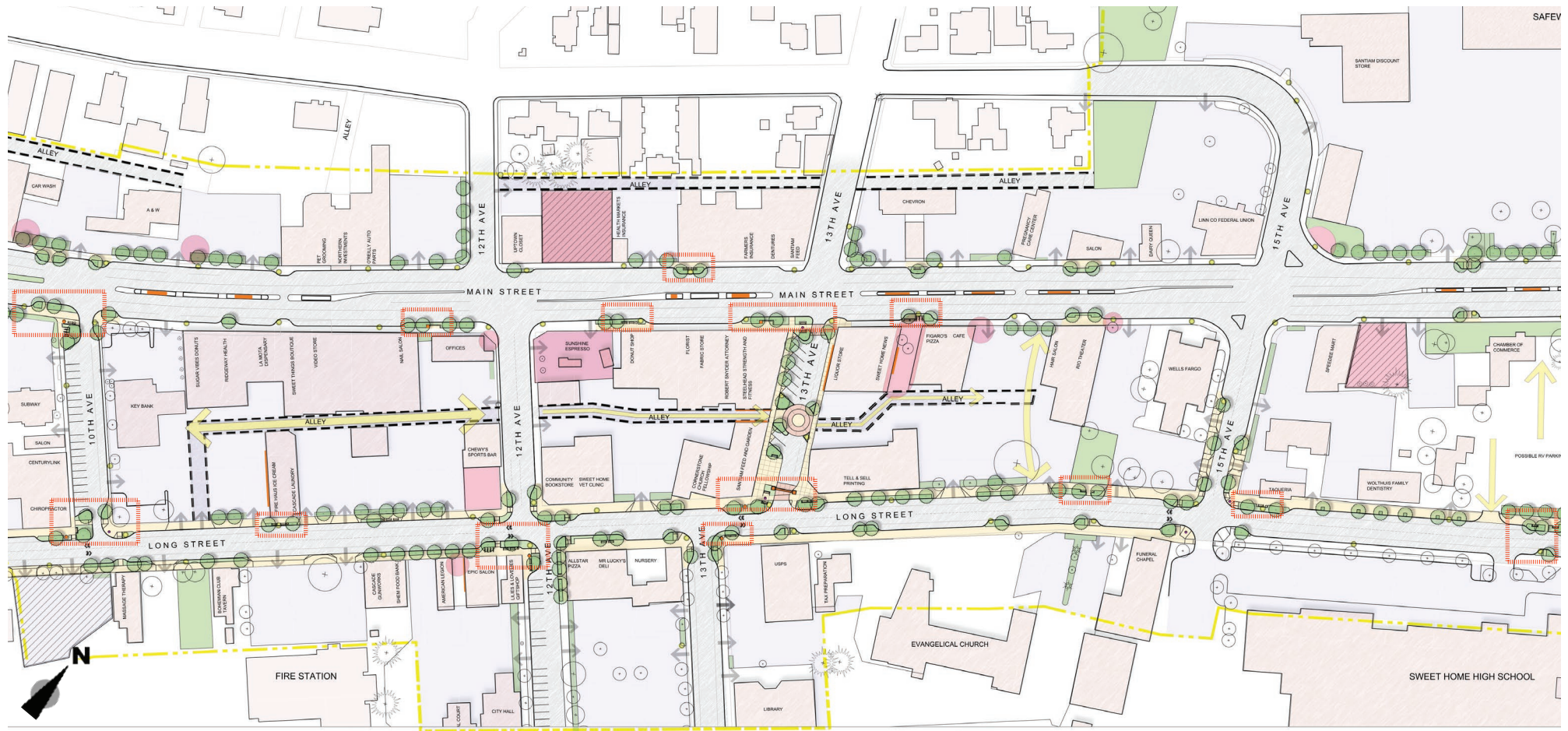


RECOMMENDATIONS

A review of the wayfinding signs show that most of the typical wayfinding signs are accounted for. The additional recommendations would be to add signage at the locations shown above. These signs will highlight, amenities, parking (including RV and electric vehicle parking), businesses and key locations such

as the Festival Street. It is recommended that the signs are designed as a group, as shown on the adjacent page. When designing the signage, consideration should be given to the proposed lighting and streetscape amenities. This will provide continuity and create a clear wayfinding strategy for the downtown core.

4.4 Streetscape Amenities



STREETSCAPE AMENITIES LEGEND

	PROPOSED LOCATIONS FOR KEY STREETSCAPE AMENITIES		BENCHES
	STREET LIGHTS		BIKE RACKS
			LITTER RECEPTACLES

4.4 Streetscape Amenities



SELECTED LIGHT POLE

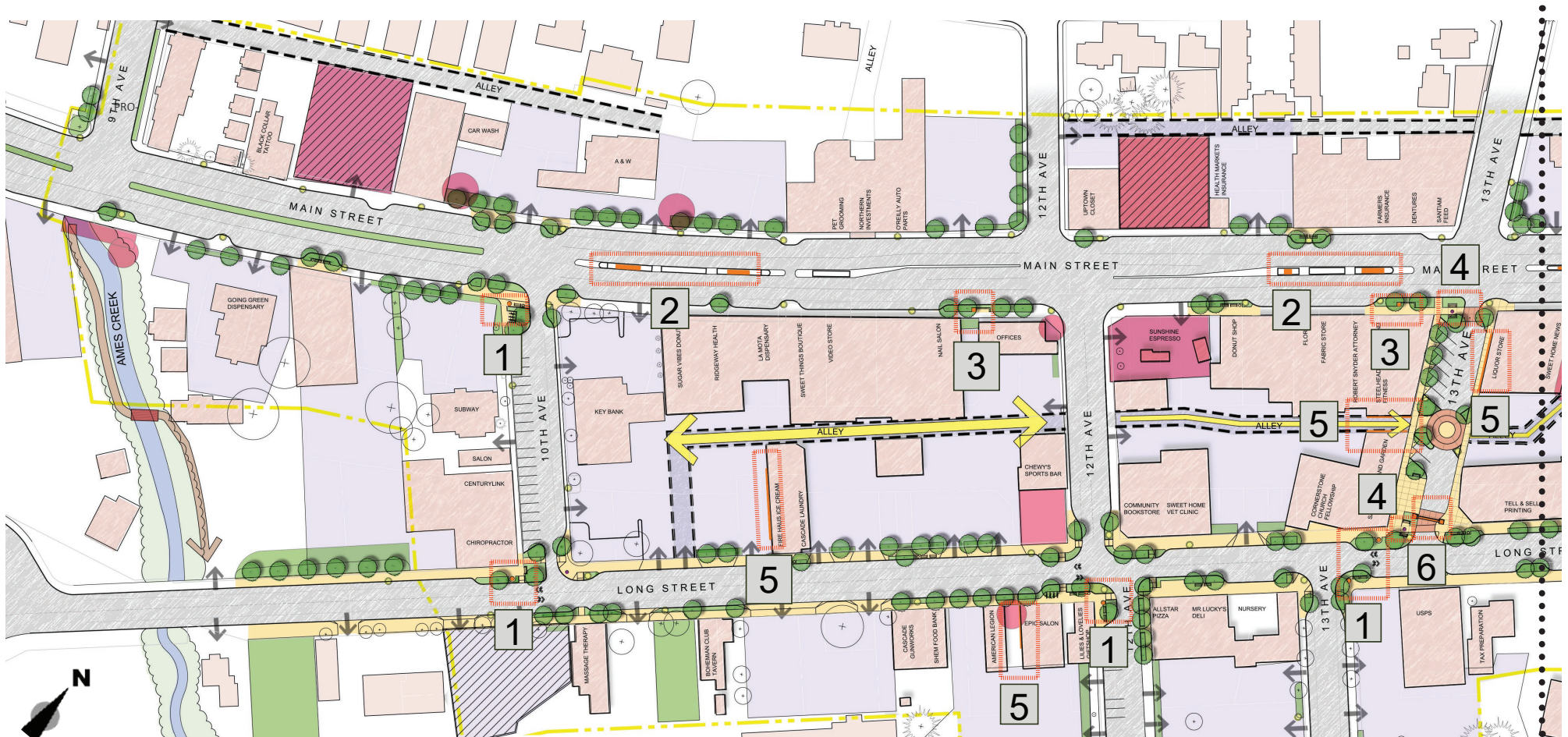


SELECTED BENCH, LITTER RECEPTACLE & BIKE RACK

STREETSCAPE AMENITY RECOMMENDATIONS

Several options for streetscape amenities and lighting were presented at the open houses. The selected pedestrian lights, as shown above, tie into the historical timber industry. Streetscape amenities are robust and create a consistent palette through the downtown core. These will be placed at key locations as shown on the plan, to provide a walkable and safe downtown.

4.5 Art Opportunities



ART LEGEND



ROUND ART PLINTHS



ART IN THE MEDIAN



SQUARE ART PLINTHS



METAL INLAYS



WALL MURALS



GATEWAY FEATURE



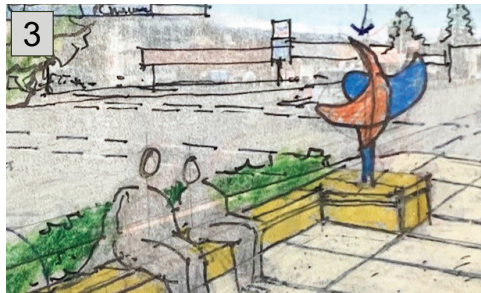
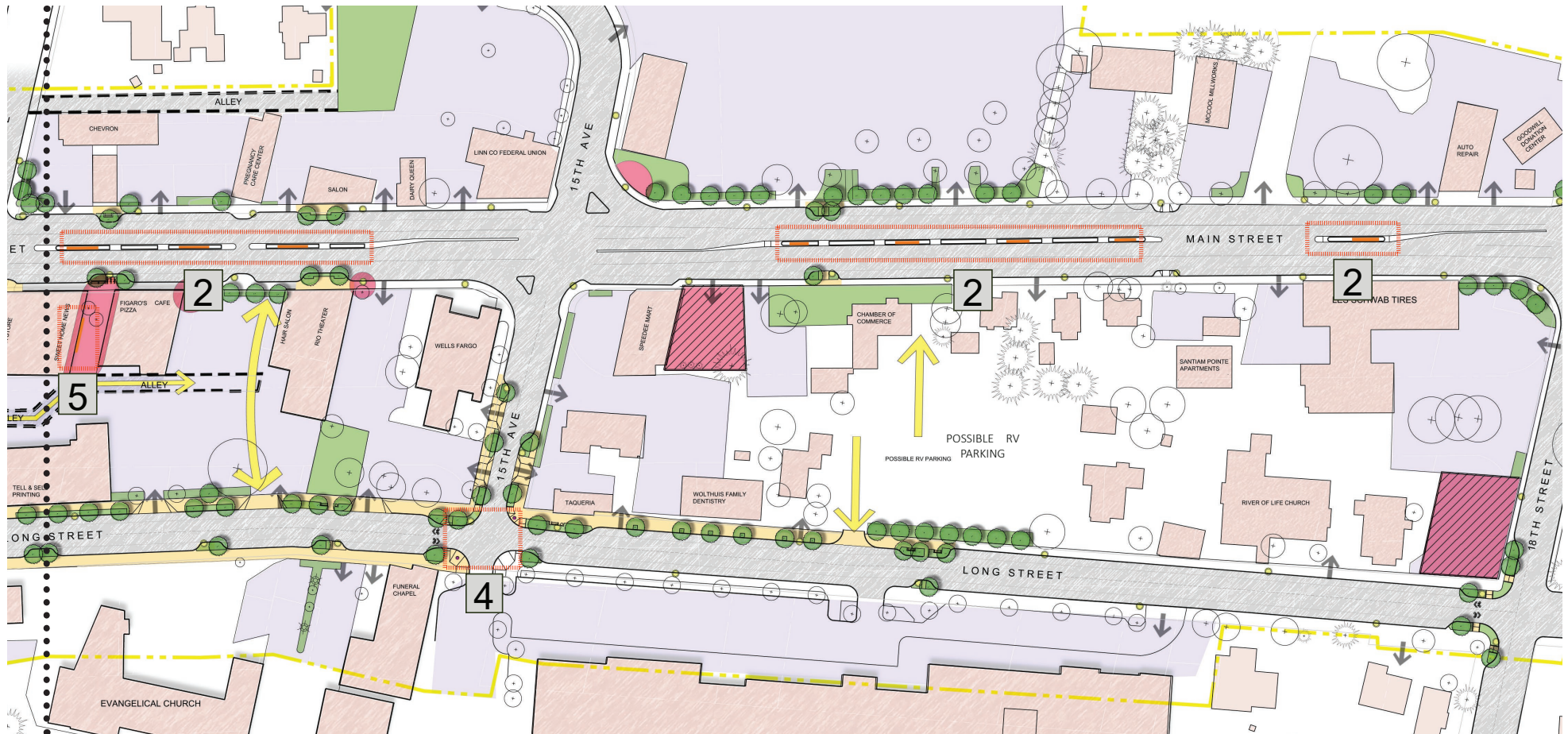
ROUND ART PLINTH



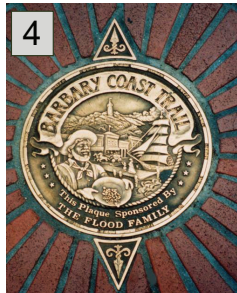
ART OPTIONS FOR THE MEDIAN



4.5 Art Opportunities



SQUARE ART PLINTH



METAL INLAIS

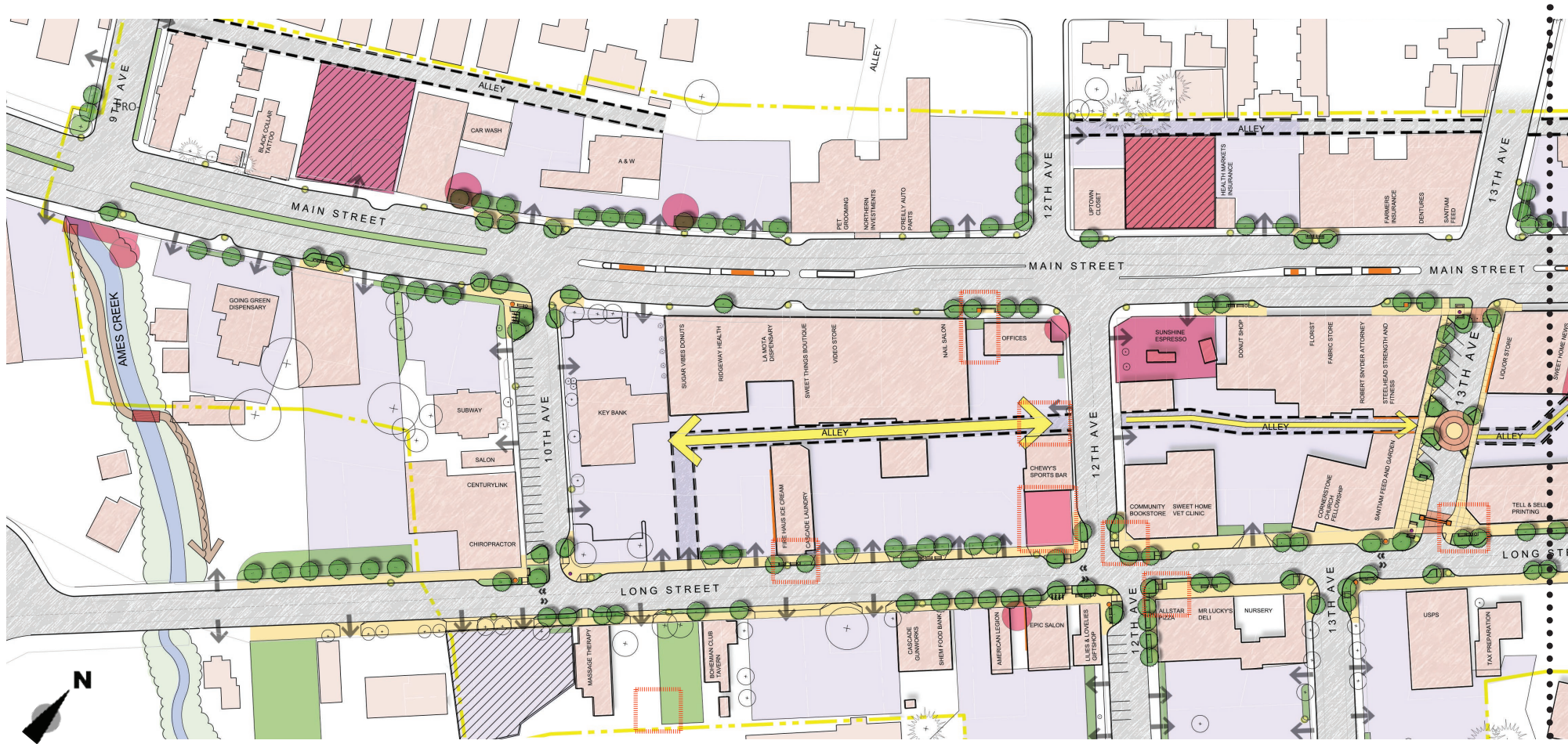


WALL MURALS



GATEWAY FEATURE

4.6 Options to Activate the Street



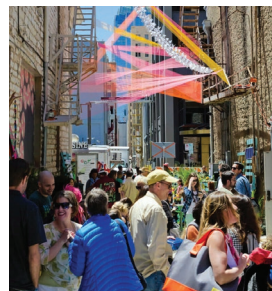
LEGEND



POSSIBLE LOCATIONS TO
ACTIVATE THE STREET &
PROVIDE OUTDOOR DINING
OPPORTUNITIES



ACTIVATE THE ALLEYS



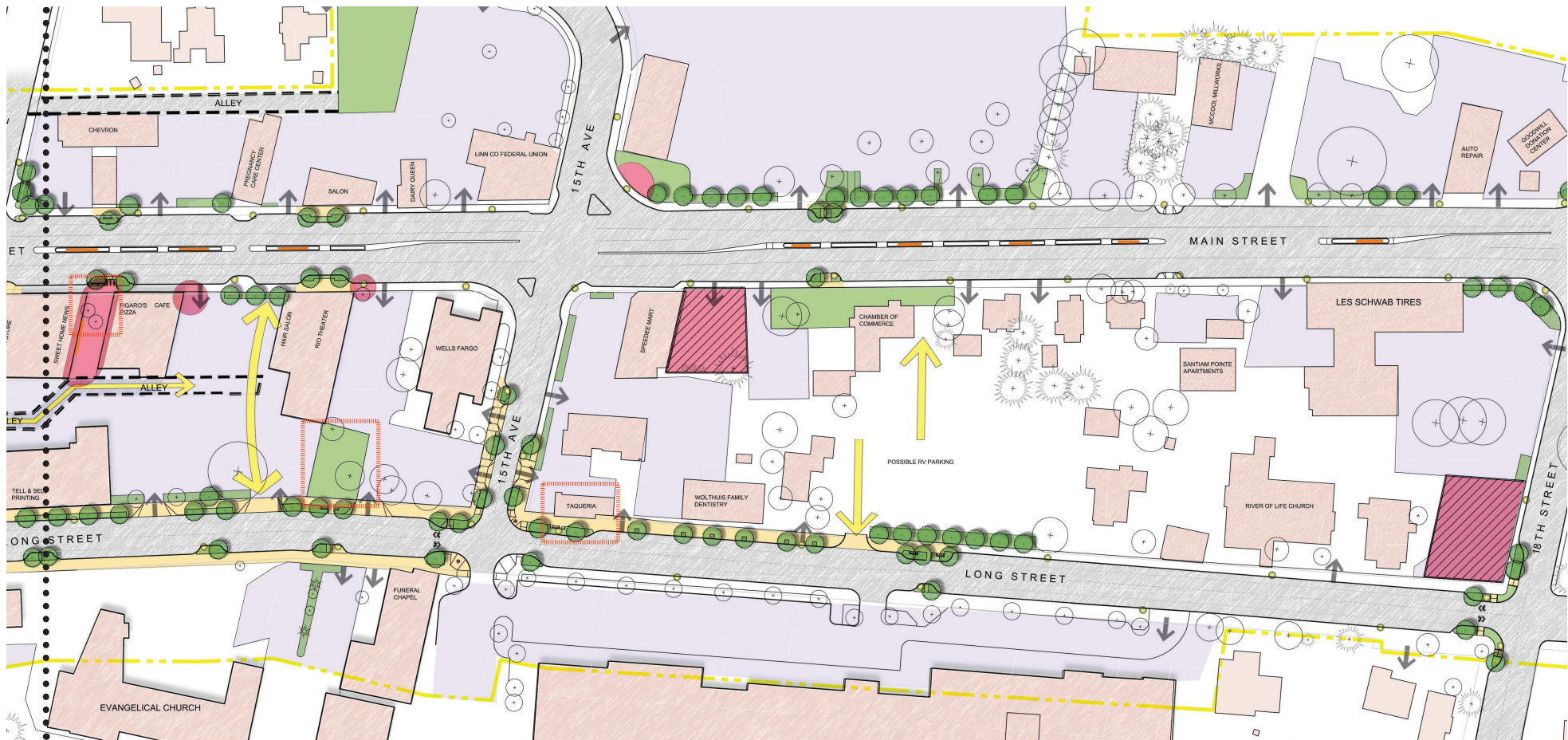
DEVELOP POCKET PARKS



PROVIDE FLEXIBLE SEATING



4.6 Options to Activate the Street



CREATE OUTDOOR DINING OPTIONS



Existing Street Tree Evaluation

Street trees within the downtown core are generally poorly positioned. Damage has been done to the surrounding sidewalk from the root. There are various species of trees with no clear standards for selection and many are not well suited for a downtown environment. The conceptual plan shows proposed locations for new street trees. The selected trees on the next page provide a standard palette for the downtown and beyond. These trees have been selected for several reasons, these include:

- Long term performance and good health.
- Maximum height of 45' to avoid interference with overhead utility lines.
- Maximum width of 40' to be compatible with the selected pedestrian-scale lighting.
- Do not have invasive roots to minimize impacts to damage to the sidewalk.
- Not messy or high maintenance.
- Provide color and seasonal interest.
- 'Business-friendly' with open branching habit.

When locating these trees there are several key considerations that will need to be taken into consideration. These include:

- Proximity to business entrances and visibility of signage.
- Preserving important views.
- Size of the space in relation to existing conditions.
- Maintenance requirements.

The proposed palette provides several species of trees for the various conditions observed within the corridors. Pages 46-49 show proposed locations for the recommended trees. These recommendations take into consideration the overall pattern to achieve aesthetic balance, whilst also considering the existing context. It is important to note that proper infrastructure including size of tree well and irrigation is vital to the success of trees in an urban environment.

4.7 Standards for Street Trees

Large Street Trees

IMPERIAL HONEY LOCUST
(GLEDITSIA TRIACANTHOS
'IMPCOLE')

Dimensions: H 35', W 35'
Shape: Rounded
Foliage: Fine textured,
Fall Color: Yellow



GINKGO TREE
(GINKGO BILOBA)

Dimensions: H 45', W 30'
Shape: Pyramidal to oval
Foliage: Medium
green, 1-4"
Fall Color: Bright Yellow
Gender: Male



SUMMIT ASH (FRAXINUS
PENNSYLVANICA 'SUMMIT')

Dimensions: H 45', W 25'
Shape: Upright branches,
narrow oval
Foliage: Medium green,
seedless
Fall Color: Yellow



RED SUNSET MAPLE
(ACER RUBRUM
'FRANKSRED')

Dimensions: H 45', W 35'
Shape: Upright branching
Foliage: Dark green, glossy
Fall Color: Brilliant orange-
red to red



GREEN VASE ZELKOVA
(ZELKOVA SERRATA
'GREEN VASE')

Dimensions: H 45', W 25'
Shape: Vase, upright
arching branches
Foliage: Green, 2-3"
Fall Color: Orange



BLACK TUPELO
(NYSSA SYLVATICA)

Dimensions: H 35', W 20'
Shape: Pyramidal when
young, spreading with age
Foliage: dark glossy green,
2-5" long
Fall Color: Coppery Red



Columnar, Medium & Small Street Trees

ACER RUBRUM
(ARMSTRONG GOLD
MAPLE)

Dimensions: H 40', W 12'
Shape: Narrow tightly
fastigate
Foliage: Medium green
Fall Color: Golden/Orange



PAPER BARK MAPLE
(ACER GRISEUM)

Dimensions: H 25', W 18'
Shape: Upright Oval
Foliage: Dark green,
trifoliate.
Fall Color: Red



CERCIS CANADENSIS
'FOREST PANSY'

(FOREST PANSY RED
BUD)
Dimensions: H 20', W 25'
Shape: Upright spreading
branches, rounded.
Fall Color: Magenta rose



ZELKOVA SERRATA
(CITY SPRITE ZELKOVA)

Dimensions: H 24', W 18'
Shape: Compact oval to
vase
Foliage: Bright green, fine
textured
Fall Color: Yellow



TILIA CORDATA 'HALKA'
(SUMMER SPRITE LINDEN)

Dimensions: H 20', W 15'
Shape: Semi dwarf,
rounded pyramid
Foliage: green
Fall Color: Yellow



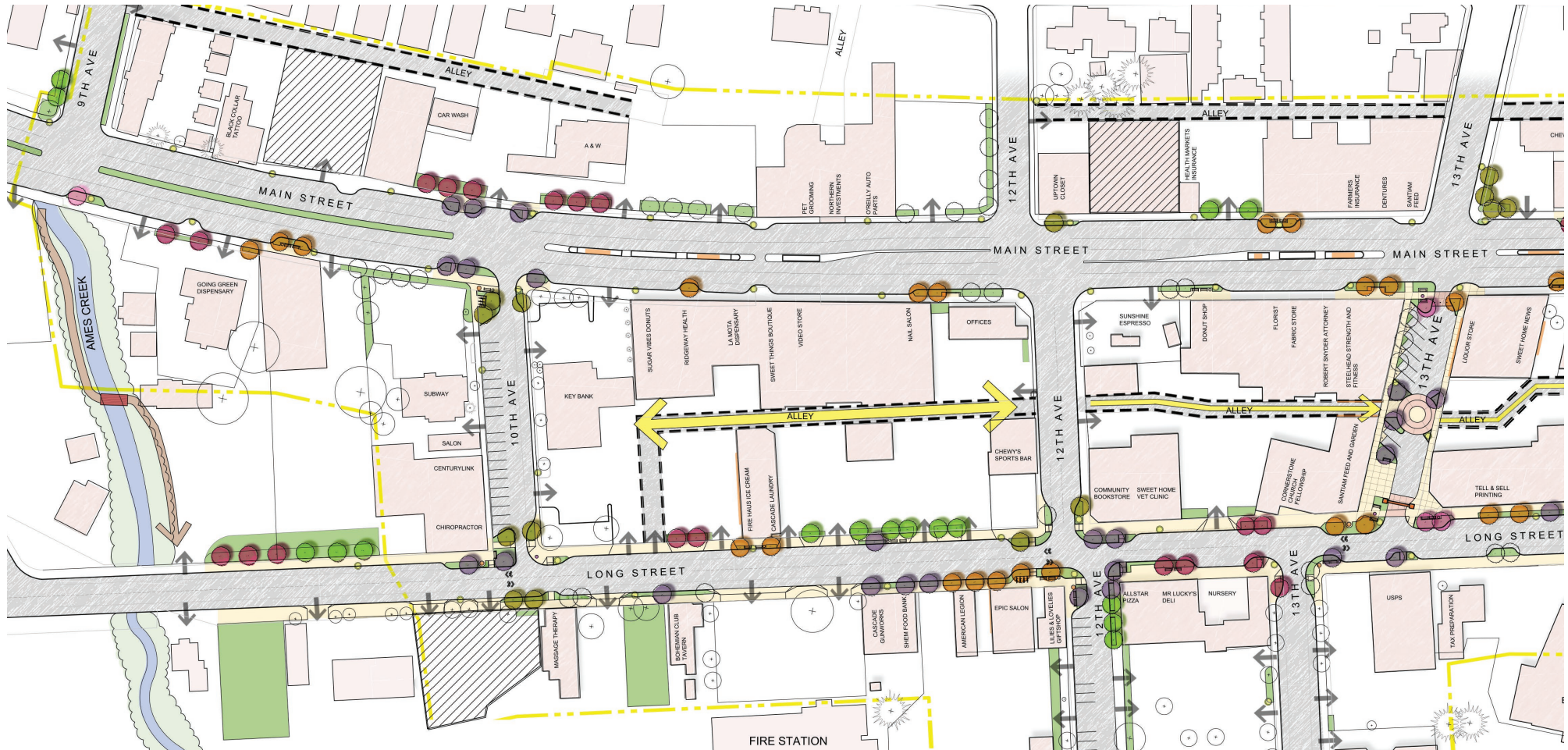
FRAXINUS EXCELSIOR
'AUREAFOLIA'

GOLDEN DESERT ASH
Dimensions: H 30', W 20'
Shape: Less of a spread,
compact, rounded head
Foliage: Broadleaf, green
Fall Color: Yellow - gold



4.7 Standards for Street Trees

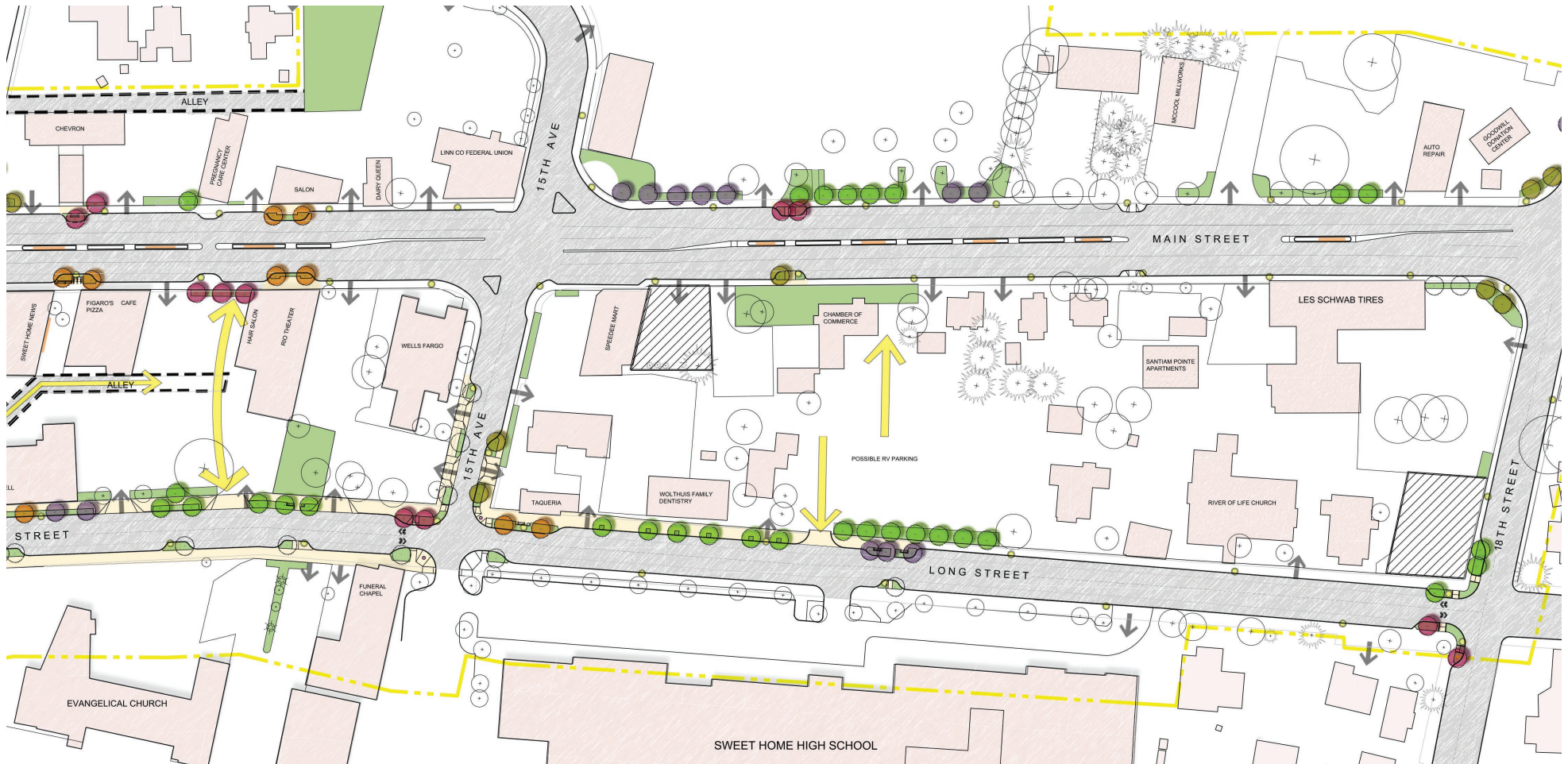
Location of Columnar, Medium and Small Trees



LEGEND FOR COLUMNAR, MEDIUM & SMALL TREES

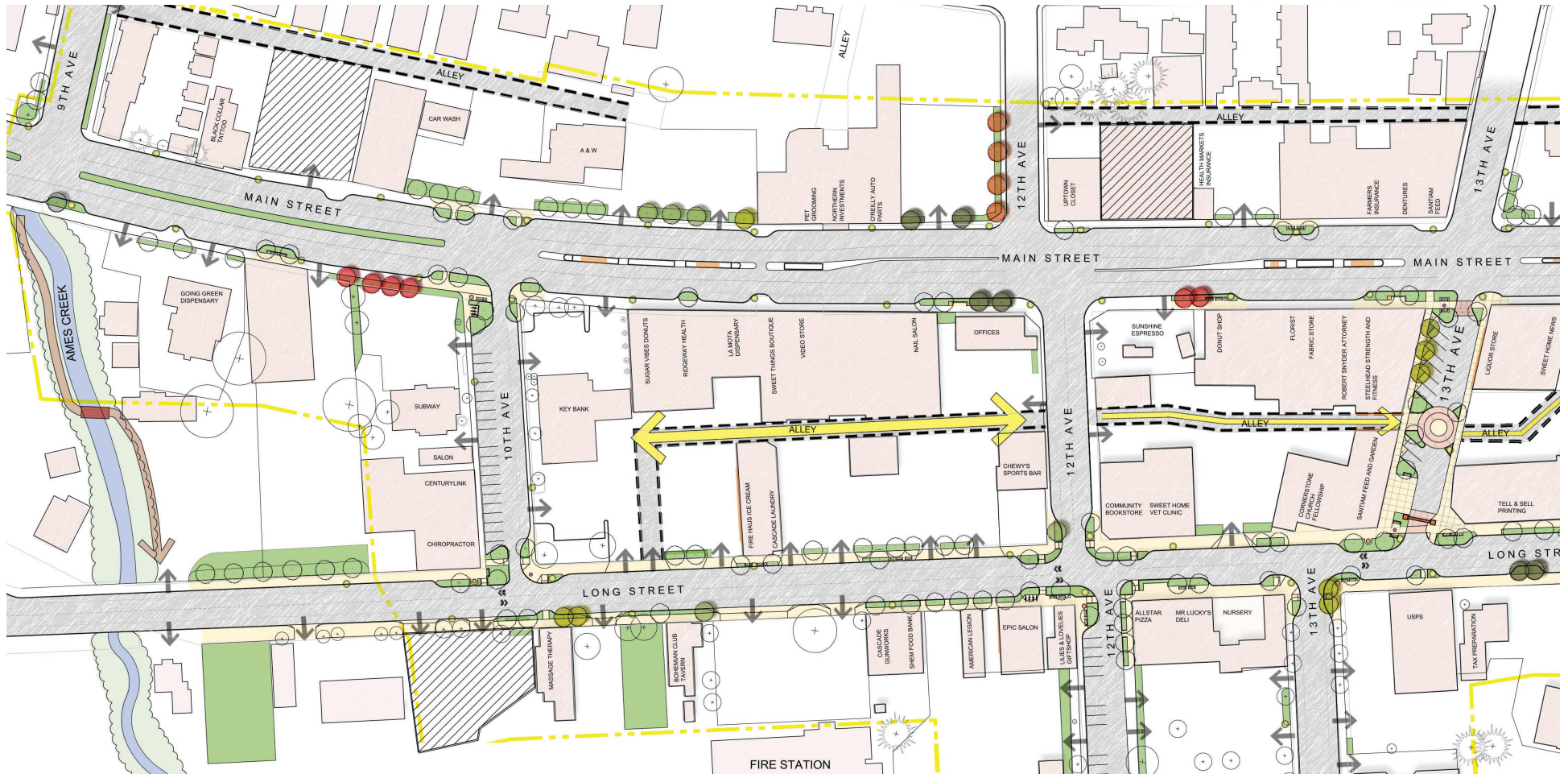
- | | | |
|--|---|--|
|  ACER RUBRUM
ARMSTRONG GOLD MAPLE |  CERCIS CANADENSIS FOREST PANSY'
FOREST PANSY RED BUD |  TILIA CORDATA 'HALKA'
SUMMER SPRITE LINDEN |
|  PAPER BARK MAPLE
ACER GRISEUM |  ZELKOVA SERRATA
CITY SPRITE ZELKOVA |  GOLDEN DESERT ASH
FRAXINUS EXCELSIOR 'AUREAFOLIA' |

4.7 Standards for Street Trees



4.7 Standards for Street Trees

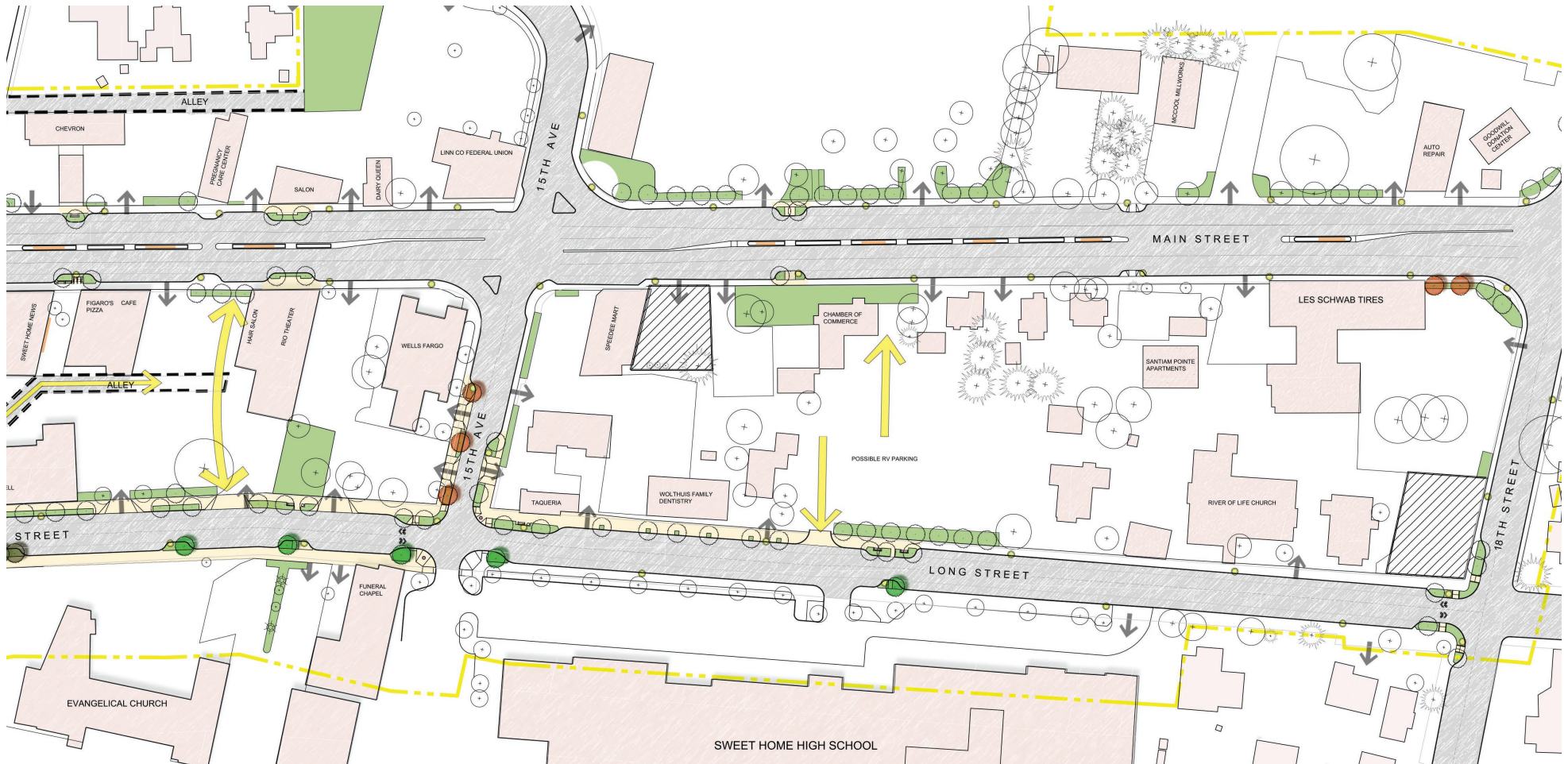
Location of Large Trees



LEGEND FOR LARGE TREES

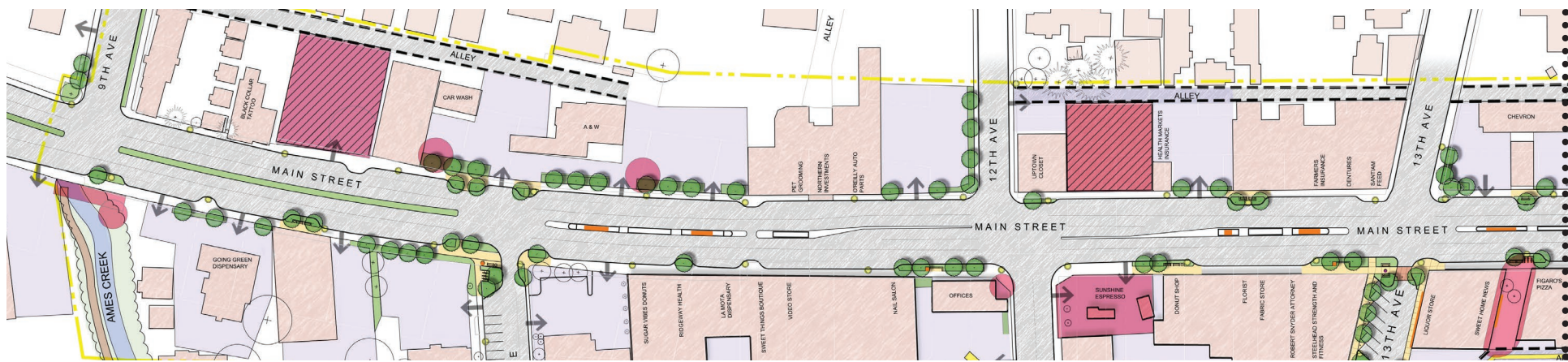
- | | | |
|--|---|--|
|  IMPERIAL HONEY LOCUST
GLEDITSIA TRIACANTHOS 'IMPCOLE' |  SUMMIT ASH
FRAXINUS PENNSYLVANICA 'SUMMIT' |  GREEN VASE ZELKOVA
ZELKOVA SERRATA 'GREEN VASE' |
|  GINKGO TREE
(GINKGO BILOBA) |  RED MAPLES
ACER RUBRUM |  BLACK TUPELO
NYSSA SYLVATICA |

4.7 Standards for Street Trees

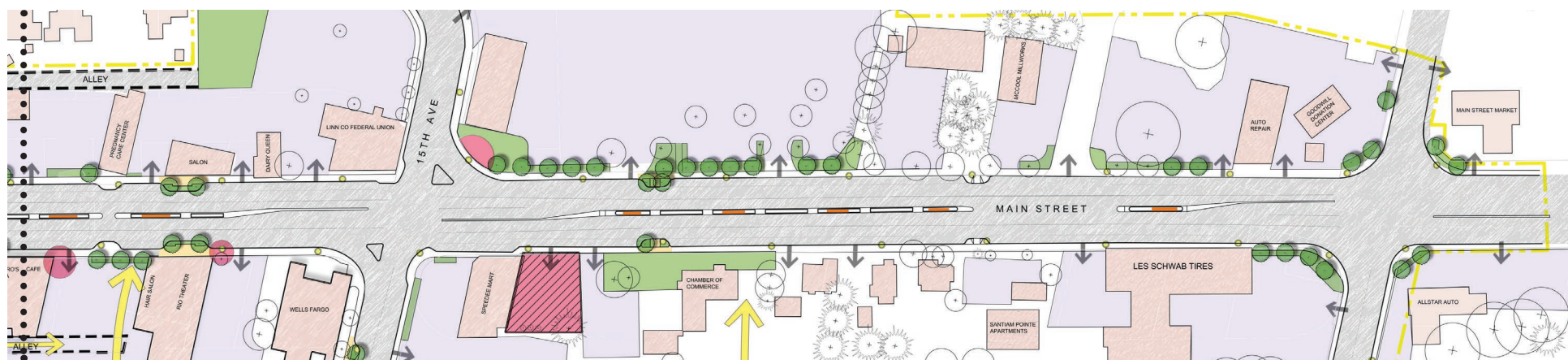


4.8 Main Street Opportunities

Plan View of Main Street



10TH AVE TO 13TH AVE



13TH AVE TO MID WAY BETWEEN 15TH & 18TH AVE

PROPOSED UPGRADES TO MAIN STREET

Main Street will see the addition of bulb-outs along the corridor to provide spaces for lighting, streetscape amenities and trees. In addition to this, we recommend

adding a median and removing the pedestrian lighting from the existing median. This will provide greenery and an opportunity to incorporate art.

4.8 Main Street Opportunities



4.8 Main Street Opportunities



4.8 Main Street Opportunities



4.9 Long Street Opportunities

Plan view of Long Street



10TH AVE TO 13TH AVE



13TH AVE TO MID WAY BETWEEN 15TH & 18TH AVE

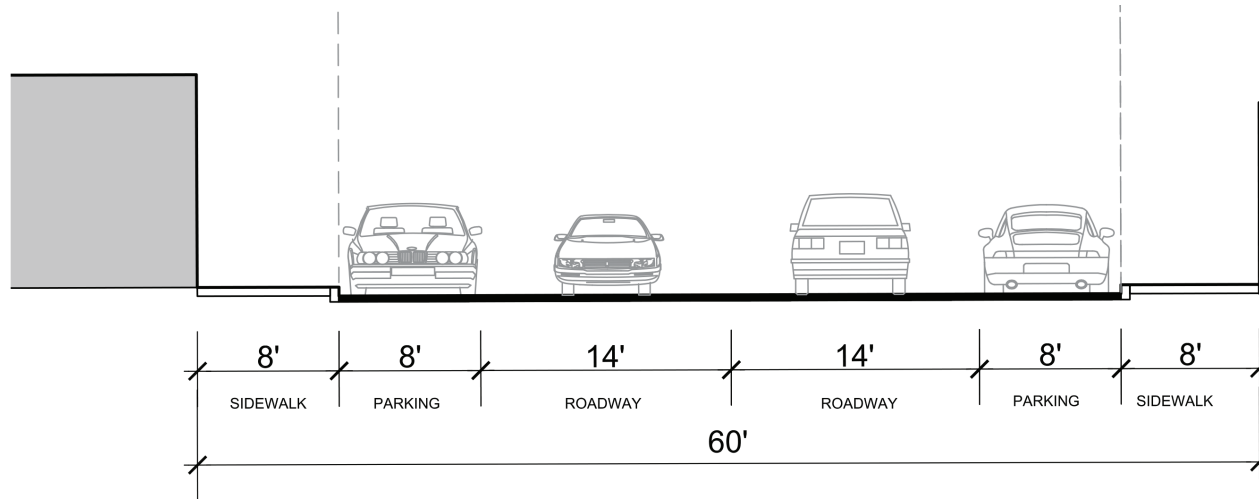
PROPOSED UPGRADES TO LONG STREET

The proposed plan recommends 11' sidewalks, 8' parking lanes and 11' travel lanes. These improvements extend from 10th Ave to mid-way between 15th and 18th

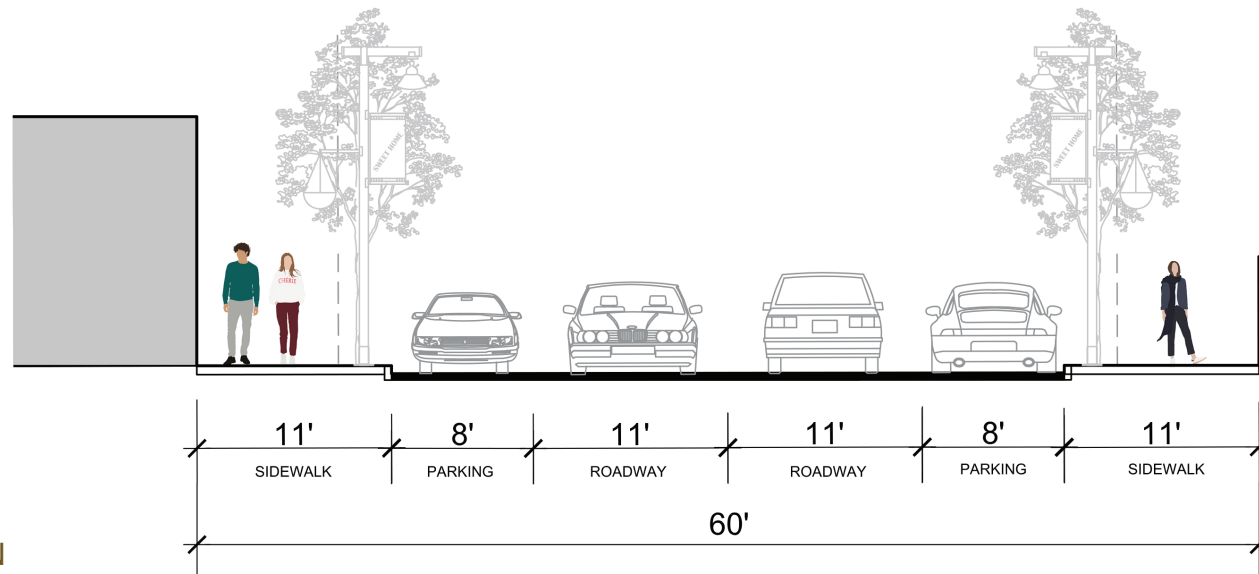
Ave. This provides an additional 3' to each sidewalk and includes bulb-outs at the intersections. All sidewalks to be widened are shown in beige.

4.9 Long Street Opportunities

EXISTING SECTION



PROPOSED SECTION



4.9 Long Street Opportunities



Existing View

4.9 Long Street Opportunities



Proposed View

4.9 Long Street Opportunities



Existing View

4.9 Long Street Opportunities



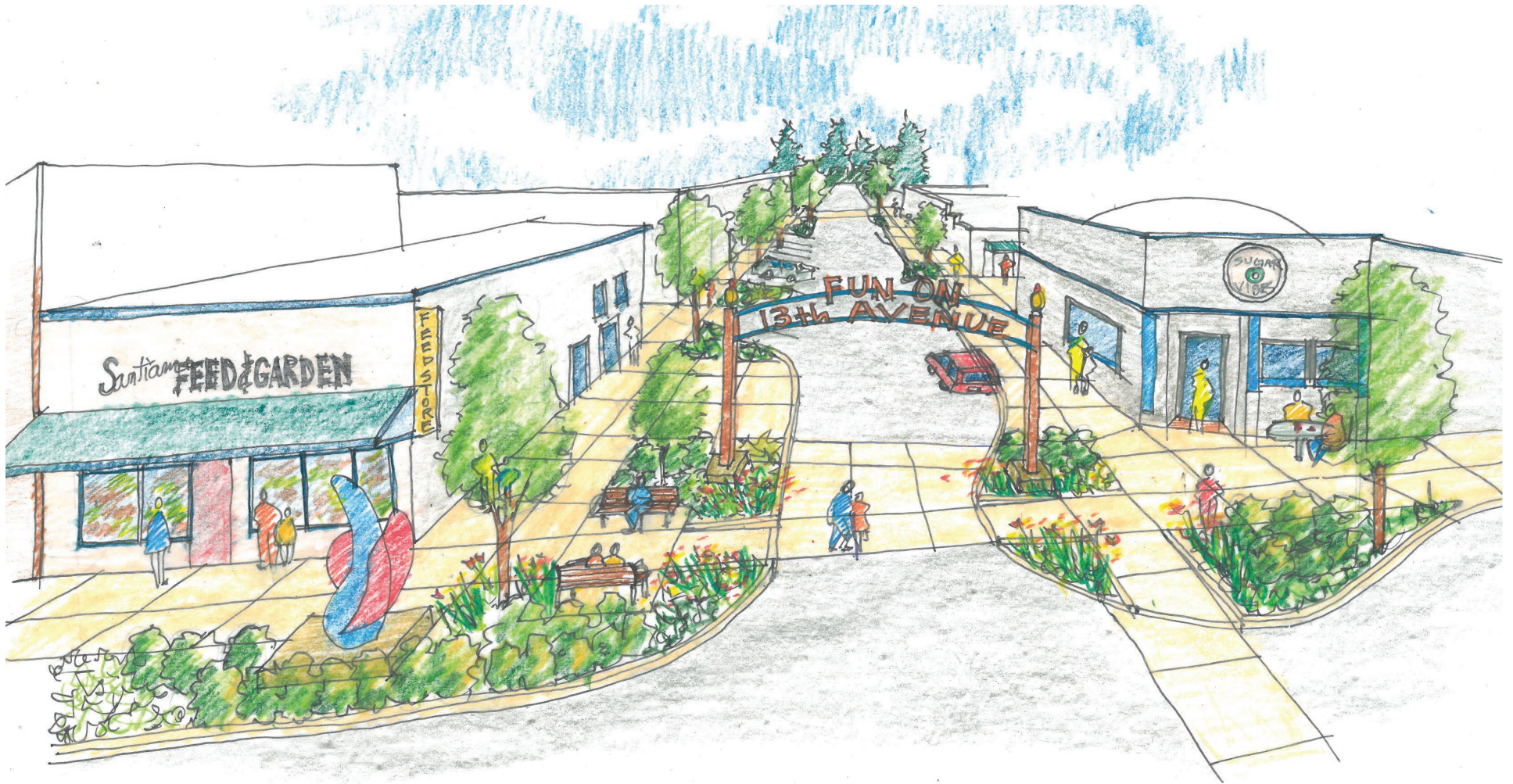
Proposed View

4.10 13th Ave (Festival Street) Opportunities



Existing View

4.10 13th Ave (Festival Street) Opportunities



Proposed View

5.0 Cost Estimate

Cost Estimate Main Street

ITEM NUMBER	ITEM DESCRIPTION	QUANTITY	UNIT PRICE	ITEM COST
PART 00200 - TEMPORARY FEATURES AND APPURTENANCES				\$ 361,000.00
0210-0100000A	MOBILIZATION	1 LS	\$ 164,000.00	\$ 164,000.00
0221-0101000A	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	1 LS	\$ 164,000.00	\$ 164,000.00
0280-0100000A	EROSION CONTROL	1 LS	\$ 33,000.00	\$ 33,000.00
PART 00300 - ROADWORK				\$ 95,100.00
0305-0100000A	CONSTRUCTION SURVEY WORK	1 LS	\$ 33,000.00	\$ 33,000.00
0310-0106000A	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1 LS	\$ 33,000.00	\$ 33,000.00
0330-0105000K	GENERAL EXCAVATION	970 CUYD	\$ 30.00	\$ 29,100.00
PART 00400 - DRAINAGE AND SEWERS				\$ 92,800.00
0445-035012AF	12 INCH STORM SEWER PIPE, 5 FT DEPTH	240 FOOT	\$ 100.00	\$ 24,000.00
0470-0101000E	CONCRETE STORM SEWER MANHOLES	8 EACH	\$ 5,600.00	\$ 44,800.00
0470-0315000E	CONCRETE INLETS, TYPE G-2	8 EACH	\$ 3,000.00	\$ 24,000.00
PART 00600 - BASES				\$ 21,150.00
0641-0102000M	AGGREGATE BASE	470 TON	\$ 45.00	\$ 21,150.00
PART 00700 - WEARING SURFACES				\$ 302,290.00
0744-0302000M	LEVEL 3, 1/2 INCH ACP MIXTURE	460 TON	\$ 150.00	\$ 69,000.00
0759-0103000F	CONCRETE CURBS, CURB AND GUTTER	290 FOOT	\$ 60.00	\$ 17,400.00
0759-0110000F	CONCRETE CURBS, STANDARD CURB	1,630 FOOT	\$ 40.00	\$ 65,200.00
0759-0110000F	CONCRETE CURBS, PARKING LOT	1,390 FOOT	\$ 40.00	\$ 55,600.00
0759-0126000J	CONCRETE DRIVEWAYS	760 SQFT	\$ 15.00	\$ 11,400.00
0759-0128000J	CONCRETE WALKS	6,790 SQFT	\$ 11.00	\$ 74,690.00
0759-0144000J	10 INCH CONCRETE SURFACING	0 SQFT	\$ 40.00	\$ -
0759-0154100E	EXTRA FOR NEW CURB RAMPS	6 EACH	\$ 1,500.00	\$ 9,000.00

5.0 Cost Estimate

PART 00800 - PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES				\$	33,000.00
865-MISC	STRIPING	1 LS	\$	33,000.00	\$ 33,000.00
PART 00900 - PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS				\$	433,000.00
0940-MISC	SIGNING	1 LS	\$	33,000.00	\$ 33,000.00
0970-MISC	ILLUMINATION	1 LS	\$	400,000.00	\$ 400,000.00
PART 01000 - RIGHT OF WAY DEVELOPMENT AND CONTROL				\$	300,000.00
1040-MISC	LANDSCAPING(Includes plant bed, irrigation & all streetscape amenities)	1 LS	\$	300,000.00	\$ 300,000.00
				CONSTRUCTION SUBTOTAL	\$ 1,638,340.00
				CONTINGENCY (40.0%)	\$ 655,300.00
				CONSTRUCTION TOTAL	\$ 2,293,640.00

Notes:

1. Estimate based on standard measurement and payment practices as specified in the 2021 Oregon Standard Specifications for Construction
2. Unit prices based on ODOT Weighted Average Item Prices - Last 3Y thru 6/1/2021
3. Estimate does not include stormwater quality infrastructure
4. Estimate does not include relocations of utilities
5. Estimate does not include costs for Right-of-Way acquisition and temporary construction easements

5.0 Cost Estimate

Cost Estimate Long Street

ITEM NUMBER	ITEM DESCRIPTION	QUANTITY	UNIT PRICE	ITEM COST
PART 00200 - TEMPORARY FEATURES AND APPURTENANCES				\$ 599,000.00
0210-0100000A	MOBILIZATION	1 LS	\$ 272,000.00	\$ 272,000.00
0221-0101000A	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	1 LS	\$ 272,000.00	\$ 272,000.00
0280-0100000A	EROSION CONTROL	1 LS	\$ 55,000.00	\$ 55,000.00
PART 00300 - ROADWORK				\$ 191,300.00
0305-0100000A	CONSTRUCTION SURVEY WORK	1 LS	\$ 55,000.00	\$ 55,000.00
0310-0106000A	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1 LS	\$ 55,000.00	\$ 55,000.00
0330-0105000K	GENERAL EXCAVATION	2,710 CUYD	\$ 30.00	\$ 81,300.00
PART 00400 - DRAINAGE AND SEWERS				\$ 150,800.00
0445-035012AF	12 INCH STORM SEWER PIPE, 5 FT DEPTH	390 FOOT	\$ 100.00	\$ 39,000.00
0470-0101000E	CONCRETE STORM SEWER MANHOLES	13 EACH	\$ 5,600.00	\$ 72,800.00
0470-0315000E	CONCRETE INLETS, TYPE G-2	13 EACH	\$ 3,000.00	\$ 39,000.00
PART 00600 - BASES				\$ 61,200.00
0641-0102000M	AGGREGATE BASE	1,360 TON	\$ 45.00	\$ 61,200.00
PART 00700 - WEARING SURFACES				\$ 1,013,800.00
0744-0302000M	LEVEL 3, 1/2 INCH ACP MIXTURE	760 TON	\$ 150.00	\$ 114,000.00
0759-0103000F	CONCRETE CURBS, CURB AND GUTTER	4,430 FOOT	\$ 60.00	\$ 265,800.00
0759-0110000F	CONCRETE CURBS, STANDARD CURB	0 FOOT	\$ 40.00	\$ -
0759-0110000F	CONCRETE CURBS, PARKING LOT	860 FOOT	\$ 40.00	\$ 34,400.00
0759-0126000J	CONCRETE DRIVEWAYS	4,820 SQFT	\$ 15.00	\$ 72,300.00
0759-0128000J	CONCRETE WALKS	43,300 SQFT	\$ 11.00	\$ 476,300.00
0759-0144000J	10 INCH CONCRETE SURFACING	0 SQFT	\$ 40.00	\$ -
0759-0154100E	EXTRA FOR NEW CURB RAMPS	34 EACH	\$ 1,500.00	\$ 51,000.00

5.0 Cost Estimate

PART 00800 - PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES				\$	55,000.00
865-MISC	STRIPING	1 LS	\$	55,000.00	\$ 55,000.00
PART 00900 - PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS				\$	325,000.00
0940-MISC	SIGNING	1 LS	\$	55,000.00	\$ 55,000.00
0970-MISC	ILLUMINATION	1 LS	\$	270,000.00	\$ 270,000.00
PART 01000 - RIGHT OF WAY DEVELOPMENT AND CONTROL				\$	325,000.00
1040-MISC	LANDSCAPING	1 LS	\$	325,000.00	\$ 325,000.00
				CONSTRUCTION SUBTOTAL	\$ 2,721,100.00
				CONTINGENCY (40.0%)	\$ 1,088,400.00
				CONSTRUCTION TOTAL	\$ 3,809,500.00

Notes:

1. Estimate based on standard measurement and payment practices as specified in the 2021 Oregon Standard Specifications for Construction
2. Unit prices based on ODOT Weighted Average Item Prices - Last 3Y thru 6/1/2021
3. Estimate does not include stormwater quality infrastructure
4. Estimate does not include relocations of utilities
5. Estimate does not include costs for Right-of-Way acquisition and temporary construction easements

5.0 Cost Estimate

Cost Estimate 10th Avenue

ITEM NUMBER	ITEM DESCRIPTION	QUANTITY	UNIT PRICE	ITEM COST
PART 00200 - TEMPORARY FEATURES AND APPURTENANCES				\$ 44,000.00
0210-0100000A	MOBILIZATION	1 LS	\$ 20,000.00	\$ 20,000.00
0221-0101000A	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	1 LS	\$ 20,000.00	\$ 20,000.00
0280-0100000A	EROSION CONTROL	1 LS	\$ 4,000.00	\$ 4,000.00
PART 00300 - ROADWORK				\$ 12,500.00
0305-0100000A	CONSTRUCTION SURVEY WORK	1 LS	\$ 4,000.00	\$ 4,000.00
0310-0106000A	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1 LS	\$ 4,000.00	\$ 4,000.00
0330-0105000K	GENERAL EXCAVATION	150 CUYD	\$ 30.00	\$ 4,500.00
PART 00400 - DRAINAGE AND SEWERS				\$ 34,800.00
0445-035012AF	12 INCH STORM SEWER PIPE, 5 FT DEPTH	90 FOOT	\$ 100.00	\$ 9,000.00
0470-0101000E	CONCRETE STORM SEWER MANHOLES	3 EACH	\$ 5,600.00	\$ 16,800.00
0470-0315000E	CONCRETE INLETS, TYPE G-2	3 EACH	\$ 3,000.00	\$ 9,000.00
PART 00600 - BASES				\$ 3,600.00
0641-0102000M	AGGREGATE BASE	80 TON	\$ 45.00	\$ 3,600.00
PART 00700 - WEARING SURFACES				\$ 63,720.00
0744-0302000M	LEVEL 3, 1/2 INCH ACP MIXTURE	50 TON	\$ 150.00	\$ 7,500.00
0759-0103000F	CONCRETE CURBS, CURB AND GUTTER	330 FOOT	\$ 60.00	\$ 19,800.00
0759-0110000F	CONCRETE CURBS, STANDARD CURB	0 FOOT	\$ 40.00	\$ -
0759-0110000F	CONCRETE CURBS, PARKING LOT	0 FOOT	\$ 40.00	\$ -
0759-0126000J	CONCRETE DRIVEWAYS	0 SQFT	\$ 15.00	\$ -
0759-0128000J	CONCRETE WALKS	2,220 SQFT	\$ 11.00	\$ 24,420.00
0759-0144000J	10 INCH CONCRETE SURFACING	0 SQFT	\$ 40.00	\$ -
0759-0154100E	EXTRA FOR NEW CURB RAMPS	8 EACH	\$ 1,500.00	\$ 12,000.00

5.0 Cost Estimate

PART 00800 - PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES				\$	4,000.00
865-MISC	STRIPING	1 LS	\$	4,000.00	\$ 4,000.00
PART 00900 - PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS				\$	24,000.00
0940-MISC	SIGNING	1 LS	\$	4,000.00	\$ 4,000.00
0970-MISC	ILLUMINATION	1 LS	\$	20,000.00	\$ 20,000.00
PART 01000 - RIGHT OF WAY DEVELOPMENT AND CONTROL				\$	10,000.00
1040-MISC	LANDSCAPING	1 LS	\$	10,000.00	\$ 10,000.00
				CONSTRUCTION SUBTOTAL	\$ 196,620.00
				CONTINGENCY (40.0%)	\$ 78,600.00
				CONSTRUCTION TOTAL	\$ 275,220.00

Notes:

1. Estimate based on standard measurement and payment practices as specified in the 2021 Oregon Standard Specifications for Construction
2. Unit prices based on ODOT Weighted Average Item Prices - Last 3Y thru 6/1/2021
3. Estimate does not include stormwater quality infrastructure
4. Estimate does not include relocations of utilities
5. Estimate does not include costs for Right-of-Way acquisition and temporary construction easements

5.0 Cost Estimate

Cost Estimate 13th Avenue (Festival Street)

ITEM NUMBER	ITEM DESCRIPTION	QUANTITY	UNIT PRICE	ITEM COST
PART 00200 - TEMPORARY FEATURES AND APPURTENANCES				\$ 209,000.00
0210-0100000A	MOBILIZATION	1 LS	\$ 95,000.00	\$ 95,000.00
0221-0101000A	TEMPORARY WORK ZONE TRAFFIC CONTROL, COMPLETE	1 LS	\$ 95,000.00	\$ 95,000.00
0280-0100000A	EROSION CONTROL	1 LS	\$ 19,000.00	\$ 19,000.00
PART 00300 - ROADWORK				\$ 62,000.00
0305-0100000A	CONSTRUCTION SURVEY WORK	1 LS	\$ 19,000.00	\$ 19,000.00
0310-0106000A	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1 LS	\$ 19,000.00	\$ 19,000.00
0330-0105000K	GENERAL EXCAVATION	800 CUYD	\$ 30.00	\$ 24,000.00
PART 00400 - DRAINAGE AND SEWERS				\$ 69,600.00
0445-035012AF	12 INCH STORM SEWER PIPE, 5 FT DEPTH	180 FOOT	\$ 100.00	\$ 18,000.00
0470-0101000E	CONCRETE STORM SEWER MANHOLES	6 EACH	\$ 5,600.00	\$ 33,600.00
0470-0315000E	CONCRETE INLETS, TYPE G-2	6 EACH	\$ 3,000.00	\$ 18,000.00
PART 00600 - BASES				\$ 18,900.00
0641-0102000M	AGGREGATE BASE	420 TON	\$ 45.00	\$ 18,900.00
PART 00700 - WEARING SURFACES				\$ 257,060.00
0744-0302000M	LEVEL 3, 1/2 INCH ACP MIXTURE	400 TON	\$ 150.00	\$ 60,000.00
0759-0103000F	CONCRETE CURBS, CURB AND GUTTER	570 FOOT	\$ 60.00	\$ 34,200.00
0759-0110000F	CONCRETE CURBS, STANDARD CURB	0 FOOT	\$ 40.00	\$ -
0759-0110000F	CONCRETE CURBS, PARKING LOT	0 FOOT	\$ 40.00	\$ -
0759-0126000J	CONCRETE DRIVEWAYS	710 SQFT	\$ 15.00	\$ 10,650.00
0759-0128000J	CONCRETE WALKS	6,310 SQFT	\$ 11.00	\$ 69,410.00
0759-0144000J	10 INCH CONCRETE SURFACING	1,770 SQFT	\$ 40.00	\$ 70,800.00
0759-0154100E	EXTRA FOR NEW CURB RAMPS	8 EACH	\$ 1,500.00	\$ 12,000.00

5.0 Cost Estimate

PART 00800 - PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES				\$	19,000.00
865-MISC	STRIPING	1 LS	\$	19,000.00	\$ 19,000.00
PART 00900 - PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS				\$	59,000.00
0940-MISC	SIGNING	1 LS	\$	19,000.00	\$ 19,000.00
0970-MISC	ILLUMINATION	1 LS	\$	40,000.00	\$ 40,000.00
PART 01000 - RIGHT OF WAY DEVELOPMENT AND CONTROL				\$	250,000.00
1040-MISC	LANDSCAPING	1 LS	\$	250,000.00	\$ 250,000.00
				CONSTRUCTION SUBTOTAL	\$ 944,560.00
				CONTINGENCY (40.0%)	\$ 377,800.00
				CONSTRUCTION TOTAL	\$ 1,322,360.00

Notes:

1. Estimate based on standard measurement and payment practices as specified in the 2021 Oregon Standard Specifications for Construction
2. Unit prices based on ODOT Weighted Average Item Prices - Last 3Y thru 6/1/2021
3. Estimate does not include stormwater quality infrastructure
4. Estimate does not include relocations of utilities
5. Estimate does not include costs for Right-of-Way acquisition and temporary construction easements

Next Steps

The next step for the project is to determine the priorities based upon community preferences, associated budgets and funding opportunities. Based on these decisions a phasing plan can be established. Typically the design process follows the steps below:

- Conceptual Design (Complete)
- Establish Phasing Plan
- Schematic Design (Phase 1)
- Design Development
- Construction Drawings
- Bidding
- Construction



Closing Remarks

The proposed conceptual streetscape design when implemented will be a major step to revitalize and sustain Downtown Sweet Home as a destination for visitors and residents. The conceptual design presented in this document provides a vision and plan for improving the streetscape and providing a safer pedestrian environment. The concepts are based on the preferred alternatives selected by the Project Team and presented to the City and the community at open house events. These improvements will help attract visitors and business to the corridor and stimulate long term economic growth in the area.



Appendix 1: Parking Memo

SANDOWENGINEERING

160 MADISON STREET, SUITE A • EUGENE, OREGON 97402 • 541.513.3376

Parking Study

DATE: November 23, 2021

TO: City of Sweet Home

FROM: Kelly Sandow P.E.
Sandow Engineering

RE: Evaluation of On-Street Parking Modifications- Sweet Home Downtown Streetscape and Parking Plan

1.0 INTRODUCTION

The following provides an evaluation of parking demand and utilization with the downtown area of Sweet Home as it pertains to the modifications proposed in the concept Streetscape and Parking Plan Update.

Previously, the City of Sweet Home commissioned a Downtown Parking Study (2003) that evaluated the parking demand and utilization rates of parking within the downtown areas with recommendations for managing the parking. The data collection and recommendations within the 2003 study used for evaluating the parking demand (inventory of parking spaces utilized, peak parking demand, and turn-over rate) were reviewed and taken into consideration for this analysis. New utilization and demand data were not collected as impacts from Covid 19 on traffic volume patterns, and utilization throughout the State have resulted in temporary traffic patterns that are not necessarily accurate for typical usage.

This study focuses on areas where parking is modified as part of the Streetscape Plan and if the parking demand associated with adjacent uses can be accommodated within the proposed modifications.

2.0 PROPOSED STREETSCAPE IMPROVEMENTS

The proposed Streetscape Improvements focus on modifications to areas within the street Right of Way that:

From: Kelly Sandow PE
RE: Sweet Home Streetscape Parking Evaluation
Date: 11.23.21
Page 2

- Provide landscaping along the sidewalk edge. There are areas where the plan considers the removal of on-street parking spaces to add a landscape buffer between the vehicle travel way and the sidewalk.
- Provide pedestrian islands. There are locations where pedestrian island or curb bulb-outs are provided that impact on-street parking.
- Widen sidewalks. There are locations where the sidewalk is proposed to be widened that will impact the width available for on-street parking.
- Revise lane striping to add parking. There are areas within the plan where narrowing the travel lanes results in additional width that can be used for on-street parking, adding possible on-street parking to some areas.
- Revise roadway striping to add head-in parking. There are locations identified where there is sufficient roadway width to add head-in angle parking on one side, increasing the number of parking spaces on these roadways.



Concept Plan by DLA: showing Removal of on-street parking to add landscaping between the sidewalk and the travel way.

3.0 PARKING

3.0 EXISTING PARKING

On-street parking is provided along all streets within the Downtown area defined by Nandina Street to the north, Kalmia St to the south, 9th Ave to the west, and 18th Ave to the east. All on-street parking is striped. Some of the on-street parking has the following time limit restrictions:

- 15-min time limit

8.0 Appendix

From: Kelly Sandow PE
RE: Sweet Home Streetscape Parking Evaluation
Date: 11.23.21
Page 3

- 1-hour time limit
- 2-hour time limit
- No truck parking

3.2 MODIFICATIONS TO PARKING

As stated previously, the Streetscape Concept Plan will modify the existing on-street parking by providing pedestrian curb extensions, landscaping islands, widening the sidewalk, revising on-street striping, and revising roadway configurations. An inventory of existing on-street parking and estimated on-street parking with the Streetscape Concept Plan is provided in Table 1 below.

TABLE 1: ON-STREET PARKING

Street	Section	Available Spaces				Change
		Existing		With Streetscape Plan ¹		
		North Side	South Side	North Side	South Side	
Santiam Hwy /Main St	9th & 10th	5	5	9	4	3
	10th & 12th	9	12	8	12	-1
	12th St & 13th	7	5	5	5	-2
	13th & 15th	8	9	9	8	0
	15th & 18th	14	21	14	22	1
	Terrace & 10th	9	5	8	6	0
	10th & 12th	9	13	6	10	-6
	12th & 13th	5	4	4	2	-2
	13th & 15th	14	15	12	14	-3
	15th & 18th	28	26	25	29	0
		East Side	West Side	East Side	West Side	
10 th Ave	Main & Long	6	5	18	5	12
12 th Ave	Nandina & Main	0	6	0	6	0
	Main & Long	5	5	5	5	0
	Long & Kalmia	5	6	15	0	4
13 th Ave	Nandina & Main	5	5	5	5	0
	Main & Long	5	5	9	5	4
	Long & Kalmia	7	6	6	5	-2
15 th Ave	Nandina & Main	4	3	4	3	0
	Main & Long	4	4	2	3	-3
18 th Ave	Main & Long	6	4	5	4	-1
Total						5

From: Kelly Sandow PE
RE: Sweet Home Streetscape Parking Evaluation
Date: 11.23.21
Page 4

Throughout the Streetscape area, there is an estimated reduction of 1 parking space within the downtown area. Some street segments will see a decrease in parking, while other segments will see an increase in parking. The segments with the most notable changes in parking are:

- **Main Street between 9th Ave and 10th Ave:** Restriping the travel lanes on Main Street from 12 feet to 11 feet will provide enough width to provide additional on-street parking in this section. The restriping can provide 3 additional spaces in this segment.
- **Santiam Highway between 12th Ave and 13th Ave:** A landscape curb extension is proposed on the north side of the street, approximately mid-block. The curb extension will remove 2 parking spaces (depending on size and location). The loss of parking spaces will be in front of the building containing multiple retail establishments. There are 36 (approximately) off-street parking spaces located adjacent to the building to the west and north, and 15 on-street parking spaces located to the south and west of the building. Additionally, there is significant on-street parking on Nandina St within 400 feet of the retail building. The loss of the 2 parking spaces on Main St frontage is not anticipated to have an adverse effect.
- **Long St between 10th Ave and 12th Ave:** The sidewalk is proposed to be widened on both the north and south sides of the street to include planter strips and wider sidewalks. The curb radius, driveway wings, and ADA slopes have the potential to reduce on-street parking. Parking on this section could be reduced as little as 2 spaces and as many as 7, depending on the final design. Each of the businesses along this section of street have substantial off-street parking. Additionally, 12th Ave (south of Long St) is proposed to be reconfigured to add additional spaces. The removal of 7 spaces in this section is not anticipated to have a significant effect.
- **Long St between 13th Ave and 15th Ave:** The addition of curb extensions at the intersections and mid-block has the potential to remove up to 5 total spaces on this section of roadway. Each of the businesses along this section of street have substantial off-street parking. The spaces being removed are on the north side of the street from mid-block to the east. No parking will be removed from in front of the Tell and Sell Printing. The removal of up to 5 spaces on this block is not anticipated to have a significant effect.
- **10th Ave between Santiam and Long St:** The proposal is to redesignate this street to one-way southbound. The one-way direction will allow the on-street parking to be reworked to allow head-in 90-degree parking. The revised layout will result in 12 additional on-street parking spaces on this block.

Appendix 1: Parking Memo

From: Kelly Sandow PE
RE: Sweet Home Streetscape Parking Evaluation
Date: 11.23.21
Page 5

- **13th Ave between Main St and Long St:** This roadway is being revised to one-way northbound travel. This revision will allow head-in angled parking on the west side and increase the number of parking spaces on this street.
- **12th Ave between Long St and Kalmia St:** There is enough roadway width to convert the parking to head-in 90-degree stalls along the west side and maintain two-way travel. The revised layout will increase the number of parking spaces on this street.

3.3 PARKING DEMAND

The previously prepared parking study (2003) illustrated that, in general, the areas within the core downtown area had a parking utilization of 53% of on-street and 23% off-street parking during the peak hours. The current field studies indicate that this data is still relevant. This indicates that there is a substantial amount of parking available within a reasonable walking distance to the businesses within the Downtown area.

Currently, the high parking demand areas are mostly locations/businesses with enough off-street parking for the typical demand. The other areas of demand are the retail buildings with frontage along Main Street and Long Street. There will continue to be sufficient parking within a reasonable walking distance for these businesses.

4.0 RECOMMENDATIONS

A review of the parking needs and available parking indicates that there is a substantial amount of on-street and off-street parking available for typical daily use. The Streetscape Plan will not significantly affect the parking within the area, and sufficient parking will still be available after the Streetscape Plan is implemented.

The City had implemented time restrictions on parking. It is recommended that the time restrictions be monitored and with City work with local businesses to determine if additional time restriction would be beneficial, i.e., some restaurants are in urban areas are finding one or two 15-minute parking spaces are beneficial for the convenience of quick pick up for takeout food.

5.0 BEST PRACTICES

The guidelines for parking in downtown Sweet Home are based on the desire to create a system of parking access that supports facilities and contributes to a healthy downtown. The guidelines serve as a framework for near and long-term decision-making and implementation of parking decisions and management in Downtown.

From: Kelly Sandow PE
RE: Sweet Home Streetscape Parking Evaluation
Date: 11.23.21
Page 6

These guidelines are based on the premise that the long-term development of the Downtown will require an integrated and comprehensive package of strategies to stimulate economic development and redevelopment. The parking component of that overall plan is the element of a larger approach to downtown improvements.

- **Make the Downtown accessible to all users.** Access should be provided to all users of the Downtown, including pedestrians, bicyclists, transit users, motorists, and delivery vehicles. The City should strive to create and implement as many access options as possible.
- **Make the downtown parking convenient for customers and visitors.** The core area of Downtown should provide parking that supports its role as the central point from which the priority users, customers, and visitors, are connected to shops, businesses, and visitor facilities. The most convenient parking spaces should be reserved to support customer and visitor access to Downtown.
- **Provide sufficient parking.** Enough parking should be provided to support desired and priority economic activities.
- **Provide adequate employee parking.** Adequate parking with reasonable access should be provided to meet employee needs, in conjunction with a transportation system that provides balanced travel mode options.
- **Preserve and expand on-street parking wherever possible.** On-street parking should be preserved along strategic corridors to improve customer/visitor accessibility and to facilitate the revitalization of street-level activities. On-street access should, in some cases, take priority over street capacity and vehicle speeds.
- **Improve access linkages between other parts of the city and downtown core.** Access linkages within the core and other parts of the city should be clearly identified through signage, way-finding measures, and other communication strategies to increase customer understanding of the downtown parking system.
- **Implement education and communication programs to improve downtown parking.** Efforts should be made to educate employees, customers, and other users of the Downtown of the general purpose and intent for parking and access in the Downtown.

PARKING MANAGEMENT PLAN

This section presents the recommended parking management for downtown Sweet Home. This plan establishes consistency with the Parking Policies and gives direction to future

8.0 Appendix

From: Kelly Sandow PE
RE: Sweet Home Streetscape Parking Evaluation
Date: 11.23.21
Page 7

decision-making. The Management Plan provides a flexible system of parking management that is triggered by demand.

The purpose of the parking management plan is to:

- Clearly define the intended use and purpose of the parking systems,
- Manage the supply and enforce the parking policies,
- Monitor use and respond to changes in demand, and
- Maintain the intended function of the overall system.

The Rule of 85%

The rule of 85% is a measure of parking utilization that acts as a benchmark against which parking management decisions are based. Within the parking industry, it is assumed that when an inventory of parking exceeds 85% occupancy in the peak hour, the supply becomes constrained, and may not provide full and convenient access to its intended user. Once a supply of parking routinely exceeds 85% occupancy in the peak hour, the Rule of 85% would require that parking management strategies be implemented to bring peak base occupancies to a level below 85% to assure that intended uses are conveniently accommodated.

The recently completed parking inventory for Sweet Home revealed that existing peak hour occupancies are significantly less than 85%. Having the Rule of 85% in effect will assure that a process for evaluating and responding to future parking activity in the Downtown is in place.

Downtown Parking

The purpose of parking in Downtown is to support and enhance the vitality of the Downtown core. In the Downtown core, the following management rules should apply:

- All on-street parking will be 2-hour parking based on the principle that:
 - The 2-hour time stay allows adequate customer, visitor, and client access to the retail core, and
 - Uniform time stays foster a parking environment that is easy for the customer, visitor, and client to understand.
- The priority for **on-street parking** in Downtown will be 2-hour parking. As strategies within this plan are implemented, any co-street spaces of longer duration will be transitioned to off-street locations within the Core Zone and immediately adjacent to it.
- The priority for **off-street parking** in the Downtown will be stays of less than 4 hours to accommodate customer visitors and clients. These facilities are intended to provide for a moderately longer time stay than allowed on street.

From: Kelly Sandow PE
RE: Sweet Home Streetscape Parking Evaluation
Date: 11.23.21
Page 8

- The City will conduct regular utilization and turn-over studies to ascertain the actual peak hour utilization and average turn-over of parking resources in the downtown area. If utilization of on-and off-street parking exceeds 85% and turn-over meets desired rates, the City will evaluate and implement one, or a combination of, the following implementation steps triggered by the 85% Rule:
 - Increase the level of enforcement to assure the desired rate of turn-over and minimize abuse (i.e., exceeding time stay, employees moving to evade a parking ticket.)
 - Transition overall mix of short-term or 15-minute stalls to 2-hour stalls
 - Reduce on-street time stays to increase turn-over (e.g., 2-hours to 90 minutes)
 - Transition employees parking in the core into less centrally located parking
 - Pursue shared use agreements with private lots to provide for additional parking capacity in Downtown.
 - Create new public supply of parking in Downtown
- The City will establish policy guidelines for exceptions to the short-term parking requirements in the Downtown.
 - Handicapped/disabled access
 - 15-minute zones
 - Specific criteria for approval (i.e., by specific business type)
 - Specific locations (i.e., end of block vs. mid-block)
 - Number per geographic area
 - Loading zones
 - Maximum number per block face(s)
 - Limitation on member per geographic area (e.g., no more than two for every three continuous block faces)

Signing and Striping

The City should consider directional signage on the roadways that direct customers to specific facilities. This will be of greatest importance at primary portals into Downtown, at major traffic intersections within Downtown, and at primary points of ingress at specific facilities.

The City should create a uniform sign system for off-street facilities owned or operated by the City of Sweet Home.

- The City should establish a consistent sign package that incorporates a uniform design, logo, and color package into all information signage related to parking.
- Each off-street public facility should be named by its location (e.g., Frost at 10th)

Appendix 1: Parking Memo

From: Kelly Sandow PE
RE: Sweet Home Streetscape Parking Evaluation
Date: 11.23.21
Page 9

- City signs at off-street facilities should direct customers to the nearest available visitor lot (e.g., "Employee Parking Only, Visitor Parking at Frost & 10th")
- The City should work with ODOT to maintain the marked individual parking spaces along Main Street to increase efficiency.

Marketing and Communications

The City of Sweet Home should develop a marketing and communication system for downtown parking. This can consist of the following items:

- Develop maps that visually display the parking areas and lots and identify the location of visitor versus employee facilities.
- Validation program. Evaluate the feasibility of retail and theater validation systems if the City moves to enforcement and ticketing.
- Transportation Demand Management (TDM) alternatives. Incorporate alternative mode options (i.e., shuttles, transit, and bicycle) into parking materials.

Pricing

Given the size of Sweet Home and its current and anticipated growth, it is not suggested that the City implement parking pricing at the present time. However, as the 85% Rule is triggered, additional and more aggressive management of the supply is needed. Sweet Home may, at some future point, consider pricing parking. At that point, pricing would be intended to (a) facilitate more efficient turn-over, (b) encourage the use of specific facilities in specific management zones (i.e., short-term vs. employee parking), (c) encourage the use of alternative modes, and (d) provide a funding source for new supply and alternative mode options. The following options may be considered:

- Meter on-street parking to increase efficiency and capacity
- Charge for parking in publicly owned off-street facilities
- Establish a "Downtown Parking Fund" from revenues derived from downtown public parking.

RECOMMENDATIONS FOR PARKING IMPROVEMENTS

Near-Term Implementation

- Mark on-street parking spaces to increase efficiency
- Create an agreement with property owners for public use of additional off-street parking lots. Possible lot usage options are:

From: Kelly Sandow PE
RE: Sweet Home Streetscape Parking Evaluation
Date: 11.23.21
Page 10

- The City leases the lot for public use at all times.
- Restricted parking during the typical M-F 7 AM-5 PM business hours for business use. After-hours parking becomes available for any public use. This will help for festivals, farmers markets, evening and weekend restaurant usage, etc.
- Identify lots that can be used for public parking for event parking only.

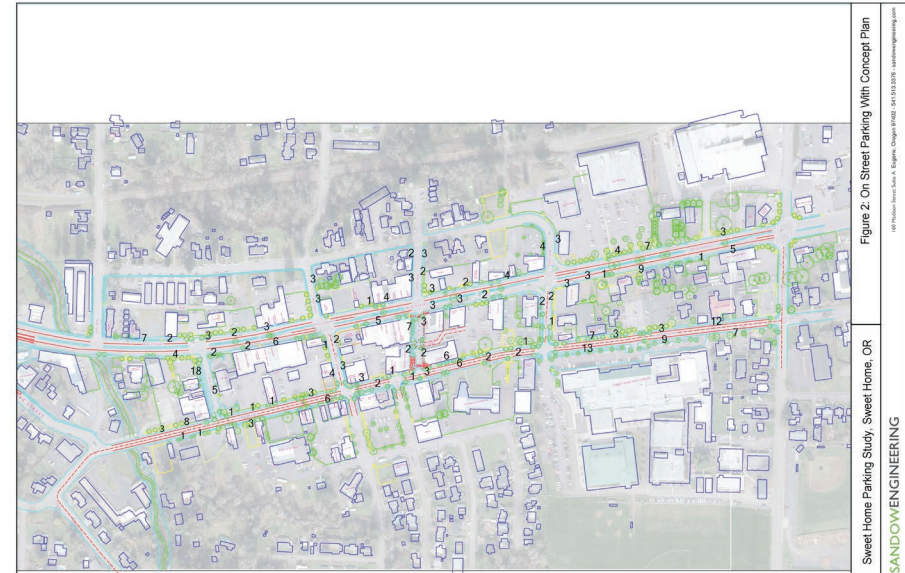
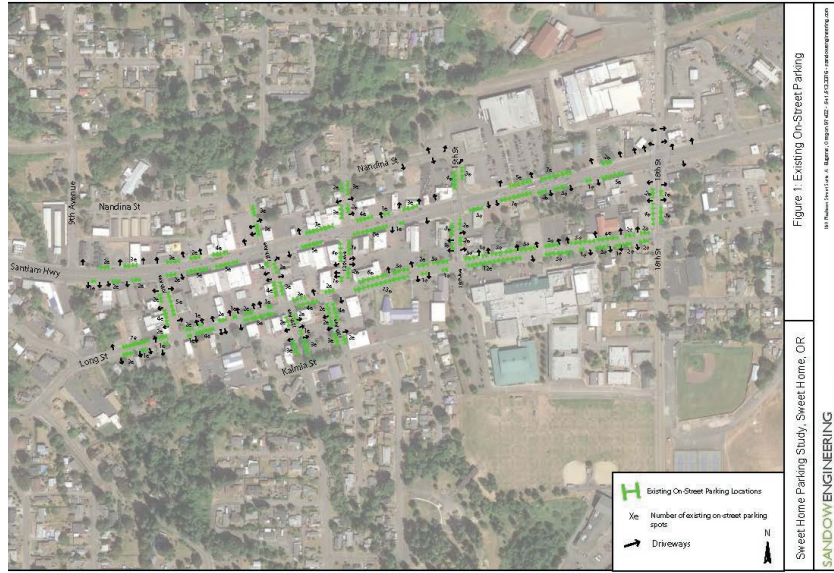
- Mark spaces as "reserved for" specific uses
- Stripe and sign several pull-through RV spaces in public lots (dual-use)
- Create a clear parking signage program
 - Develop a logo/identity for off-street public parking lots
 - Upgrade on-street directional signage to incorporate logo/identity
 - Install uniform signage at all public off-street parking facilities

Additional Study

- Re-do utilization study during "peak season"- after boating season begins
- Perform a turn-over study (measures how long parking spaces are being used).

Longer-Term

- Continue to repeat utilization studies- implement 85% Rule
- Create additional RV spaces in the downtown area
- Improve pedestrian access between Long St parking lot and Main St
- Consolidate or remove driveway cuts on Main St and Long St to increase on-street parking.
- Disclose clear zone length with ODOT and reduce if possible.
- Implement a parking management program:
 - Enforce 2-hour parking on-street
 - Mark off-street parking for 4-hour or "all-day"
 - Evaluate and reduce 15-minute stalls if they are underutilized



Appendix 2: Community Feedback

Summary from Community Meeting and Web Feedback				
1. Site Furnishings Opportunities	Plainwell Landscape Forms	Scarborough Landscape Forms	Generation 50 Landscape Forms	Freesia Victor Stanley Landscape Forms
From Web	3	4	5	1
From Community meeting	5	12	2	2
Total	8	16	7	3
Comments				
a Recycled plastic if it would last better than wood.				
b I think metal would be cold in the winter and hot in the summer. Plastic would be best in my opinion.				
c Metal is "cleaner and more modern" looking. Can be painted ANY color in the future. Metal doesn't attract Mason Bees. Metal waste receptacles won't warp with rain and time as wood strips do.				
d I like the metal and wood together look.				
e These would look really amazing with the timber style lighting! Modern yet they have a rustic twist. Elderly and disabled people need arms on bench to assist in getting up from seated position.				
f There is also more security with a full enclosed back for several reasons, young children unable to slip through and personal belongings securer just to mention a couple.				
g Add middle arm rest to benches				
2. Lighting Options	Acorn Light	Square Wood Light	Solana Series	
From Web	4	11	1	
From Community meeting	14	3	1	
Total	18	14	2	
Comments				
a Keep thing consistent				
b Acorn is metal. Metal lasts, just needs painting. Wood rots.				
c I love the idea of having more lighting throughout. Makes it feel more inviting and keeps things safer.				
d These would look lovely, while also tying our history in a modern way				
e I like the idea of a rustic timber frame light that reflects timber/logging culture and economy of the area.				
f Dark Sky lid to prevent uplight				
Do you like this concept?				
	Yes	No		
3. Bulb Outs	10	1		
Landscape/Trees	8	0		
Benches	9	0		
Public Art	6	2		
Public Art feedback from Community Meeting	5			
Comments				
a I am against eliminating any downtown parking.				
SAFETY ALERT! Pedestrians are VERY difficult to see when exiting Steelhead Fitness Bldg. due to large brick structure supporting bldg. in front of door. Keep this in consideration when adding additional outdoor elements near the 3 nearby crosswalks. OTHERWISE, I REALLY LIKE this concept but perhaps in another area.				
c I like the idea of metal deer for the art				
d Seems like art would just end up ruined or defaced				
e I like the idea of benches on the sidewalks for people who really need to rest or have limited mobility. I think I'm a little fearful of homeless people mistreating the bench spaces.				
f Wood benches and room for lush landscaping would create a warm and welcoming space amongst all the concrete downtown!				
g Public art should be wood with local theme				

Do you like this concept?		
	Yes	No
4. Long Street Opportunities	8	3
Curb bulb-outs on corners	6	
Mid-block curb bulb-outs	7	
Landscaping/Trees	9	
Benches	9	
Public Art	8	
Bike Lanes	3	
Outdoor Seating	2	
Comments		
a I am against narrowing the car lanes on Long Street. In my neighborhood (12th Street and Redwood) cars regularly move to the center of the street and block traffic to go around cars.		
Partially "Like" this design. Safer crosswalks with bulb-outs or at least reflective diagonal stripes and BETTER LIGHTING at EVERY CROSSWALK. Bike lanes helpful/safer. Tasteful & professional quality Public Art that's enhancing themes/ attractive/upbeat NOT random, poor quality, amateur visual distraction.		
b Saying "Do Not Like" to ANY landscaping that requires VOLUNTEER upkeep. SH Volunteers work hard enough already.		
I think this whole plan is a waste of time and money. What you guys really need to do is discuss with whatever business owners we have left in town and ask them why are all the other businesses closing down. A lot will say the increase of property taxes the increase of homeless people and where they are allowed to camp anywhere and for however long without suffering the consequences like us home resident owners do. In all honesty kinda funny they think this will save the town but in all reality it's just a waste of money that we pay taxes into. But like I say no matter how many of us or all of us say no to this you guys will find a way to use our taxes on unnecessary stuff just like the city hall upgrade.		
c I like the concept of permeable pavers where ever pavement is going to be removed. Also bus shelters would be nice with a bike rack, trash receptacles.		
d Mister systems in outdoor venture areas; and a water courtyard would be nice in the summer.		
e I love this idea. It creates beauty in town and places for people to enjoy small businesses and the outdoors. We are so excited to see sweet home thrive in small business.		
f Long St. is used heavily - lots of traffic. I think there could be improvements, as long as the property owners actively participate.		
g Another nice use of a wider road. Providing for wider sidewalks and bulb outs, could facilitate out door dining. It would be a nice connection to 13th street if the same improvements were made there. For public art, it would be nice if murals could once again grace our buildings in Sweet Home.		
Do you like this concept?		
	Yes	No
5. Gathering Space Opportunities	10	0
E.g. between Figaro's Pizza and Sweet Home News		
Comments		
a I'd be concerned about vandalism		
b This would be amazing for the community.		
c If it's a large enough area like in that back parking area to have a gas fireplace and dancing area would be fantastic. maybe add food cart stalls.		
d GREAT idea! Check out Lebanon's version with access to the food & drink establishment, electrical, stage, lighting hook-ups, permanent seating. (May need gates) ***Might also work in larger parking lot space between Downtown Lounge and Heresco Bldg.		
e I really like the side street concept. It creates a little more privacy while also being able to enjoy the small business areas.		
f The locations should be very visible, so that vagrants will not congregate		
g Pocket parks add such charm to a town!		
h Love the town square idea put it between the library and the old town hall		

Do you like this concept?		
	Yes	No
6 Festival Street Concept - 13th Ave	13	1
Comments		
a	Severe shortage of parking makes me hesitant about this idea. Where do I park if I want to go to the hardware store? You have confiscated all their parking spaces. Also taking parking from in front of the Post Office is a problem. Where do people park if they want to come to the festival?	
b	I love the idea of cleaning up our downtown and making it a safe/fun environment. Benches, trees, fresh paint, block parties, Farmers Market are all excellent ideas!	
c	18 th where the mill is located would be a beautiful face lift to that area, and would be nice to revamp that area of Sweet Home LOVE this idea!!!	
d	Give some consideration to temporary overhead cover from sudden rain so more festivals can attract more people. The need for covered, even temporarily covered spaces, needs to be addressed in all SH Cityscape planning. Otherwise, 3 months per year of sunny skies limits opportunities for outdoor community engagement.	
e	I think this would be a great opportunity for a fun place to go when people of our community want somewhere fun to go and interact with others and do something fun. And it would help the youth of the community like teens staying out of trouble. I haven't looked into whether a different location would be better. But love the idea and love that the city is looking to make downtown more attractive and desirable. Our city's downtown looks worn out and dreadful. It does not attract community. It needs a face light in a big way. Even paint on the buildings would improve as a first step. We have a very desirable location to live, that would attract new business and residents. But driving through downtown on Hwy. 20, your just treated to empty, old worn out buildings with no life, no community, no pride. Our downtown and city could be so much better. There could be life in downtown. We desperately need a facelift. Other towns have done it with our size. Sweet Home has a lot going for it with the beauty of our location. I'm very happy and glad you are addressing making our downtown better with the Festival Street idea. I know if we start making downtown better this would attract better and more business. Thanks!	
g	13th Ave has been used sporadically for years as a 'festival/event' area, usually being closed off. It makes a perfect location for narrowed street scape, wide sidewalks, inviting people there.	
h	A nice use of a very wide street. Addition of wider sidewalks would accommodate planting strips. Adding shrubs and small trees would increase the "park" feel which would be appropriate for small festivals such as craft fairs, art walks, music venues.	
i	Woonef Style street	
7 Other comments		
a	Murals for art	
b	Below are properties for City to consider Auto Parts store on Ames Creek - rebuild on some traded property Old Marie's Ceramic Building (now marijuana) Bohemian Tavern in front of fire station Chevy's Tavern 12th & Long Old Metal Storage Building and adjacent property by Alley in Block 10	
c	Add City parking along Long St	
d	Locate a Chamber building with restrooms in area of marijuana store to tie all together with Museum Corner for small park and beautiful entry to Sweet Home	
e	Cross walks with crossing lights & Pedestrian Alley from Key Bank to the Theater	
f	Raised Pedestrian Lanes across 12th & 13th	
g	New facades, lanterns and signage on side streets	
h	Consider removing some of the older buildings	
i	Foot bridge across Ames Creek	
j	Public Restrooms	
k	International Christmas Event	
l	Bowling Alley / mini golf	
m	Taco Bell to replace skyline	
n	Store Front improvements	
o	Breakfast Café, bakery , taphouse/ brewery	
p	Entertainment for Kids	
q	Veteran's flag off Main or use flag poles for another flag. Do a flag competition	
r	Water feature, EV charger	
s	Concert destination or Motorcycle tourist destination	

Appendix 2: Community Feedback

March 25, 2021

Blair Larsen - City of Sweet Home
David Dougherty et.al Eugene, Oregon

Thanks to each of you for a nice meeting this evening. There were a lot of good ideas shared, and I am following up with ideas and suggestions that you can add to the list.

City

Save some money for future acquisitions, or consider some property trades.

Some properties for the city to consider – when the opportunity arises:

Auto Parts Store on Ames Creek - Maybe they could rebuild on some traded property

The old Marie's Ceramic Building (Now Marijauna)

Bohemian Tavern – in front of fire station

Chewy's Tavern - 12th and Long

Old Metal Storage Building and adjacent property by Alley in Block 10
(owned by Mary Spear Parker – Halsey, Oregon)

With that said, the city could dramatically improve streetscape, perhaps add some city parking on Long Street, and then with a lot of vision, locate a Chamber Building (along with some public restrooms associated with the Chamber) in the area of the Marijauna store and tie it all together with the Museum and Corner for a small park and beautiful entry into Sweet Home. Use some professional designer for his entire project.

After reviewing and studying the "Revitalization of Brownsville Texas" on the internet, and what they did at the end of the video with their alleys, we could likewise create a beautiful pedestrian friendly alley all the way from Key Bank to the Theater. Include "raised pedestrian lanes" across 12th and 13th (not just dang speed bumps). The raised pedestrian lanes would slow traffic in these two locations, where they should not be going over 20 or so anyway (These are very short blocks). The store owners adjacent to this alley would need to work on their own buildings, to make the rear of the buildings attractive and inviting to this "mall atmosphere". This may mean some newer facades, lanterns, inviting signage etc.

Buildings that in reality are already "beyond their date" could be removed, which would include two taverns, a metal garage building (tied to the old Western Auto Store – now Sweet Home Botique), the marijauna Store (Old Maries Ceramics), the Auto Parts Store etc. This could invite a beautiful park setting for this whole corner. Consider some type of temporary parking in the area of the Auto Parts store (including RV's) with a drive through back to Long Street, and of course a really attractive foot bridge across Ames Creek to a Chamber building (In the area of the current Marijauna Shop).

I like the ideas of some sidewalk build-outs. Brownsville Texas points out that this reduces the distance that a pedestrian needs to pass across traffic lanes, and apparently has reduced traffic fatalities significantly. Of course, let's avoid creating problems for larger vehicles (trucks, fire apparatus etc.)

I really like the ideas of more and more effective lighting fixtures on the sidewalks.

I also like the idea of being able to close a street periodically for special events. I will talk some special event ideas under separate cover.

We definitely need some public restrooms, and if they were included as part of (perhaps to the rear) of a Chamber Building, we might have a little more control of maintenance, and avoiding it becoming part of a homeless situation, but they may need to use them periodically too.

Note: A visit to NYC where all of the stores had signs "No Public Restrooms", was not very friendly or inviting to visitors. On the other hand, a visit to Kohala HI., there was a obvious sign directing you to the Chamber Office and notifying visitors that public restrooms were available. Then volunteers at the Chamber Office had nice conversations with the visitors, had displays about the Big Island, and pointed out all of the interesting things to do. Of course, the restrooms would need cleaning.

The alley's mentioned above, could even have some water features, and perhaps some performing platforms (permanent or temporary), with proper lighting etc. See my notes about activities.

Nuff Said for Now.

Henry B. Wolthuis
Sweet Home Planning Commission

8.0 Appendix

March 25, 1921

Blair Larsen, City Planning
David Dougherty – Architects

City Activities:

Dear Gentlemen:

Thanks again for a nice meeting this evening, and I enjoyed some of the conversation about closing off some streets on occasion for special events.

Actually, I have been thinking about some special events, not just city but as a business promotional and to involve the Chamber and other Groups. Of course, we borrow from what others have done, and credit should be given where it is due. In the book on Leavenworth Washington, they have a Christmas Lighting Event. I am realistic enough to not think we can replicate them, but here are some thoughts.

First Week of December: INTERNATIONAL CHRISTMAS EVENT.

Encourage business's in "Olde Town" (10th to 15th) to decorate their buildings – lighting and all for Christmas and more especially on the alley side of 10th to the Theater. I am putting names down, without having spoken to these individuals, so I am doing a disclaimer that these are only ideas.

Solicit from all of the business's in Sweet Home, some gifts that could be used for raffle. The first week of December, we could have some warming fires (in Patio steel fire pits) – perhaps just east of the Laundromat. Vendors could set up wares and sell. This could include items made in Sweet Home, Christmas decorations (I know that we have a large event in the High School Auditorium – we could locate this even where described, or on school grounds – we would work together – not competing). Perhaps Larry Chaffin would bring his horses and wagons and we could raffle a few tickets for rides, but primarily sell tickets for rides. I would see what we could do to find a fiddle player, perhaps a tuba or trombone player (High School Band) and I would volunteer myself and accordian, and along with some song sheets could sell rides for Christmas Caroling and some German Music, along a designated route and repeated each half hour or so. Maybe could find a Santa Claus to join us on the wagon.

Vendors could sell their goods. This could include local restaurants, so we could have Italian, German, Dutch, Mexican, and other types of foods. I know we have a lot of old settlers from Oklahoma and Arkansas - What are their favorite foods and music????

This event could perhaps start mid afternoon, and extend to maybe 9:00 P.M. With a raised stage, we could have different groups perform each half hour or so. I think the High School has some risers that could be used, and the Rotary Club has had access to a portable PA system for Easter Egg Hunts. We would need to see where and if available. SHOWCASE could be a big help in lining up local talent (Shirley Austin and others). After collecting a number of gifts from local business's (It is really advertising), we could have a raffle every 30 minutes. Raffle tickets could be distributed, one per person. I am hesitant to say this, but it is human nature to flock to something that is free, or we could sell raffle tickets really cheap, so no one would be deprived. The Raffles should give recognition and

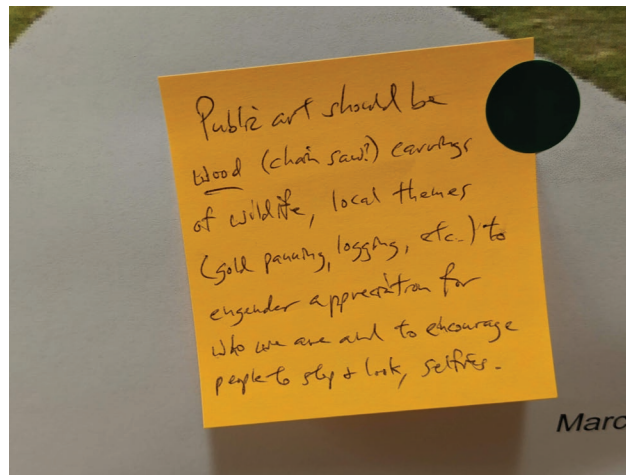
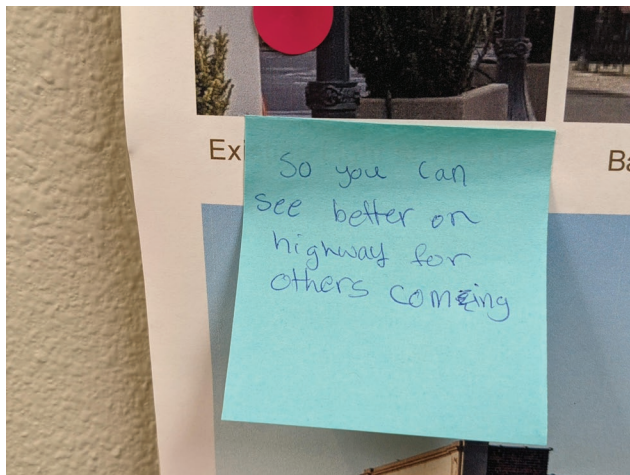
some advertisement to the local business's. There are probably 30-40 business's in Sweet Home, that could be invited to participate.

Jim and Lisa Gourley are involved with others in trying to promote more Christmas Spirit. Perhaps they should be contacted. The Rotary Club may want to get involved – if they are not already overwhelmed.

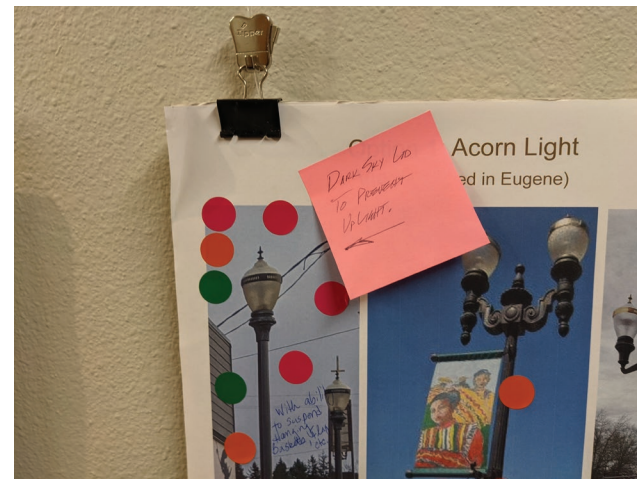
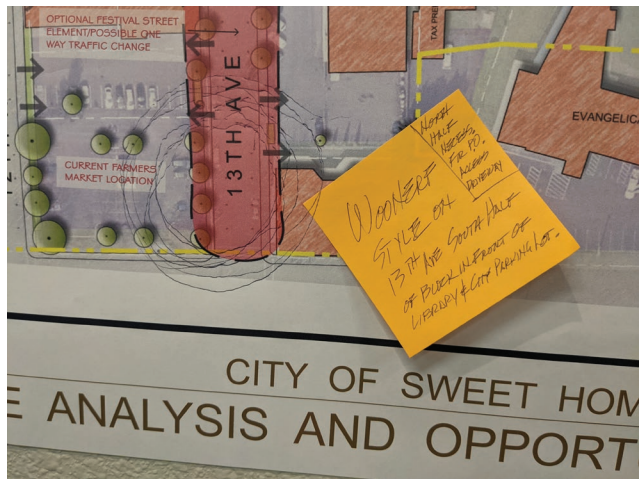
Do you think this is something that we would want to consider???

Henry B. Wolhuis

Appendix 2: Open House Meeting 1



8.0 Appendix



Appendix 2: Open House Meeting 2

