



# City of Sandy

## Agenda

### City Council Meeting

Meeting Date: Monday, September 19, 2022

Meeting Time: 6:00 PM

Page

#### **1. MEETING FORMAT NOTICE**

This meeting will be conducted in a hybrid in-person / online format. The Council will be present in-person in the Council Chambers and members of the public are welcome to attend in-person as well. Members of the public also have the choice to view and participate in the meeting online via Zoom.

##### To attend the meeting in-person

Come to Sandy City Hall (lower parking lot entrance).  
39250 Pioneer Blvd., Sandy, OR 97055

##### To attend the meeting online via Zoom

Please use this link: <https://us02web.zoom.us/j/86503000134>

Or by phone: (253) 215-8782; Meeting ID: 86503000134

Please also note the public comment signup process below.

#### **2. CITY COUNCIL WORK SESSION - 6:00 PM**

##### **2.1. Pleasant Street Master Plan**

3 - 26

[Pleasant Street Master Plan: Re-Introduction - Pdf](#)

#### **3. CITY COUNCIL REGULAR MEETING - 7:00 PM**

#### **4. PLEDGE OF ALLEGIANCE**

#### **5. ROLL CALL**

#### **6. CHANGES TO THE AGENDA**

#### **7. PUBLIC COMMENT**

The Council welcomes your comments at this time.

If you are attending the meeting in-person

Please submit your comment signup form to the City Recorder before the regular meeting begins at 7:00 p.m. Forms are available on the table next to the Council Chambers door.

If you are attending the meeting via Zoom

Please complete the [online comment signup webform](#) by 3:00 p.m. on the day of the meeting.

The Mayor will call on each person when it is their turn to speak for up to three minutes.

**8. RESPONSE TO PREVIOUS PUBLIC COMMENTS**

**9. PRESENTATION**

- 9.1. **Economic Development Strategic Plan Update** 27 - 36  
[EDSP Council Update Slides](#)

**10. CONSENT AGENDA**

- 10.1. **City Council Minutes** 37 - 43  
[City Council - 06 Sep 2022 - Minutes - Pdf](#)

**11. REPORT FROM THE CITY MANAGER**

**12. COMMITTEE /COUNCIL REPORTS**

**13. STAFF UPDATES**

- 13.1. [Monthly Reports](#)

**14. ADJOURN**



## Staff Report

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**Meeting Date:** September 19, 2022  
**From** Kelly O'Neill Jr., Development Services Director  
**SUBJECT:** Pleasant Street Master Plan: Re-Introduction

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### **DECISION TO BE MADE:**

Staff is seeking to gauge the Council's level of interest in investing in this concept. This feedback will inform staff development of implementation steps for the draft plan.

### **PURPOSE / OBJECTIVE:**

The purpose of this work session is to reintroduce the Pleasant Street Master Plan and brief members on what is included in the plan, to gauge Council interest in investing in this concept, and discuss the next steps for reviewing, approving, and implementing the plan.

#### **Look Ahead at Next Steps:**

- Bring draft Pleasant Street Master Plan to a City Council and Sandy Urban Renewal work session for review and feedback
- Bring draft plan to Planning Commission for review and recommendation
- City Council adoption of the plan
- Begin implementation prep:
  - Propose municipal code amendments to Council (similar to process that followed Parks & Trails Master Plan adoption)
  - Develop Pleasant Street business attraction plan
  - Develop Pleasant Street art plan
  - Develop capital spending strategy for upcoming budget cycle

### **BACKGROUND / CONTEXT:**

#### **Introduction**

The Pleasant Street Master Plan (PSMP) is a visioning and infrastructure plan currently under development by City staff to promote and encourage the expansion of commercial business in downtown Sandy by investing in improvements along Pleasant Street and [creating a pedestrian corridor in the Alt Avenue right-of-way to link Proctor Blvd. and the Sandy Library to Pleasant Street](#). The PSMP recommends the undergrounding of all utilities and the installation of proper pedestrian, bicycle, and streetscape infrastructure along Pleasant Street, along with the development of an incentive plan package to encourage certain targeted categories of business to locate in the district. The vision is to encourage new restaurants and specialty retail to develop in downtown Sandy by incentivizing the expansion of the downtown business district. The

PSMP would accomplish this by transforming Pleasant Street into an active and highly walkable and bike-able commercial thoroughfare, but without the traffic and noise found on the other primary couplet thoroughfares of Pioneer and Proctor Boulevards.

### **A Brief History of the Plan**

The concept of expanding Sandy's downtown commercial district was first introduced in 1995 during a downtown charrette held by the City of Sandy as part of the 2040 Neighboring Cities Study, a precursor to the 1997 Comprehensive Plan Update. At the time, the community was trying to determine how and where to extend the commercial area of the downtown district to, and the most common answer amongst those present was Pleasant Street. It was also noted by the participants at that charrette that "overhead wiring should eventually be moved underground in order to help clean up the visual clutter that is often the first impression that a visitor has of the downtown", and that "there is a need to make the entire downtown area more pedestrian friendly with better sidewalks and...street furniture, trees, friendly storefronts, good signage and the like".

The idea for the development of a master plan for commercial improvements to downtown Sandy began in earnest in 2017 when the Sandy City Council adopted the development of a master plan for Pleasant Street as [one of their official goals for the 2017-2019 biennium](#). The Planning Division hired a RARE student (Emma Porricolo) to manage a number of tasks for the Division, which included the development of a draft of the PSMP. AECOM was selected as the contractor for this project and assisted the City with construction cost estimation, public engagement, and the creation of renderings of completed project segments for visioning purposes.

### **Goals of the Plan**

The primary goals of the PSMP are to extend the primary downtown commercial area (i.e., "the couplet") one block north to include Pleasant Street, and to transform this street into a commercially active thoroughfare in the process. The PSMP suggests policies and actions intended to make this transformation incrementally over the next 15 to 20 years.

The PSMP includes two major infrastructure upgrades on Pleasant Street to help accomplish these goals. First, the PSMP recommends undergrounding all aerial utilities (electric, telecom) along the street -- this would provide a major aesthetic upgrade to the street by eliminating unnecessary and unsightly service poles and would also eliminate several ADA barriers that have existed within the pedestrian right-of-way on the street for decades. Second, the plan aspires to make massive improvements in walkability and bike-ability along Pleasant Street. The pedestrian environment in and around the couplet is largely governed by the existing conditions on Pioneer and Proctor Boulevards. The high volumes of traffic on these two streets create significant noise pollution and decreased pedestrian mobility throughout downtown Sandy. The PSMP calls for the installation of uniform, ADA-compliant sidewalks on Pleasant Street along with associated curbs, planter strips, street trees and streetscape furnishings that go with them to greatly improve downtown walkability. Along some stretches, this would

improve existing conditions by leaps and bounds. We have included a page from the recently completed Downtown Walkability Assessment (DWA) detailing the current state of downtown Sandy's pedestrian infrastructure as an attachment to this report. Please note that the DWA is complete but has not yet been codified. Bike lanes and infrastructure are also included in the plan to improve bike mobility along Pleasant Street.

### **Public Engagement and the PSMP**

The initial work done in 2017 and 2018 included three phases of public engagement work. The first phase collected information from local residents, downtown business owners, downtown property owners, and local community non-profits through lengthy stakeholder interviews. Nine organizations and thirteen individual stakeholders took part in these interviews. Interviewees were asked about existing conditions of the infrastructure in downtown Sandy, opportunities and barriers regarding downtown commercial development, their preferred overall vision for the downtown commercial district, and their thoughts on the importance of different plan elements the City was exploring. The responses received were mostly as expected: stakeholders found the existing infrastructure needed significant modifications, were realistic about the opportunities (Sandy Community Campus), and the barriers (perceived difficulty with attracting new business, resistance to change by some people), and indicated that the most important plan element to them was the undergrounding work, followed closely by improving pedestrian accessibility and adding outdoor seating at restaurants. Most participants also indicated fairly strong support for the art plan and particularly the business attraction and incentive plan.

Following the stakeholder interviews, general surveys were the second step in the public engagement process. The purpose of the surveys was to inform survey respondents of the project and to receive their feedback on initial concepts of the master plan. A total of 174 surveys were received by City staff. Survey respondents were asked questions about:

- Existing conditions: (87% said Pleasant Street "needs work", 47% said needs "major upgrades")
- Their vision for development:
  - Walkability: this was the most important element to 31% of respondents.
  - Adding placemaking elements and art to the district: 60% approved (!), 19% neutral
  - Undergrounding utilities: 75% support (!), 18% neutral
  - Types of business to recruit: Restaurants were the top response at 77%.

The City of Sandy also held the PSMP Open House event in March of 2018 at the Sandy Public Library. City staff presented the PSMP work products to the general public in an open house format, which was primarily focused on explaining different concepts within the plan, such as placemaking, the importance of a pedestrian friendly streetscape to a commercial district, and what the undergrounding of utilities would entail. There were also many interactive activities at the open house for citizens to

engage in -- the most interesting of these activities were dot activity summaries to help identify the most popular elements of the plan (#1 undergrounding, #2 pedestrian friendly streetscape) and to choose the color and style of the street furniture (#1 choice - Beetroot 22%, #2 choice - Vermont Slate 19%).

## **KEY CONSIDERATIONS / ANALYSIS:**

### **The PSMP Concepts**

The central focus of the PSMP includes four main concepts that together create the foundation for redevelopment. The four concepts are: undergrounding utilities, redesigning Alt Avenue, creating a highly pedestrian friendly streetscape, and incorporating unique placemaking features.

The improvements in the PSMP encompasses the following actions:

- The **undergrounding of all overhead utility lines** (electric, telecom) on Pleasant Street from Beers Avenue to Ten Eyck Road.
- The creation and installation of a **uniform streetscape design** on Pleasant Street by:
  - Installing code compliant curbs, sidewalks, planter strips and street trees where no streetscape infrastructure currently exists.
  - Improving existing streetscape infrastructure by bringing it up to current code compliance (i.e. uniform sidewalk widths, adding street trees, etc.) where needed.
  - Decreasing asphalt widths in some places to decrease pedestrian crossing times and encouraging slower vehicle travel speeds.
- A **redesign of Alt Avenue**: removes Proctor Boulevard access from Alt Avenue; adds colored/patterned concrete, adds additional permanent landscaping features, adds pedestrian placemaking elements, and improves safety at an unsafe intersection. This redesign will create a pedestrian corridor in the Alt Avenue right-of-way to link Proctor Boulevard and the Sandy Library to Pleasant Street.
- **Improving downtown walkability/bike-ability**: repaints faded crosswalks, installs other pedestrian crossing safety improvements, improves sidewalks along Pleasant Street, adds bike sharrows, etc.
- Incorporating "placemaking" principals to create a slightly different and unique district by **adding different colors, furniture styles, and streetlight fixtures than the rest of the City**.
- The creation and implementation of a **business recruitment and incentives package** for the purpose of targeting specific categories of business to locate on Pleasant Street.
- The creation and implementation of a **public art plan** to place public art installations on Pleasant Street.

The PSMP as currently conceived will take approximately 20 years to complete, but this timeline was created back in 2017/2018 when conditions were different than they are

today. Staff is comfortable stating that this timeline can be accelerated depending on the level of urgency assigned to the PSMP and the amount of funding allocated to the PSMP.

**BUDGETARY IMPACT:**

The current AECOM estimates, as of August 2022, is that the PSMP infrastructure implementation will cost approximately **\$10.7 million**. We have included AECOM's cost analysis spreadsheet as an attachment (AECOM's Pleasant Street Master Plan cost estimates, 2023 & 2033) to this staff report.

In addition, AECOM divided the costs into implementation segments to provide City staff an idea of how much each segment would cost relative to other segments. Dividing costs by segments allows the Council to review the implementation steps in smaller segments and possibly reorder the segments depending on budgeted funds. Here are four project segments with associated cost projections:

- Strauss Avenue to Smith Avenue (undergrounding & streetscape work):  
**\$1,201,307**
- Alt Avenue reconstruction and Alt/Proctor intersection improvements:  
**\$1,722,749**
- Beers Avenue to Strauss Avenue (undergrounding & streetscape work):  
**\$3,058,376**
- Smith Avenue to Ten Eyck Road (undergrounding & streetscape work):  
**\$4,743,112**

Other items included in the PSMP that are not included in the cost structure are listed below -- they were not listed in the project costs above either because they are solely expenditures of staff time or have minimal cost:

- Developing and implementing a business recruitment and incentives plan for the PSMP area (staff time)
- Developing and implementing an art plan for the PSMP area (consultant + staff time)

Staff is also planning on exploring matching grant funding from other sources to help fund this project, and are confident that outside grant funding could be available from a number of different sources such as Business Oregon, Oregon Main Street, Safe Routes to School, ODOT's Connect Oregon grant program and Immediate Opportunity Fund, etc.

**LIST OF ATTACHMENTS/EXHIBITS:**

- AECOM's Pleasant Street Master Plan cost estimates, 2023 & 2033
- Page 21, Downtown Walkability Assessment - Sidewalks
- Staff Presentation Slides

**PLEASANT STREET MASTER PLAN**  
 Conceptual Cost Estimate  
 August 25, 2022

**SEGMENT KEY**

No	Description	No	Description
1	Pleasant Street from Strauss to Smith - Step 1 Undergrounding utilities and new sidewalks, excluding improvements to Alt Ave	3	Pleasant Street from Beers to Strauss Undergrounding utilities and new sidewalks, includes undergrounding along Strauss between Hood and Proctor.
2	Pleasant Street from Strauss to Smith - Step 2 (Alt Ave) Reconstruction of Alt Ave, modifications to Alt/Proctor intersection	4	Pleasant Street from Smith to Ten Eyck Undergrounding utilities and new sidewalks.

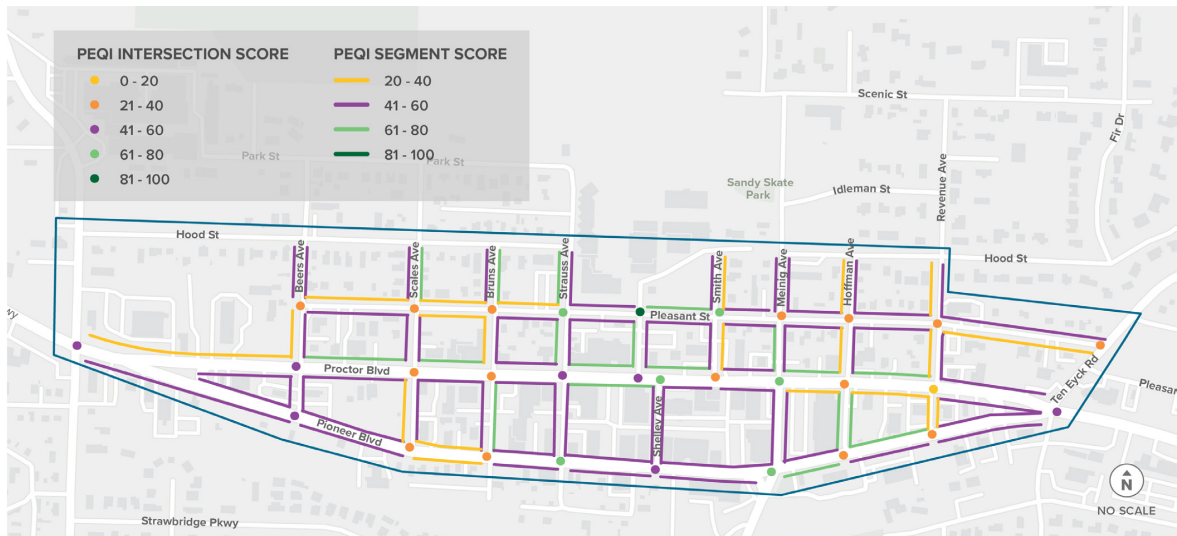
No	Description	Units	Quantity, by Segment				2023 Cost, by Segment				Annual Inflation Rate	2033 Unit Cost	2033 Cost, by Segment				
			1	2	3	4	1	2	3	4			1	2	3	4	
<b>Site Preparation</b>																	
11	Removal of Asphalt	SY	504	1,134	467	883	\$ 14.90	\$ 7,508	\$ 16,892	\$ 6,957	\$ 13,153	3.475%	\$ 20.96	\$ 10,565	\$ 23,771	\$ 9,789	\$ 18,509
12	Removal of Concrete	SY	667	356	634	2,034	\$ 18.62	\$ 12,420	\$ 6,629	\$ 11,805	\$ 37,874	3.475%	\$ 26.20	\$ 17,477	\$ 9,328	\$ 16,612	\$ 53,296
13	Removal of Curb	LF	1,000	600	1,000	3,100	\$ 9.93	\$ 9,931	\$ 5,959	\$ 9,931	\$ 30,786	3.475%	\$ 13.97	\$ 13,975	\$ 8,385	\$ 13,975	\$ 43,322
14	Move Existing Hydrants (Remove and New)	EA	1	2	1	3	\$ 12,413.60	\$ 12,414	\$ 24,827	\$ 12,414	\$ 37,241	3.475%	\$ 17,468.36	\$ 17,468	\$ 34,937	\$ 17,468	\$ 52,405
15	Removal of Inlet	EA	3	4	6	13	\$ 744.82	\$ 2,234	\$ 2,979	\$ 4,469	\$ 9,683	3.475%	\$ 1,048.10	\$ 3,144	\$ 4,192	\$ 6,289	\$ 13,625
16	General Excavation and Removal	CY	110	158	265	405	\$ 49.65	\$ 5,462	\$ 7,845	\$ 13,158	\$ 20,110	3.475%	\$ 69.87	\$ 7,686	\$ 11,040	\$ 18,516	\$ 28,299
<b>Roadway and Plaza Items</b>																	
21	Hot Mix Asphalt (HMA) (Full-Depth)	TON	81	22	312	324	\$ 148.96	\$ 12,066	\$ 3,277	\$ 46,477	\$ 48,264	3.475%	\$ 209.62	\$ 16,979	\$ 4,612	\$ 65,402	\$ 67,917
22	Hot Mix Asphalt (HMA) (Overlay)	TON	194	47	388	646	\$ 136.55	\$ 26,491	\$ 6,418	\$ 52,981	\$ 88,211	3.475%	\$ 192.15	\$ 37,277	\$ 9,031	\$ 74,555	\$ 124,130
23	Aggregate	CY	219	315	529	810	\$ 74.48	\$ 16,311	\$ 23,462	\$ 39,401	\$ 60,330	3.475%	\$ 104.81	\$ 22,953	\$ 33,015	\$ 55,445	\$ 84,896
24	Concrete Curb	LF	973	378	1,860	3,227	\$ 37.24	\$ 36,235	\$ 14,077	\$ 69,268	\$ 120,176	3.475%	\$ 52.41	\$ 50,990	\$ 19,809	\$ 97,473	\$ 169,111
25	Pedestrian Ramp	EA	4	2	19	32	\$ 4,965.44	\$ 19,862	\$ 9,931	\$ 94,343	\$ 158,894	3.475%	\$ 6,987.34	\$ 27,949	\$ 13,975	\$ 132,760	\$ 223,595
26	Sidewalk	SY	1,015	141	2,123	3,695	\$ 111.72	\$ 113,398	\$ 15,753	\$ 237,187	\$ 412,814	3.475%	\$ 157.22	\$ 159,573	\$ 22,167	\$ 333,768	\$ 580,910
28	Concrete Pavement	CY	0	388	0	0	\$ 533.78	\$ -	\$ 207,108	\$ -	\$ -	3.475%	\$ 751.14	\$ -	\$ 291,442	\$ -	\$ -
29	Colored Concrete Additive	CY	0	388	0	0	\$ 50.00	\$ -	\$ 19,400	\$ -	\$ -	3.475%	\$ 70.36	\$ -	\$ 27,300	\$ -	\$ -
30	Concrete Texturing	SY	0	1,657	0	0	\$ 111.72	\$ -	\$ 185,124	\$ -	\$ -	3.475%	\$ 157.22	\$ -	\$ 260,506	\$ -	\$ -
31	Street Light (100 spacing, alternate)	EA	7	4	12	17	\$ 12,413.60	\$ 86,895	\$ 49,654	\$ 148,963	\$ 211,031	3.475%	\$ 17,468.36	\$ 122,278	\$ 69,873	\$ 209,620	\$ 296,962
32	Storm Inlet (includes pipe)	EA	3	4	6	13	\$ 4,965.44	\$ 14,896	\$ 19,862	\$ 29,793	\$ 64,551	3.475%	\$ 6,987.34	\$ 20,962	\$ 27,949	\$ 41,924	\$ 90,835
33	Tree Well / Grate and Tree	EA	34	0	53	90	\$ 1,862.04	\$ 63,309	\$ -	\$ 98,688	\$ 167,584	3.475%	\$ 2,620.25	\$ 89,089	\$ -	\$ 138,873	\$ 235,823
34	Plaza Landscaping	SY	0	138	0	0	\$ 186.20	\$ -	\$ 25,696	\$ -	\$ -	3.475%	\$ 262.03	\$ -	\$ 36,159	\$ -	\$ -
35	Raised Planter Wall	LF	0	282	0	0	\$ 248.27	\$ -	\$ 70,113	\$ -	\$ -	3.475%	\$ 349.37	\$ -	\$ 98,522	\$ -	\$ -
36	Pedestrian Plaza Art and Aesthetics	LS	0	1	0	0	\$ 62,067.99	\$ -	\$ 62,068	\$ -	\$ -	3.475%	\$ 87,341.78	\$ -	\$ 87,342	\$ -	\$ -
<b>Portland General Electric Items</b>																	
71	PGE Conduit (3x) (incl. trench or bore)	LF	550	0	2,020	2,940	\$ 173.79	\$ 95,585	\$ -	\$ 351,057	\$ 510,944	3.475%	\$ 244.56	\$ 134,506	\$ -	\$ 494,005	\$ 718,998
72	PGE Vaults and Boxes	LS	2	1	3	4	\$ 31,034.00	\$ 62,068	\$ 31,034	\$ 93,102	\$ 124,136	3.475%	\$ 43,670.89	\$ 87,342	\$ 43,671	\$ 131,013	\$ 174,684
73	Private Electrical Reconnection	EA	0	0	16	19	\$ 12,413.60	\$ -	\$ -	\$ 198,618	\$ 235,858	3.475%	\$ 17,468.36	\$ -	\$ -	\$ 279,494	\$ 331,899
<b>Traffic Signals</b>																	
81	Modify ODOT Signal	LS	0	1	0	0	\$ 37,240.80	\$ -	\$ 37,241	\$ -	\$ -	3.475%	\$ 52,405.07	\$ -	\$ 52,405	\$ -	\$ -
<b>SandyNet</b>																	
91	Reset SandyNet Junction Box	EA	1	0	4	9	\$ 1,241.36	\$ 1,241	\$ -	\$ 4,965	\$ 11,172	3.475%	\$ 1,746.84	\$ 1,747	\$ -	\$ 6,987	\$ 15,722
<b>SUBTOTAL Quantified Construction</b>							\$ 598,327	\$ 845,249	\$ 1,523,576	\$ 2,362,812			\$ 841,963	\$ 1,189,431	\$ 2,143,968	\$ 3,324,937	
							\$5,329,964							\$7,500,299			
<b>%-Based Construction Costs</b>																	
121	Mobilization \ Start-up						\$ 89,700	\$ 126,800	\$ 228,500	\$ 354,400		3.475%	15%	\$ 126,200	\$ 178,400	\$ 321,500	\$ 498,700
122	Construction Survey						\$ 12,000	\$ 16,900	\$ 30,500	\$ 47,300		3.475%	2%	\$ 16,900	\$ 23,800	\$ 42,900	\$ 66,600
123	Erosion Control						\$ 15,000	\$ 21,100	\$ 38,100	\$ 59,100		3.475%	3%	\$ 21,100	\$ 29,700	\$ 53,600	\$ 83,200
124	Temporary Traffic Control and Staging						\$ 29,900	\$ 42,300	\$ 76,200	\$ 118,100		3.475%	5%	\$ 42,100	\$ 59,500	\$ 107,200	\$ 166,200
125	Permanent Signing, Striping						\$ 15,000	\$ 21,100	\$ 38,100	\$ 59,100		3.475%	3%	\$ 21,100	\$ 29,700	\$ 53,600	\$ 83,200
126	Irrigation						\$ 12,000	\$ 16,900	\$ 30,500	\$ 47,300		3.475%	2%	\$ 16,900	\$ 23,800	\$ 42,900	\$ 66,600
127	Quality Control						\$ 15,000	\$ 21,100	\$ 38,100	\$ 59,100		3.475%	3%	\$ 21,100	\$ 29,700	\$ 53,600	\$ 83,200
128	Safety						\$ 9,000	\$ 12,700	\$ 22,900	\$ 35,400		3.475%	2%	\$ 12,700	\$ 17,900	\$ 32,200	\$ 49,800
129	Right of Way - Temporary Easements						\$ 12,000	\$ 16,900	\$ 30,500	\$ 47,300		3.475%	2%	\$ 16,900	\$ 23,800	\$ 42,900	\$ 66,600
130	Construction Contingency						\$ 119,700	\$ 169,000	\$ 304,700	\$ 472,600		3.475%	20%	\$ 168,400	\$ 237,800	\$ 428,800	\$ 665,000
<b>SUBTOTAL %-Based Construction Costs</b>							\$ 329,300	\$ 464,800	\$ 838,100	\$ 1,299,700			\$ 463,400	\$ 654,100	\$ 1,179,200	\$ 1,829,100	
<b>CONSTRUCTION TOTAL</b>							\$ 927,627	\$ 1,310,049	\$ 2,361,676	\$ 3,662,512			\$ 1,305,363	\$ 1,843,531	\$ 3,323,168	\$ 5,154,037	
							\$8,261,864							\$11,626,099			
<b>Administrative Costs</b>																	
221	Engineering / Design						\$ 139,100	\$ 196,500	\$ 354,300	\$ 549,400		3.475%	15%	\$ 195,700	\$ 276,500	\$ 498,600	\$ 773,100
222	Construction Management / Inspection						\$ 92,800	\$ 131,000	\$ 236,200	\$ 366,300		3.475%	10%	\$ 130,600	\$ 184,300	\$ 332,400	\$ 515,500
223	City of Sandy Project Management						\$ 23,200	\$ 32,800	\$ 59,000	\$ 91,600		3.475%	3%	\$ 32,600	\$ 46,200	\$ 83,000	\$ 128,900
224	Permits						\$ 18,600	\$ 26,200	\$ 47,200	\$ 73,300		3.475%	2%	\$ 26,200	\$ 36,900	\$ 66,400	\$ 103,100
225	ODOT Project Management						\$ -	\$ 26,200	\$ -	\$ -		3.475%	3%	\$ -	\$ 36,900	\$ -	\$ -
<b>SUBTOTAL Administrative Costs</b>							\$ 273,700	\$ 412,700	\$ 696,700	\$ 1,080,600			\$ 385,100	\$ 580,800	\$ 980,400	\$ 1,520,600	
							\$2,463,700							\$3,466,900			
<b>TOTAL</b>							\$ 1,201,327	\$ 1,722,749	\$ 3,058,376	\$ 4,743,112			\$ 1,690,463	\$ 2,424,331	\$ 4,303,568	\$ 6,674,637	
							\$10,725,564							\$15,092,999			

**Notes:**

- See the "Backup and Assumptions" page included with this estimate for assumptions, including but not limited to pavement thicknesses and densities.
- The existing overhead electric poles that line Pleasant Street also support telecommunication lines. For the purpose of this conceptual cost estimate, it is assumed that the cost to underground these telecommunication lines and remove the overhead poles will be borne by the telecommunication utility.
- This cost estimate is based on a conceptual level of design and is not guaranteed to represent actual costs.



FIGURE 3. PEQI SCORES FINAL MAP



## SIDEWALKS

When assessing the street segments with the lowest scores – those between 21 to 40 – almost all had pavement gaps in the sidewalks. Note that for this assessment, the “not continuous sidewalks” determination means there is not consistent sidewalk infrastructure throughout the street segment, which can range from large portions of no sidewalk infrastructure to areas where asphalt in driveway or parking lot entryways act as the sidewalks.

The existing sidewalks within the assessment boundary were of fair width; a majority fell between five to eight feet. A few sidewalk segments were very narrow, with a width of less than five feet.

In comparison to sidewalk width, sidewalk clearpath widths were much narrower in most sidewalk sections, with most less than four feet or four to

six feet. The primary reason is the presence of obstructions. Throughout the study area there were numerous types of sidewalk obstructions, temporary and permanent, including but not limited to utility poles, sign poles, mailboxes, flower pots, utility boxes, parked cars, and more. Seventy-five percent of the street segments with continuous sidewalks had temporary and/or permanent obstructions. Impediments were also a sidewalk walkability concern in the study area. Impediment conditions included uneven sidewalks, and crumbling concrete sidewalks. All the conditions listed above are important when addressing walkability and accessibility. Having continuous sidewalk infrastructure in good condition is the foundation of a pedestrian-friendly environment. Furthermore, connected, sizable, and smooth sidewalk infrastructure is more accessible.

A stylized graphic of a mountain range composed of several overlapping, jagged peaks. The lines are thin and grey, creating a layered effect. The mountains are positioned on the left side of the page, with the tallest peak on the far left and smaller peaks extending towards the center.

# **PLEASANT STREET MASTER PLAN**

**PROJECT UPDATE  
SEPTEMBER 19, 2022**

# OUTLINE

- I. Context
- II. Goals
- III. History
- IV. Engagement
- V. Vision
- VI. Implementation
- VII. Future Action



# CONTEXT: BACKGROUND

## PROBLEM

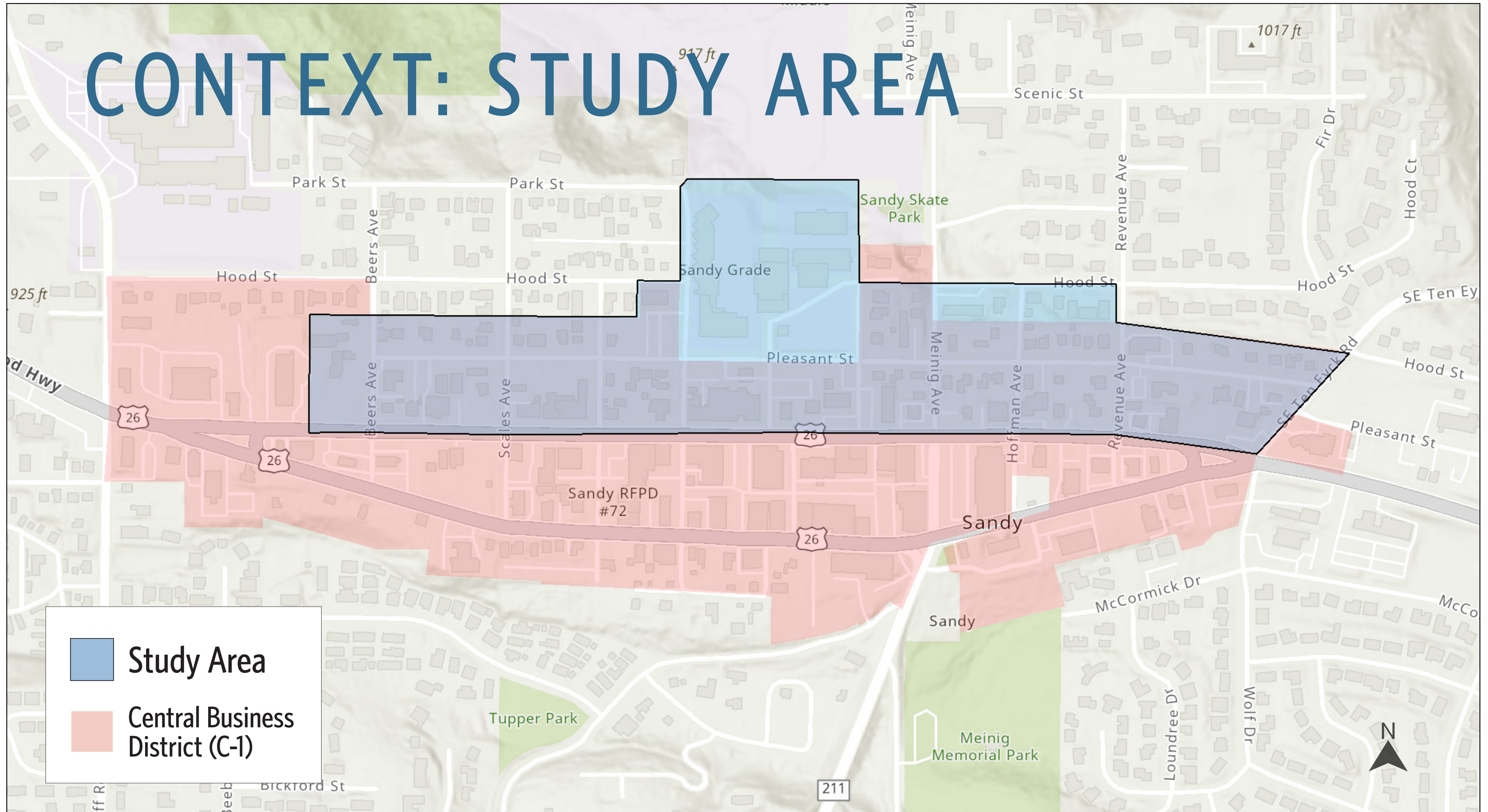
Need for more small-scale commercial development opportunities.

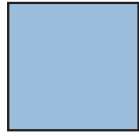

Current commercial corridor is limited in space and walkability.

## SOLUTION

Encourage commercial development north to Pleasant Street through planning, policy, and Urban Renewal expenditures.

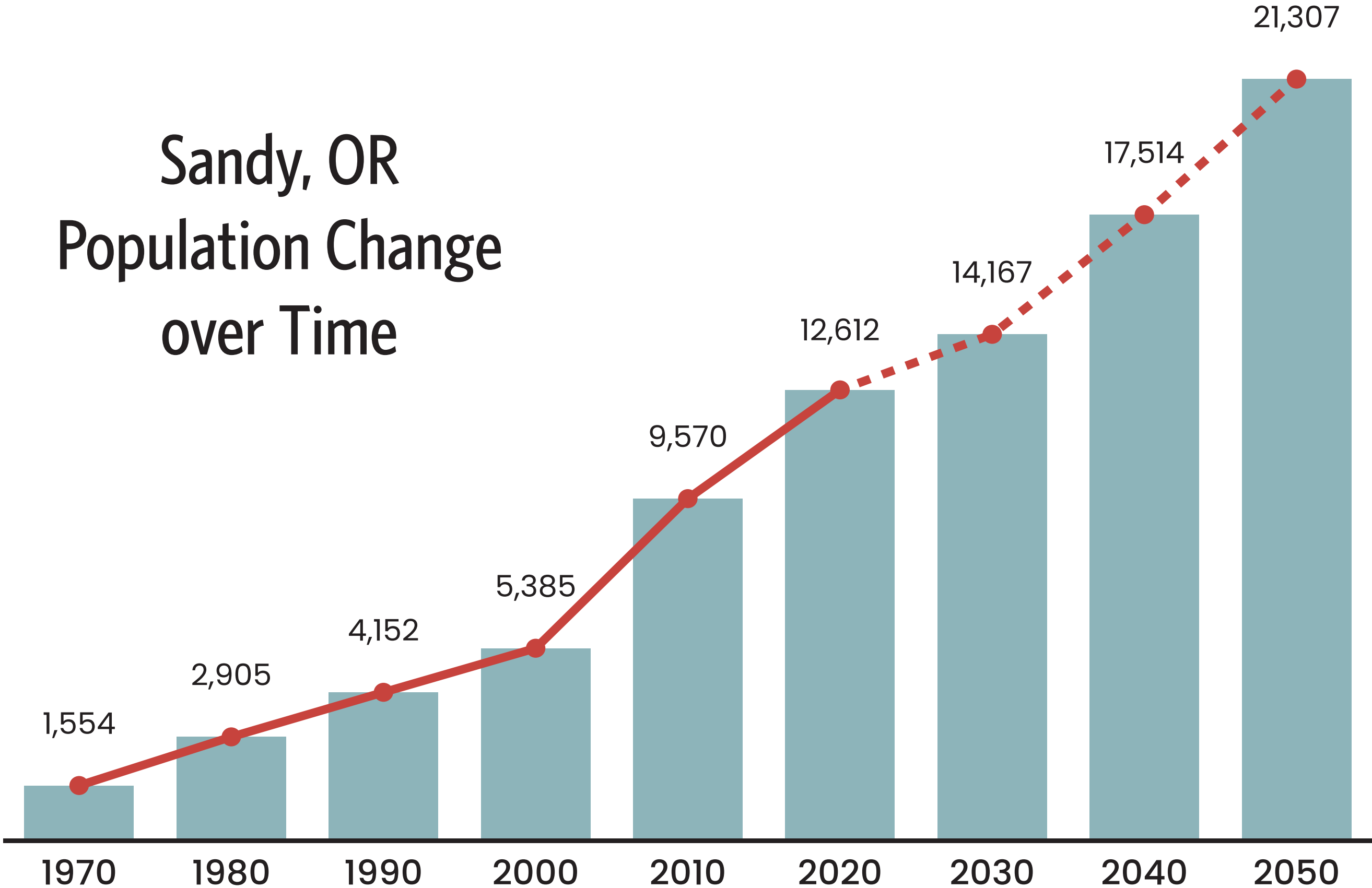
# CONTEXT: STUDY AREA



-  Study Area
-  Central Business District (C-1)

# CONTEXT: DATA

## Sandy, OR Population Change over Time



U.S. Census Bureau; Portland State University Population Research Center

# GOALS

## **TRANSFORM PLEASANT STREET INTO A COMMERCIALLY ACTIVE CORRIDOR**

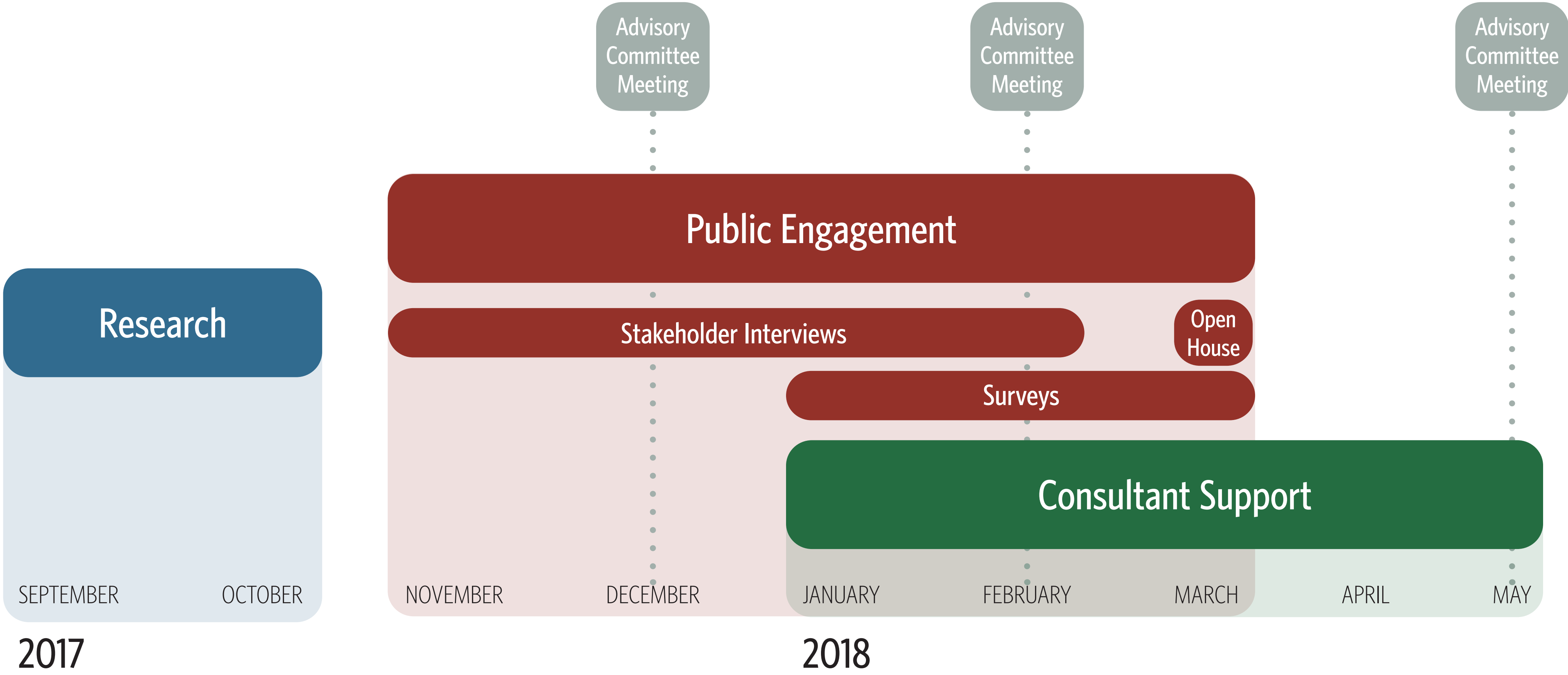
Underground Utilities

Reconfigure Alt Avenue

Create Pedestrian  
Friendly Streetscape

Incorporate Unique  
Placemaking Features

# HISTORY





# ENGAGEMENT

Shared vision of an extended downtown

Walkability

Pedestrian safety

Parking

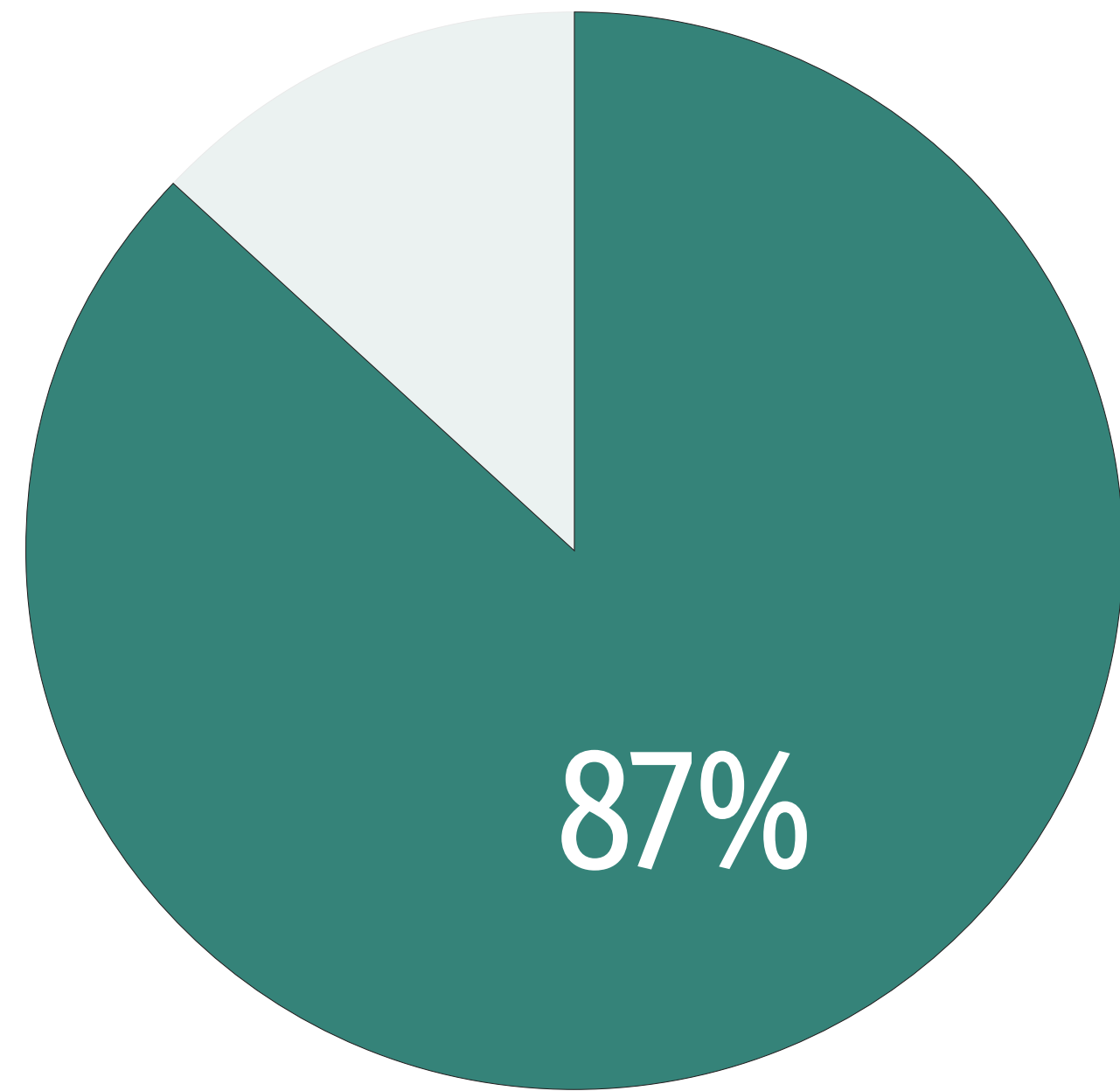
Small town feel

Community safety

## REOCCURRING THEMES

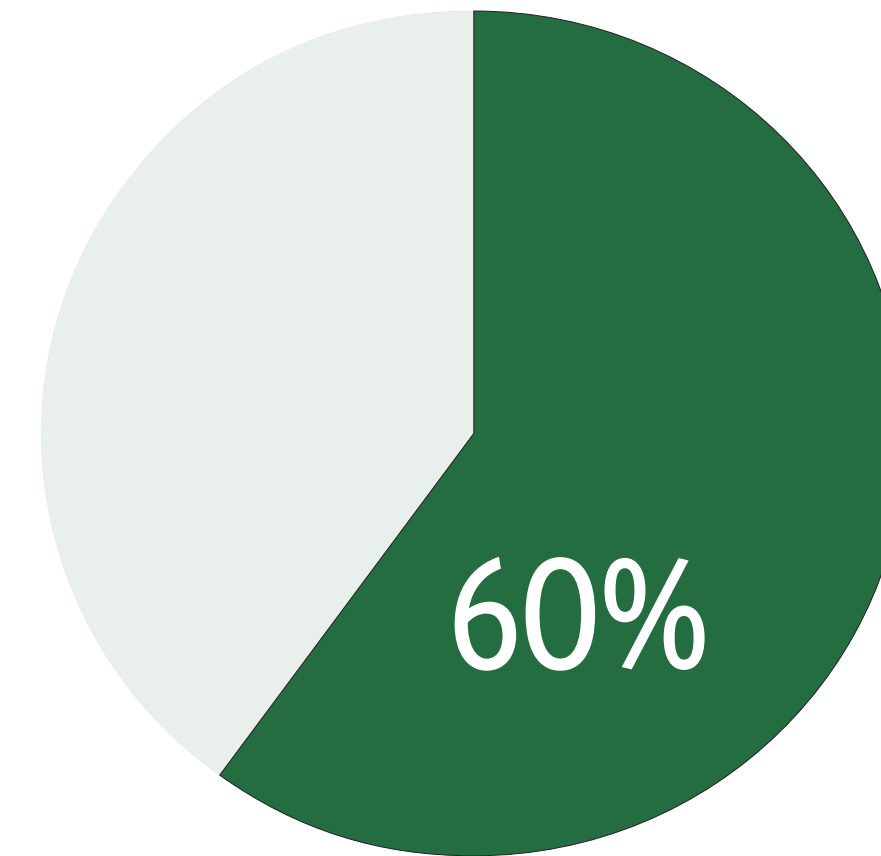


# ENGAGEMENT

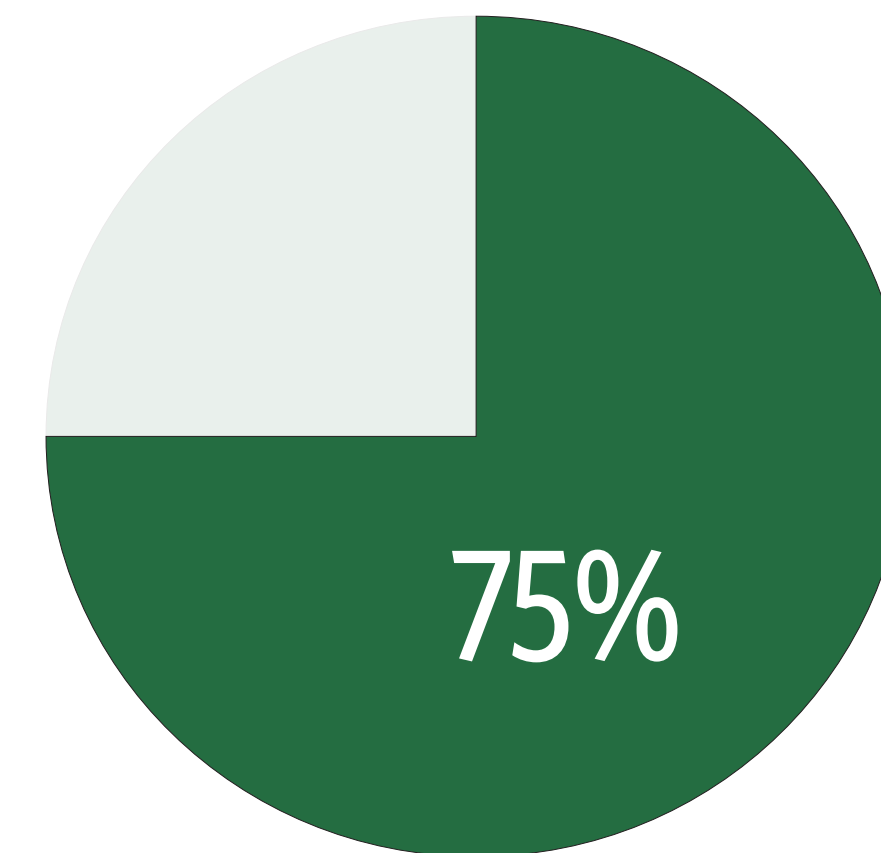


-  Pleasant Street needs work
-  Pleasant Street is fine as is

Add placemaking  
and art elements



Underground  
utilities



-  Agree
-  Neutral/Disagree

# VISION



7.5' 3.5' 8' 11' 11' 8' 3.5' 7.5'

60' ROW

## Pleasant Street Cross-Section

# VISION



Pleasant Street looking west

# VISION



Alt Avenue looking south

# VISION

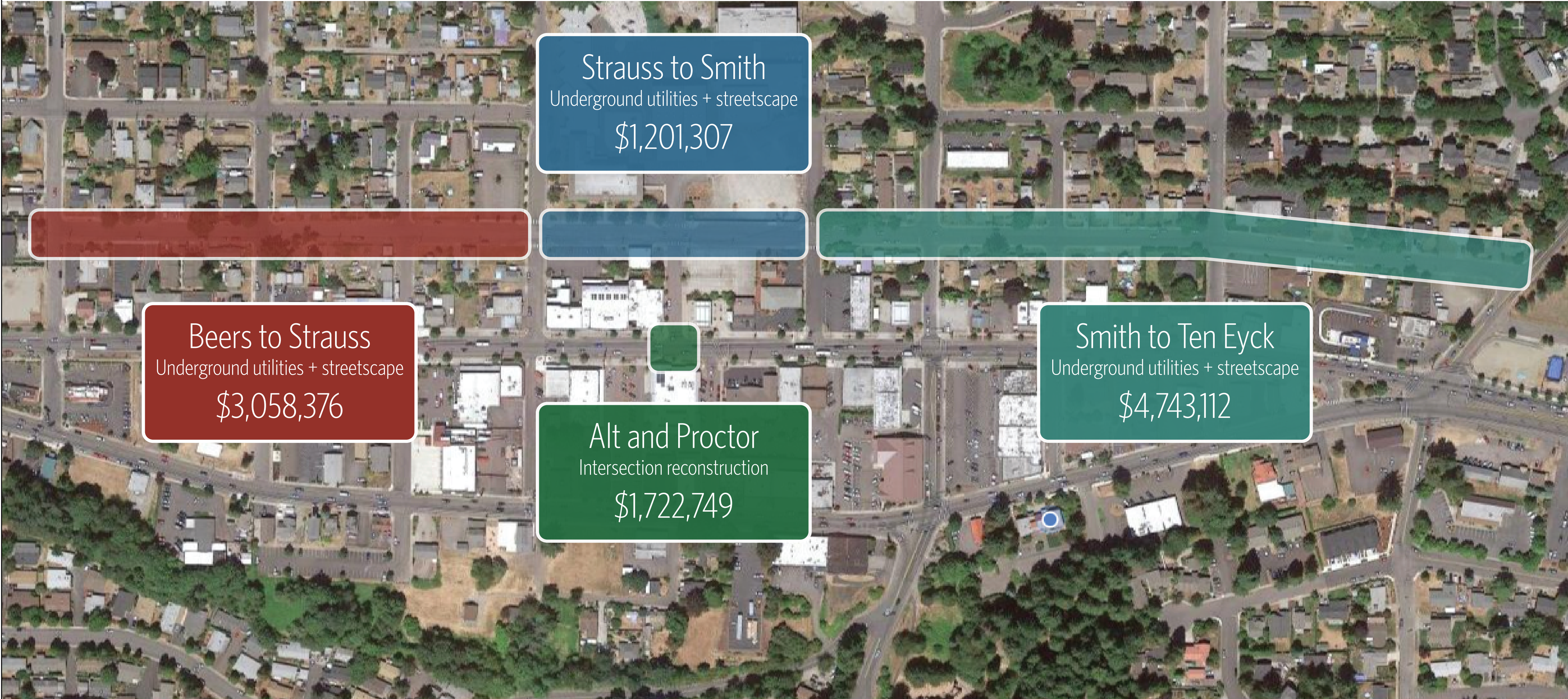


Alt Avenue looking north

# IMPLEMENTATION

Location	Construction	Cost
Strauss to Smith	Underground utilities and streetscape work	\$1,201,307
Alt and Proctor	Intersection reconstruction	\$1,722,749
Beers to Strauss	Underground utilities and streetscape work	\$3,058,376
Smith to Ten Eyck	Underground utilities and streetscape work	\$4,743,112
		<b>\$10,725,564</b>

# IMPLEMENTATION



Beers to Strauss  
Underground utilities + streetscape  
\$3,058,376

Strauss to Smith  
Underground utilities + streetscape  
\$1,201,307

Alt and Proctor  
Intersection reconstruction  
\$1,722,749

Smith to Ten Eyck  
Underground utilities + streetscape  
\$4,743,112



# FUTURE ACTION

1. Bring final draft to Council work session
2. Planning Commission review and recommendation
3. Plan adoption by City Council
4. Begin project work
  - a. Municipal code updates
  - b. Business attraction plan
  - c. Art plan
  - d. Capital spending strategy

# FUTURE ACTION

Discussion topic this evening:

**We would like to gauge Council interest in investing in this concept. Council responses received at this work session will inform the final plan draft the Council will see when considering adoption.**

**SANDY**

**OREGON**

**Economic Development Strategic Plan**

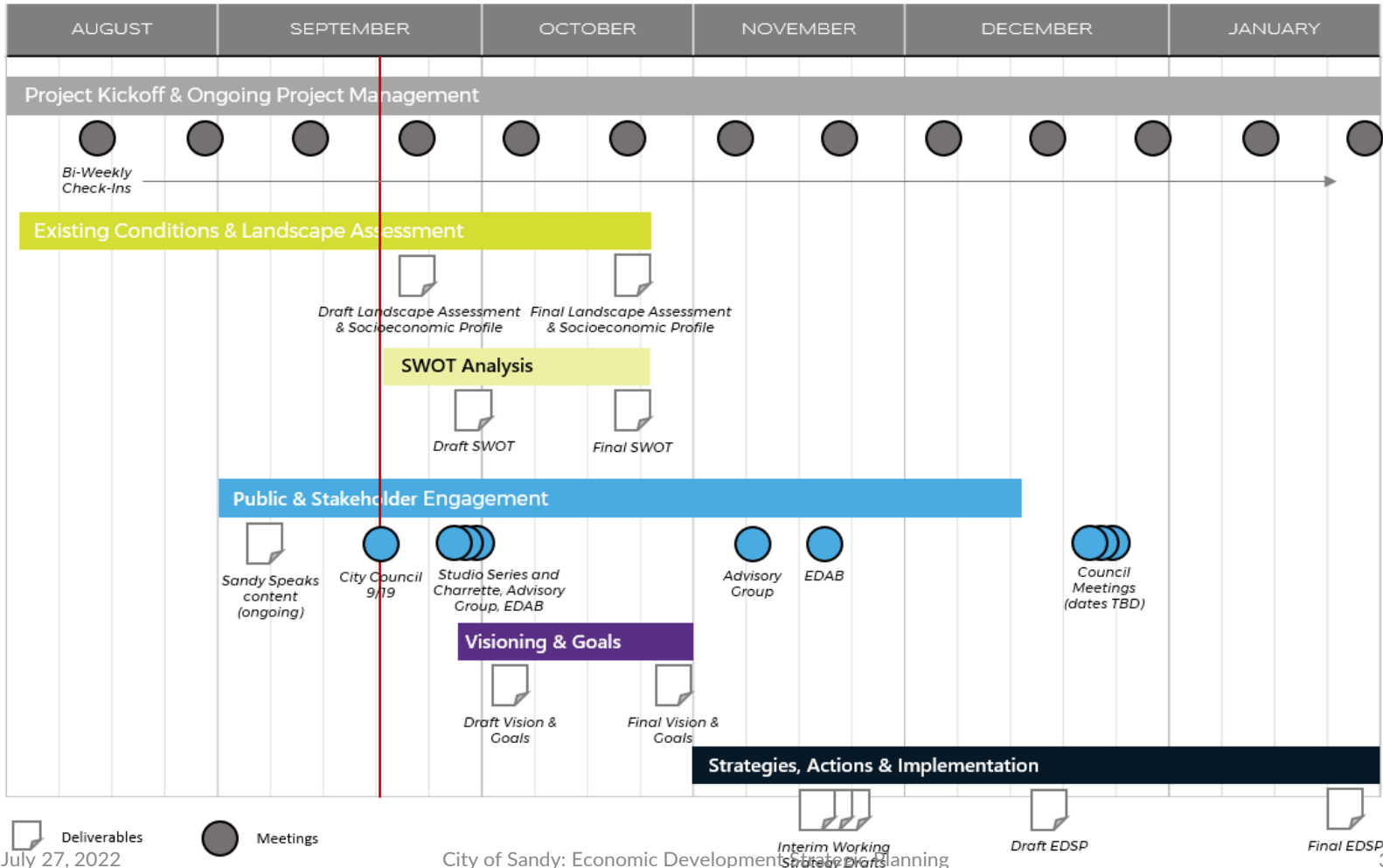
# Status Update

- We're underway!
  - Data collection and analysis for the landscape assessment
  - Ongoing coordination with 3J and EconW
  - In-person community and stakeholder engagement planned for September 26 – 28
  - Draft Vision and Goals by mid October
  - Anticipated completion Q1 2023
1. *Project Management*
  2. *Landscape Assessment*
  3. *SWOT Analysis*
  4. *Public and Stakeholder Engagement*
  5. *Visioning and Goals*
  6. *Strategies, Actions and Implementation*



# SANDY ECONOMIC DEVELOPMENT STRATEGIC PLAN

## Working Draft Schedule



July 27, 2022  
Updated September 8, 2022

City of Sandy: Economic Development Strategic Planning

# Things We've Learned

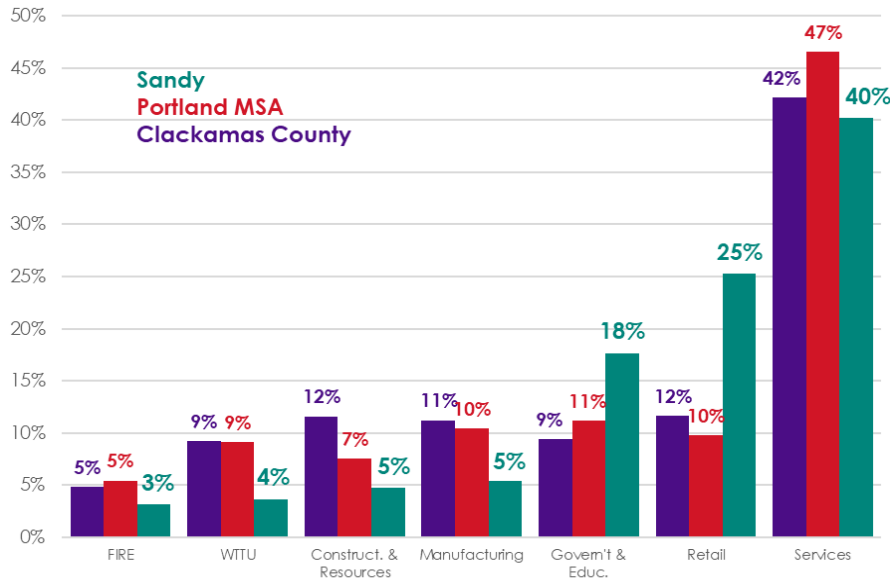
- **Sandy has grown rapidly.** Since 2000, Sandy's population has more than doubled.
- Forecasts predict that Sandy's population will increase to about 17,500 by 2040, an annual increase of about 2% from 2020 to 2040.
- **Retail trade is the largest jobs sector** in Sandy, at about 30% of all jobs. As of 2018, Sandy has 0.78 jobs per housing unit, indicating that is not a job center for the area.
- **Sandy is part of a larger regional economy**, with many residents commuting to Portland and Gresham for work, and many workers commuting to Sandy from other places.
- Median household income in Sandy was about \$73,000 in 2019, which is higher than in Molalla, Gladstone and Cornelius, but lower than the Clackamas County median.

# Things We've Learned



Is Sandy a **complete community**?

## Employment Share by Industry



### Underrepresented Sectors

- Services
- Manufacturing
- Construction/Resources
- WTTU
- FIRE

### Overrepresented Sectors

- Retail
- Government/Education

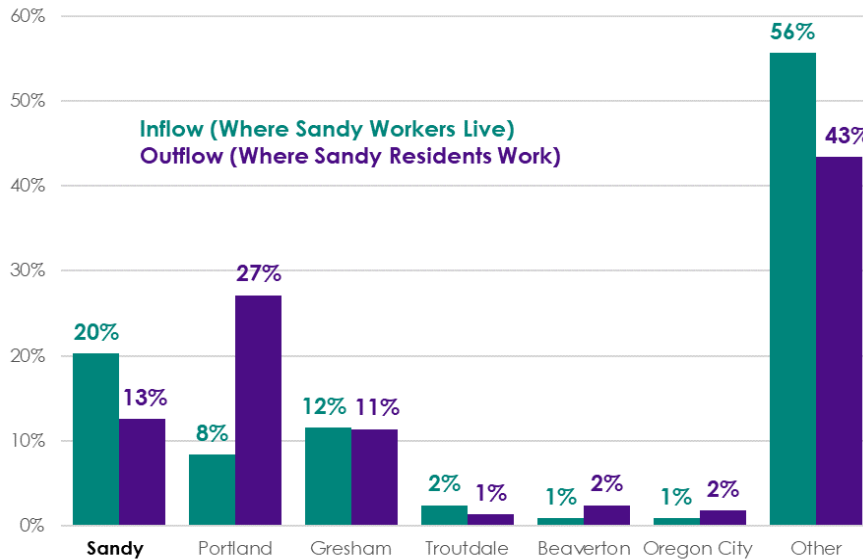
Source: U.S. Census Bureau LEHD, 2019.  
FIRE: Finance, Insurance, and Real Estate  
WTTU: Wholesale Trade, Transportation, and Utilities

# Things We've Learned



What is Sandy's market area?

## Regional Commuting Patterns



Source: U.S. Census Bureau LEHD, 2019.

- 20% of Sandy's workforce lives in Sandy
- 13% of Sandy residents work in Sandy
- Portland and Gresham are the most common resident destinations and worker origins.

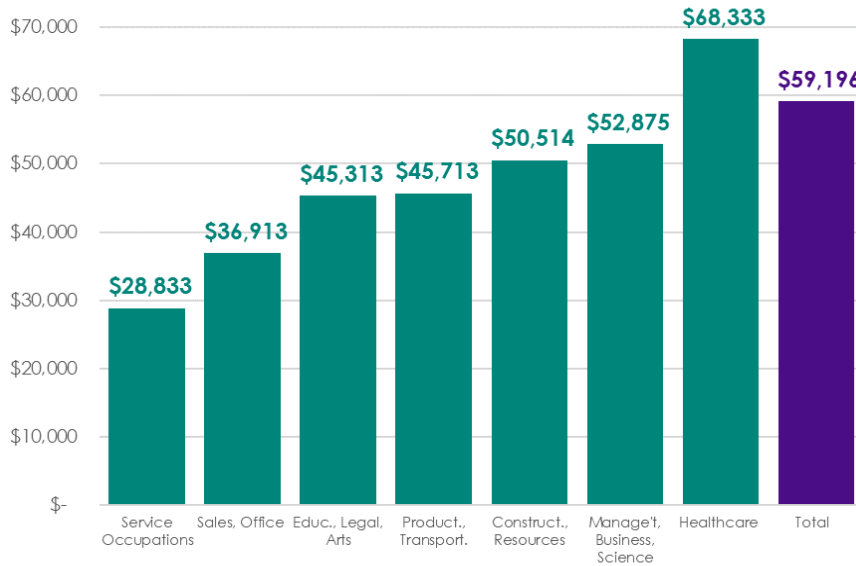


# Things We've Learned



How do we create an adequate number of living wage jobs, regardless of industry?

**Median Wage by Industry**



- Median household wage is approx. \$60,000.
- All sectors except healthcare fall below the total median.
- Service jobs (retail, etc.) median wage is less than half the total median.

Source: U.S. Census Bureau American Community Survey, 2020.

# What We Hope to Learn From You!

- Ground-Truth the EOA, Landscape Assessment and Socioeconomic Profile
  - Community Context and Character
  - Housing and Land Development Capacity
  - Infrastructure and Transportation
  - Understand other opportunities Sandy has to grow its economy

# What We Hope to Learn From You!

## Intensive Consultant Team Visit to Sandy – 9/26-9/28

- **Build A Clear View of Sandy:**
  - Orientation
  - Strategic Excursions: Site Tours
- **Hear from City Advisors:**
  - Technical Advisory Group Meeting #1
  - Economic Development Advisory Board Meeting
- **Hear from the Community:**
  - Sandy Future Fest
  - Strategies + Actions Studio



# Thank you!



**MINUTES**  
**City Council Meeting**  
**Tuesday, September 6, 2022 7:00 PM**

**COUNCIL PRESENT:** Stan Pulliam, Mayor; Jeremy Pietzold, Council President; Laurie Smallwood, Councilor; Richard Sheldon, Councilor; Kathleen Walker, Councilor; Carl Exner, Councilor; and Don Hokanson, Councilor

**COUNCIL ABSENT:** (none)

**STAFF PRESENT:** Jordan Wheeler, City Manager; Jeff Aprati, City Recorder; Rochelle Anderholm-Parsch, Parks and Recreation Director; Tyler Deems, Deputy City Manager; Andi Howell, Transit Director; and Josh Soper, City Attorney

**MEDIA PRESENT:** (none)

**1. CITY COUNCIL EXECUTIVE SESSION - 6:00 PM**

The City Council met in executive session pursuant to ORS 192.660(2)(h)

**2. CITY COUNCIL REGULAR MEETING - 7:00 PM**

**3. Pledge of Allegiance**

**4. Roll Call**

**5. Changes to the Agenda**

(none)

**6. Public Comment**

(none)

**7. Response to Previous Public Comments**

The **City Manager** provided the following responses to past public comments:

- **Homelessness:** it is possible to turn off power and disable the WiFi at night in the area near the Library that has been used by homeless individuals. Concerns should be directed to the Police non-emergency phone number so individuals can be connected with the homelessness liaison officer. The Council asked staff to follow up with a report in the near future, and asked about the possibility of employing trespass processes.

- Cedar Creek Heights: staff are preparing a proposal to strengthen enforcement processes and penalties
- Bi-Mart: this is private property, but staff may be able to discuss concerns regarding trash cans with the management. Code enforcement could be a potential avenue in the future.
- Trees near the Action Center: tree trimming downtown is approximately 70% done at this point.

**8. Consent Agenda**

**8.1. City Council Minutes**

August 15, 2022

**Moved by Laurie Smallwood, seconded by Carl Exner**

***Adopt the consent agenda***

**CARRIED. 7-0**

Ayes: Stan Pulliam, Jeremy Pietzold, Laurie Smallwood,  
Richard Sheldon, Kathleen Walker, Carl Exner, and Don  
Hokanson

**9. Resolutions**

**9.1. PUBLIC HEARING: Parks SDC and Fee-in-Lieu Update**

Methodology Update; Fee-in-Lieu Adjustment; SDC Adjustment

- Resolution 2022-21
- Resolution 2022-22
- Resolution 2022-23

Staff Report - 0613

The **Parks and Recreation Director** summarized the staff report, which was included in the agenda packet. Representatives from FCS provided a presentation; slides were included in the agenda packet.

Public Testimony

- Don Robertson: fees-in-lieu are critical to acquiring property for new parks, and the city needs land for future park facilities. SDCs are crucial for making both repairs and investments in future parks facilities. There are no realistic alternative sources of funding, and grants are difficult to secure.

- Preston Korst: supports updating the fee-in-lieu amount and the added flexibility that reimbursement funds provide. Is concerned at the proposed rate of increase, which is inconsistent with economic trends. Is concerned about housing affordability.

#### Council Discussion

The Council engaged in discussion on the following issues:

- Whether SDCs can be raised again in the future
- Clarification on calculations for number of people per unit, and how the numbers in the proposed methodology relate to those currently in the municipal code
- Clarification on calculations relating to 'delayed projects'
- Trails in Meinig Park in need of replacement
- Concern that raising Parks SDCs to the degree proposed could potentially limit the ability of the City to raise other SDCs in the future
- The importance of other infrastructure systems, such as water and wastewater
- Concerns related to housing affordability, and the steep rise in housing costs recently
- The possibility of a future parks and recreation district
- Comparisons between Sandy's median income and other cities used in the SDC research
- The possibility of extending the implementation phasing period
- Note that some cities also implement park maintenance fees
- Note that Sherwood's SDC is rising in the near future
- Development needs to pay for future growth
- Houses will sell for market value regardless of SDC levels
- SDCs make up a very small proportion of overall housing costs
- A parks special district is unlikely to pass
- Park construction is much more expensive than it was in past years
- The City currently lacks a stormwater SDC
- The advantages of adjusting all SDCs at the same time, so due consideration can be given to the overall impact; concern that years will likely pass before the necessary plans have been completed to allow all SDCs to be adjusted at once
- The possibility of passing the methodology and fee-in-lieu measures first
- The possibility of instituting only the first year's increase at this time
- Concern that inflation will outstrip yearly increases
- Concern regarding Parks and Trails Master Plan projects that may not be funded

**Moved by Jeremy Pietzold, seconded by Laurie Smallwood**

***Close the public hearing***

**CARRIED. 7-0**

Ayes: Stan Pulliam, Jeremy Pietzold, Laurie Smallwood,  
Richard Sheldon, Kathleen Walker, Carl Exner, and Don  
Hokanson

**Moved by Jeremy Pietzold, seconded by Carl Exner**

***Adopt Resolution 2022-22***

**CARRIED. 7-0**

Ayes: Stan Pulliam, Jeremy Pietzold, Laurie Smallwood,  
Richard Sheldon, Kathleen Walker, Carl Exner, and Don  
Hokanson

**Moved by Kathleen Walker, seconded by Don Hokanson**

***Adopt Resolution 2022-21***

**CARRIED. 7-0**

Ayes: Stan Pulliam, Jeremy Pietzold, Laurie Smallwood,  
Richard Sheldon, Kathleen Walker, Carl Exner, and Don  
Hokanson

**Moved by Don Hokanson, seconded by Kathleen Walker**

***Adopt Resolution 2022-23, incorporating SDC Implementation Option D***

**DEFEATED. 3-4**

Ayes: Richard Sheldon, Kathleen Walker, and Don Hokanson  
Nays: Stan Pulliam, Jeremy Pietzold, Laurie Smallwood, and  
Carl Exner

**Moved by Jeremy Pietzold, seconded by Don Hokanson**

***Adopt Resolution 2022-23, incorporating SDC Implementation Option D. The implementation plan will be revisited and evaluated annually (including within one year of the adoption of this resolution), providing the Council an opportunity to deviate from the implementation plan if it chooses. If the***



***Council fails to revisit and evaluate the implementation plan in any given year, the scheduled increase for that year will take effect automatically***

**CARRIED. 4-3**

Ayes: Jeremy Pietzold, Richard Sheldon, Kathleen Walker,  
and Don Hokanson

Nays: Stan Pulliam, Laurie Smallwood, and Carl Exner

**10. New Business**

**10.1. Transit: 5339 Federal Grant Agreement / Memorandum of Understanding with ODOT**

Staff Report - 0612

The Transit Director summarized the staff report, which was included in the agenda packet.

Council discussion ensued on the following topics:

- Clarification that STIF funds are proposed to be used as the match for planning, and the funds needed for the vehicle purchase have already been set aside for capital expenditures.
- Note that operations and maintenance costs are significantly less for electric buses compared to diesel, and that charging infrastructure is being provided by the grant
- Concern that this planning effort may not adequately address the space needs of other departments such as Public Works and SandyNet
- Clarification that the planning effort is intended for expansion of administrative and training space for Transit and Public Works, but that this would free up more space overall for all needs

**Moved by Richard Sheldon, seconded by Laurie Smallwood**

***Authorize the City Manager to sign the 5339 grant agreement for both the planning process and the purchase of one 35 foot electric vehicle***

**CARRIED. 6-1**

Ayes: Stan Pulliam, Jeremy Pietzold, Laurie Smallwood,  
Richard Sheldon, Carl Exner, and Don Hokanson

Nays: Kathleen Walker

**11. Report from the City Manager**

- Staff is seeking Council input on the draft Vision Statements for Envision Sandy 2050; Future Fest is upcoming
- Reminder regarding the HB 4006 memo sent to Council recently
- Corn Cross will take place this weekend
- A.J. Thorne was hired as Assistant Public Works Director
- An Urban Renewal Board executive session will be held on September 12th
- The League of Oregon Cities annual conference is next month

**12. Committee /Council Reports**

**Councilor Hokanson**

- Concern regarding clear vision areas at intersections
- Suggestion to establish a public list of code enforcement reports/complaints

**Councilor Exner**

- Request to start recruitment for the Arts Advisory Board
- Concern regarding backflow testing compliance
- Desire for ODOT to remove their barricades
- Note regarding increased school traffic on Bluff

**Councilor Walker**

- Clarification on recent complaint received regarding the City's food cart regulations
- Desire to proceed on the proposed code updates regarding RVs
- Comments regarding turning off electrical outlets at night that have been accessed by homeless individuals
- Concerns regarding crossings of Tickle Creek Trail
- Importance of adequate staffing if the Arts Advisory Board is restarted

**Councilor Sheldon**

(none)

**Councilor Smallwood**

(none)

**Council President Pietzold**

(none)

**Mayor Pulliam**

- Importance of safety for kids near schools and reminder to drive carefully
- Recognition that staff are busy and reminder to consider staff workload and time impacts before making requests

**13. Staff updates**

13.1. [Monthly Reports](#)

**14. Adjourn**

\_\_\_\_\_  
Mayor, Stan Pulliam

\_\_\_\_\_  
City Recorder, Jeff Aprati

Draft