



# ENVISION SANDY 2050

## 2050 Vision and Comprehensive Plan Update

### *Community Advisory Committee (CAC)*

**CAC Meeting #5**  
**November 30<sup>th</sup>, 2022, 6:30- 8:00 PM**

***In-Person:***

Sandy Public Library, Community Room  
 38980 Proctor Blvd  
 Sandy, OR 97055

***Online:***

Please click the link below to join the Zoom webinar:  
<https://us02web.zoom.us/j/87263472803>

## AGENDA

Time	Subject	Lead
6:00	<i>Food and Drink available – come early to grab a bite!</i>	
6:30	<b>Welcome</b> <ul style="list-style-type: none"> <li>Tonight’s Agenda and Packet Materials</li> </ul>	Shelley Denison, City of Sandy
6:35	<b>Envision Sandy2050 Project Updates</b> <ul style="list-style-type: none"> <li>Process</li> <li>Schedule</li> </ul>	Anais Mathez, 3J Consulting
6:40	<b>Future Fest Recap</b> <ul style="list-style-type: none"> <li>What we heard</li> <li>Comments/Reflections</li> </ul>	Anais CAC Members
7:00	<b>Developing the Comprehensive Plan</b> <ul style="list-style-type: none"> <li>Hierarchy of Content</li> <li>Mapping the Vision to Statewide Planning Goals</li> <li>Existing Comp Plan: What does it look like?</li> <li>New Goals And Policies From Supporting Plans</li> </ul>	Anais
7:40	<b>Comprehensive Plan Process and Schedule</b> <ul style="list-style-type: none"> <li>Block schedule</li> <li>Timeline</li> </ul>	Anais
7:50	<b>Next Steps</b> <ul style="list-style-type: none"> <li>Natural Hazards Stakeholder Workshop #1</li> <li>2023 CAC meeting format</li> </ul>	Anais
8:00	<b>Adjourn</b>	Shelley



## SANDY 2050 FUTURE FEST DRAFT Event Summary October 21, 2022

### Overview

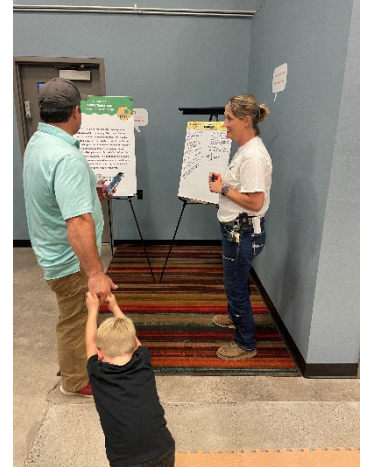
On September 28, 2022, the City of Sandy hosted *Future Fest*, an open house event for its *Envision Sandy 2050 Vision and Comprehensive Plan* process. The purpose of the event was to report back on the outreach and engagement activities that took place over summer 2022, vet and refine the draft *Envision Sandy 2050 Vision Statement*, and identify priorities and opportunities for achieving the vision.

More than 40 community members participated in the event at the Wippersnappers Kids' Play Place, where free kids' play and food were provided, and beverages were available for sale at the Wippersnappers Cafe. A wide range of participants included residents, business owners, families with children, and elected officials.

The event was organized around stations set up around the event space. Stations corresponded to each of the six themes identified in the draft Vision Statement, in addition to a station that shared results for the community outreach and the overall draft vision statement. The six themes, which will become the organizing framework for the City's update to the Comprehensive Plan, include: *Community and Culture; Housing and Economy; Governance and Growth Management; Transportation and Infrastructure; Parks, Trails and Natural Resources; and Natural Hazards and Resiliency.*

Participants were invited to review the draft vision statement for each of the six themes and share their "big ideas" for how the community can achieve that vision. Each station included a facilitator and notetaker, which were either City staff or Community Advisory Committee (CAC) members. Ideas were captured through notetaking on a flipchart, or participants could submit them in writing through a comment form. These ideas will help guide the development of goals and policies for the Comprehensive Plan.





Since the City is currently undertaking an Economic Development Strategy and updating their Transportation Systems Plan (TSP), additional material and background information were provided for the *Housing and Economy* station, and the *Transportation and Infrastructure* station. Participants were invited to share their priorities among potential economic development strategies, as well as priorities for various transportation improvement projects identified through the TSP process.

Discussions were robust and collaborative, resulting in dozens of community ideas and feedback on the draft vision statement. Most participants indicated that they felt the draft Vision Statement was on track. Key topics of conversation included wildfire mitigation, parks maintenance, and pacing infrastructure with development. In addition to paper comment forms, an online survey was available to complement the discussion at the event for those who could not participate in-person. A compilation of the raw notes from the flipcharts and comment forms are included in Appendix A, and the online survey responses are captured in Appendix B.

### ENVISION SANDY 2050 Draft Vision Statement

**Community and Culture**  
 In 2050, Sandy remains a small town that through a combination of community priorities, continues to thrive, adaptable, and resilient to the future. The benefits of downtown development and the historic Sandy history and character is preserved in the "Character of the Town". Public amenities and facilities provide places to play, grow and learn for millions of all ages. Sandy supports a vibrant and diverse community that is a mix of people, cultures, and perspectives. Sandy's non-profit and volunteer organizations offer meaningful services to the community and provide opportunities for civic engagement.

**Economy and Growth Management**  
 In 2050, Sandy provides an exciting and vibrant growth. Sandy is an innovative community that addresses change through thoughtful planning and effective governance. Growth and development is driven by community vision, local responsibility, and strong investments in people and infrastructure. Private, public, and emergency response services ensure safety for residents. Regulatory tools and practices are consistently updated to address new issues, and new development contributes to the expansion of public utilities, leadership and residents engage with one another to decision-making processes to ensure opportunities benefit the community while preserving Sandy's small town feel.

**Parks, Trails, and Natural Resources**  
 In 2050, Sandy's natural and scenic landscapes are a celebration of the community. Clean rivers, healthy lakes, and wildlife habitats are used to connect residents to history, formed areas within the city are protected, and trails and natural spaces. Sandy preserves the unique character and beauty of its natural areas like the Middle Branch of the Elsie, Table Creek Trail, and Juvonai Reservoir. The City continues to develop recreation programs and a diverse and accessible park and trail system that is safe, safe and functional, serving the needs of residents.

**Resilient Housing and Infrastructure**  
 In 2050, Sandy is resilient in the face of natural hazards. As a result of clean air, water, and land resources, Sandy remains a safe place to live. The design of the built environment, parks, services, and is integrated with natural systems. The threat of wildfire is mitigated through emergency preparedness, education, and fire prevention. Sandy collaborates with local agencies, including Clatsop County, Clackamas County, and regional partners to plan for actions that reduce the impact of natural hazards, ensuring the City and its partners have long-term strategies for protecting the community.

**Housing and Economy**  
 In 2050, Sandy is home to diverse neighborhoods and a strong workforce. Community investment and public-private partnerships provide housing opportunities at all levels. A variety of housing options that meet the needs of all residents contribute to Sandy's sense of place. A strong business industry provides opportunities for business and supports the local economy. Sandy's workforce has access to a variety of services, from affordable housing to childcare, and is supported by a strong business sector. The work and lifestyle in Sandy across multiple generations. Balanced housing options contribute to safe, walkable, healthy communities that support a variety of lifestyles, including young families and key destinations.

**Transportation and Infrastructure**  
 In 2050, Sandy invests in modern and reliable public facilities and services that support carefully planned growth. The City invests in infrastructure that provides clean drinking water, transit, wastewater treatment, and wastewater, and mitigates the effects of climate change. The community's energy resources. Sandy continues to provide reliable and fast transit services to the City's residents. Sandy's transportation system continues to be safe, convenient, and accessible with an emphasis on local and regional transit to reduce reliance on personal vehicles such as highways 26 and 211. Local trips, safe, efficient, high quality transit services, and a network of reliable public facilities, provide an alternative to private automobile use, supporting a variety of lifestyles and reducing air pollution and energy use.



## APPENDIX A. Flipchart Notes and Comment Form submissions

*Stars indicate the number of times a comment or sentiment was repeated*

### Station 3: Community and Culture

- Music in the park
- Support arts and events that we currently have, and develop more
- Connect kids at school with our seniors
- A functional community center with better programs for kids and all ages
- Improve access to salmon creek park, there are unsafe walking conditions
- Have a newsletter for activities
- Tell people about what services are provided by Sandy for the Visitor's Center
- Better restaurant options, i.e., fine dining
- We need a community center based around the pool. Include the senior center and a multipurpose building where activities, meetings, and events can take place
- The Sandy library is the best example of doing things right and helping to provide a great resource
- Welcome to Sandy signs
- Support downtown and downtown housing
- Accessible public parking for easy access (possibly cedar ridge)
- Green spaces; gardens and buffers
- Walkability and accessible sidewalks
- Event highlighting
- SAM + bus riding
- More kids events and classes at community center
- Rent too high for businesses
- Support library
- Bypass to help for traffic
- Enforcement for traffic
- Slow growth
- Affordable housing
- Resources to lessen crime, homeless, and poverty
- Better restaurant options (healthy)
- Community festivals; heritage fest, Oktoberfest
- Maintain resident amenities
- Communication: outreach, highlight services
- Engagement center; jobs training, arts classes, etc.
- Embrace our roads as gateway to mt. hood

### Station 4: Governance and Growth Management

- Responsible growth
- Ensure enough parkland, open spaces
- Maintain what we have
- Maintain new assets, parks, facilities
- Developers pay their way
- Maintain balanced zoning (low density, medium, etc.)
- No big stores like Walmart or Target
- We need better curbs; they stick out too much and get damaged. Too much concrete in general.
- Ideas; gateway signs, programs at the plaza

### **Station 5: Parks, Trails, and Natural Resources**

- Existing playgrounds outdated and shows wider variety
- Sandy Bluff not useable from stormwater
- Playground exposed to the elements
- ADA for all parks
- More trails for walkability
- Concerns about safety for using sandy river trail
- Care for exiting flora/fauna
- Median strips unsightly \*
- Need to improve ADA for Salmon Creek Roads they don't allow ADA foot access, add sidewalk extension from Debarko to Salmon Creek \*
- No safe crossing for foot and ADA into Viewpoint
- Need more water fountains
- Pump track mt. bike trails \*
- Improved access to sandy river with better parking infrastructure \*
- Bike park through sandy river trail/park
- More/continued connections to tickle creek trail system
- Variety of parks with updated facilities and bathrooms
- Play structures that are accessible in all weather
- Expand trail system, partner with county
- Lake Oswego and Tigard have good examples of ADA play equipment
- Improved trails for ADA, like tickle creek
- Connectivity of bike trails and walking trails
- Bike rack
- A map of parks near visitors center of plaza, and things that make sandy special
- An event to rise awareness about what we already offer
- Natural-scapes playground, logs, and boulders
- Preserve what we have and add more open spaces
- More!
- Improve Salmon Creek Park, walking paths after Bubarito Road other than going through Tickle Creek Trail

### **Station 5: Natural Hazards**

- Code enforcement for things like fireworks
- Traffic exit strategy
- Improve ice conditions on roads
- More fire considerations
- Bury power poles
- Workshops
- Incentives
- Communication system
- Practice drills
- CERT
- Road safety
- Emergency base stations, parking lot
- Connections with FEMA; outreach partners like churches
- Earthquake strategy
- Emergency kits/ checklist for evacuation
- Emergency services
- Fire seminar; prevention and preparation
- Wild/urban boundary zoning



### Station 7: Housing and Economy

- Need more concentration of activity Downtown, like Oregon City \*
- Important to retain mountain vibe
- Pleasant street master plan – 26 is loud and busy! \*
- Small business complex for entrepreneurs that live in sandy, model after Rockwood food hall. But not necessarily only food businesses (west sandy concept site or pleasant street) \*
- Small size affordable commercial spaces \*
- Partner with habitat for humanity to build affordable homes for local families to buy\*
- Balance small and large business additions (Target \* or Walmart \* or large grocery store)
- Quiet and crime free neighborhoods (no homelessness)
- Better code enforcement, no dumping
- More jobs close to home to reduce need to commute \*
- Manufacturing, we have skilled workers in our community
- Please don't add a Target or Walmart. It will change the feeling of Sandy.
- Homelessness support: free to veterans and on a staggered scale based on the resources people have (tiny homes + family shelters)
- Curb large housing developments (specifically in relation to Olsen/Bluff development)
- Better communication with neighbors before and during development
- Sandy needs a Trader Joes\*
- McMenamins
- Community engagement center for business, outreach + activities \*
- focus on youth engagement, keep our youth interested in staying in sandy vs. moving away, Small business development and mentoring
- Expense of incoming housing, entry level housing, and options for workforce housing
- Keep the small town feel and livability by encouraging large building lots where families have a yard, instead of townhouses
- We need affordable housing!

### Station 8: Transportation and Infrastructure

- Better communication advertising of transit resources
- Like 362<sup>nd</sup> ext. \*\*\*
- Like wider local streets \*\*\*
- Would like more reliable nighttime service on the bus
- Dubark, 211 improvements, hard to cross walking, want a ped bridge
- Cancel D21a
- More public transit
  - Increase service times/availability
- Enforce downtown speed limits
- Speed limit reductions on Bluff, 211, 362<sup>nd</sup> to 25 MPH
- Red light cameras, increased revenue
- Connect Kelso road to new 362<sup>nd</sup> bell project
- Sidewalk infill on 362<sup>nd</sup> near trail/bridge \*
- Sidewalk crossing for tickle creek trail on Dubarker east of Melissa \*\*
- Sidewalks on Hwy 211
- Expand Star to Boring, SE Gresham
- Bluff rd. needs truck weight limit
- Solar speed sign bluff road
  - Johnsrud – N. to city limit
- Free public parking lot downtown
- No more development until more infrastructure

## APPENDIX B. Online Survey Submissions

*An online survey was live from September 28<sup>th</sup> to October 24<sup>th</sup> as an additional mechanism for feedback. The online survey received 10 responses.*

### 1. Is the Envision Sandy 2050 Vision Statement on the right track?

- It's on track! (3)
- It needs a little bit of work. (5)
- It needs a lot of work. (2)

### 2. If it needs work, how could it be improved? Please provide specifics.

- Better control over construction and what commercial businesses bring to the community and how businesses are directed by city ordinances to matching the present attractive buildings and properties.
- Taking property by city domain to build roads on long term resident's properties doesn't seem like a caring city to some of its longtime residing citizens.
- Protecting wildlife is presently going amuck with the current construction of the new roadway from Bell /362/26. Residents nearby are already experiencing noise pollution and the deer herd has not been viewed in quite some time.
- Sandy with the coined title of City of Trees is in danger of losing that title if construction of other commercial enterprises continues to take over growing /farming lands.
- While there are very lofty sentences throughout the 2050 Vision Statement recent actions are not in line. Decisions about what can be commercially beneficial to the city coffers will destroy the very reason why residents choose to live and visit here.
- The city of Sandy for the locals is fine. however terrorists or people like me who goes to sandy for welches (mt hood express) or boring bigfoot museum thru sandy (Jonsrud Viewpoint). since boring Oregon leave trimet at 2013 like sandy did at 1999. all i ask is improve walking conditions on Jonsrud Viewpoint and Salmon Creek Park. as they are somewhat unsafe walking conditions.
- Growth needs to be stunted. As well as modernization
- I know the city tries to plan for growth and it's actually a daunting task that's not easy to do. I hope you are flexible and can revise things as needed if you see where adjustments will make things better
- Shut down ALL housing/building.
- Transportation
- It is important that planners are cognizant of families who have century long farms that they want to continue to pass down to future generations, rather than have their land decimated by the city to make it larger and not fairly compensate them

### 3. What are your ideas and priorities to help achieve the vision for Community and Culture?

- Actively seek out commercial enterprises and non-profit organizations that will support the vision and add to the beauty, culture and civic engagement. Don't just wait for them to show up.
- this i fully agree except salmon creek park pass dubarko Rd even Wippersnappers Kids' Play Place is rough doe someone who takes public transit. other than that i do agree it is quite welcoming.
- City needs to crack down on the homeless and criminals

- We need several fine dining establishments in Sandy. We need to promote Sandy differently than relying on the Mt. So many other communities on the Mt. are growing and thriving on the Mt. Like it or not, we are not on the Mt. but rather a bedroom community for Portland. Sandy needs its own identity to allow for culture to blossom within our community.
- The walkability and bike friendliness is a concern of mine. While I do feel that the balance of allowing through-traffic and walkability is very good in the downtown portion, I would love to see more foot paths surrounding the North side of highway 26 around Safeway, Mt. Hood Athletic, and the Bi-Mart parking lot. There are walking trails around the Sandy High fields which could be better, or more properly, integrated to these areas. The Fred Meyer and Sandy Cinema area is also not particularly beautiful or friendly to walk.
- I don't agree w the vision.
- We need a SMALL HOMETOWN celebration that celebrates our heritage.
- Public art is definitely NOT part of that!
- I think we need to recognize the diversity of our community and make sure that decisions that are made support all

**4. What are your ideas and priorities to help achieve the vision for Governance and Growth Management?**

- To really BE PROACTIVE in managing and planning growth. The biggest issue we see is loss of lands once dedicated to farming and tree and nursery production. We moved here to enjoy the small town feel and beauty in the lands around us. We chose a small footprint home to help keep that vibrant and alive. And now all around us trees are felled to construct more and more housing without city ordinances having ordinances to retain the beauty of lands that are just totally treed and protected lands NOT protected. IE a protected wildlife area was marked out just down the street from us by colored flags and labeled. Those flags disappeared once construction began, and the eventual area protected was half the size that had been flagged and labeled-management off there somehow. One of the biggest growth factors effecting living here and has been for years is the highway 26 traffic which is getting more dangerous daily- this is our main street for small town Sandy. The other day we were waiting to cross over Proctor to get away from the main highway when we were almost hit by a speeding vehicle -25 is the limit last we looked. More enforcement is needed. The ideal solution would be another highway skirting out around the city, so long overdo it is ridiculous.
- sense I live at canby, oregon. my only advisement at this time is have some sort of newsletter for people who do not leave at sandy limits. i have to talk with the locals to know what is going on inside your city. this does not happen with molalla, Wilsonville, Canby, Boring & WoodBurn Oregon. (which leave the trimet district). other than that i do like to get involve but i can't as it takes 3 hours from canby, thru public transit.
- I understand that you can't stop growth. I understand that the only way that a city can control growth if that's what you wish to call it is by planning and zoning. My biggest point is citizens that are already residents of Sandy should in no way shape or form is subsidizing any of the infrastructure for a new development going in. Now we know Sandy got far behind the eight ball on its wastewater treatment facility but we know that is being addressed. And of course traffic with the unique layout the city has that's a very tough cookie. All we can ask is that you continue to look into it to see if you can provide residents some sort of relief from some of the days of just terrible traffic.
- We need to make developers pay their share of infrastructure upgrades and not allow



further development until we are caught up and in compliance with local, state, and federal guidelines.

- Continuing to seek community feedback, like this survey, is important. Additionally, we need to welcome construction of new homes and apartments in a way that provides affordable housing. It is very difficult for young, lifetime residents like myself to afford to stay in Sandy, primarily because housing is restrictively expensive.
- Stop ALL new housing construction.
- Police is a priority and appropriate sidewalk system connecting trubel communities to downtown sandy instead of walking on side of road (211)
- Schools need to be a priority for growth as well. To be desirable families will want to move here with beautiful buildings for students to go (like the high school)

**5. What are your ideas and priorities to help achieve the vision for Parks, Trails, and Natural Resources?**

- Refer above about protecting wildlife habitats. Every time a forested area is destroyed by construction a whole ecosystem is affected. There are global solutions that we experienced lately. If a tree is there it stays! If you take it out you replace it with exactly what was there. If you don't then there are fines. Agricultural lands are fully protected. You build around: one place had graceful sycamore trees next to and even inside some of the buildings! It can be done-- the owner of that property would not sell until developer legally agreed to keep the trees! B y the way the new development is a wonderfully constructed area of art, creative stores, services and restaurants that brought much income to the city all beautified with courtyards around the trees. That is preserving natural and scenic landscapes. Can we not get more inventive and keep our beauty before its all gone?
- i go to sandy oregon every week for walking. big time government camp thru mt hood express. As for in city limits. once more please improve walking conditions at Jonsrud Viewpoint. if your on a wheelchair or me does not own a car. can get dangerous at peak rush hour.
- Keep the parks safe. No tolerance policy for homeless and criminals
- The more open public space, the better, especially if population continues to grow. Having beautiful parks to picnic, play, hike and relax improve quality of life and make Sandy a destination for other nearby residents, which can also benefit local businesses.
- We need to do a better job at protecting natural sites. Specifically our shrinking wetlands. We need to maintain swaths of forested areas, and not just stands of trees. We need to protect grasslands/meadows that are within our area. Protecting natural habitats with new neighborhoods. If you are wanting to showcase our prized Meinig Memorial Park for our many community events, it needs immediate funding for major repairs to existing walkways. This will not only prevent injuries but also lawsuits against the city. It also needs to have more regular patrols of law enforcement to dissuade the illegal use of drugs, alcohol, camping, vandalism, and sex that currently takes place in the park.
- While sandy has excellent forested and outdoor areas, few new areas have been added since the Sandy Bluff housing development's park was built nearly two decades ago. Expanding the Tickle Creek trail or Sandy High School's trails would be a good start, but Northeast Sandy particularly could use a new, large outdoor area. Walking paths and trails connecting outer developments in the city would be very welcome.
- "We don't need anymore parks or trails.
- They only promote drug use & criminal activity.

- IE: Meinig park & Tickle Creek trail."
- What we have presently is sufficient.
- I think keeping our parks a priority is an important priority,

**6. What are your ideas and priorities to help achieve the vision for Natural Hazards and Resiliency?**

- Forestry management
- New parks and forested areas can provide protection for wildlife.
- Keep the government out of forest management & let the natural, renewable resources industries take care of it.
- What is in place is sufficient
- I like this vision

**7. What are your ideas and priorities to help achieve the vision for Housing and Economy?**

- Plan better about acceptable development and conserve every bit of nature we can by having more environmentally friendly requirements for developers. Perhaps seek out "Green developers" and encourage them in Sandy.
- Stop building new housing
- Maybe with the new Bell Street extension with some of that commercial property may bring some light industrial stuff to town similar to the industrial area of Canby that brought in some very decent paying jobs to the area. I would tout the easy access to 26 and try to entice maybe some small light manufacturing or something to Sandy.
- Continuing to require new housing to look attractive, to be safe and well built, and to provide access streets as needed will help Sandy to grow in a manner that pleases both new and long time residents. New public parks in New developments enrich the city for all.
- Sandy for too long has relied on Mt. Hood. for tourism. The reality is, though we are closer to the Mt. than Portland, there are many thriving communities on the Mt. that are only growing. Sandy needs to get it's own identity for tourism.
- Houses are almost entirely out of the question for millennials, with starting costs of \$375,000. The absolute cheapest housing options are Foothills Apartment Living and Sandyplace Apartment Homes, with one bedroom apartments that cost around \$1,600 - if I were a Sandy High graduate, I wouldn't feel that I could afford to stay in town. At nearly 30 years old with a college education, military service, and a family, I don't feel that there are any options that allow somebody like me to stay in Sandy without relying on my family to provide housing.
- STOP ALL NEW HOUSING CONSTRUCTION!
- New housing has ruined our little town over the last 30 years.
- We do not have many businesses - we need more.
- I would think that less planning should be on building apartments and row house and focus on single family homes with some larger lots. What clientele do you want to attract?

**8. What are your ideas and priorities to help achieve the vision for Transportation and Infrastructure?**







- Refer above to the need for alternative Hwy 26, so our main streets can become safer and less congestion. Unfortunately, reducing Sandy's citizens private vehicle use will in no way solve the long term problem of HWY 26's impact on our City and main streets. It is getting

harder to spend time on the city streets with cars barreling through. The passing through travelers have little interest in letting people move safely and we shouldn't be surprised that lives may be lost due to non-residents driving through. Investigating more "green" infrastructure methods would be the best way to preserve safety in Sandy.

- This is fully agree except at Hwy 26 & 362nd (Forestry Center). at night they has been times (SAM). just does not stop due to bus driver cannot see me. they has been times that the bus will notice me last minute, but i have to run 55 seconds. i am a hiker. and have flashlights like Hausbell Led Flashlight which is has 5 levels of brightness.
- No need for alternatives to private automobile use, unless you're crafting horse riding trails. No to public transit
- Please please please continue working with the state to see about a bypass. But by the same it's unfortunate that the city did not do this years ago. because now the bypass is gonna have to go more likely farther south of town and actually be using land that currently is outside the city limits. Some of that land still may be in possession in the families of some of the early settlers of Sandy. Overall it's a tough decision but I hope a solution can be made. A bypass would change this area immensely but I'm not sure if that's good or bad. Sometimes we have to be careful what we wish for. The town has been good on investing in quite a few infrastructure things. I wish the city could magically come up with enough money to fix some of the things that really need to be done. And on a final note that I wish all the city people that make decisions and plan, I hope you guys are aware that a lot of decisions that are made within the city limits of Sandy many times do affect the surrounding areas outside the city.
- Routing Hwy 26 traffic away from the city view would allow Sandy to have a charming core (like old Troutdale and Historic Gresham). Sandy can maintain an identity as The Gateway to Mount Hood without allowing thousands of travelers to drive through our "living room" (as is currently the case).
- Sandy's livability depends on tiring the ever increasing through traffic away from the historic view area."
- Relocate Hwy 26 to around town, reserving the existing road for "in town" and local use. Connect neighborhood roads that run through town allowing for easy travel from one end to the other.
- SandyNet is an incredible service and it is something that our city should be incredibly proud of. It has been praised for high speed and low cost by local and national news sources. The infrastructure should be protected, preserved, and grown to serve as many residents and outlying areas as possible.
- Sandy/Hwy 26 bypass.
- Add extra 1 extra lane each way on hwy 26 from Gresham to Govy.
- We need a bypass or at least more efficient entrance/exit at firwood/26 and trubel/211.
- This one makes me very nervous. The current road systems are terrible, but options are limited to improve this issue without causing those with property to have to sell for the sake of transportation



## Sandy 2050: Matrix of Potential Comprehensive Plan Chapters to Statewide Planning Goals

Vision Theme (Comprehensive Plan Chapter)	Proposed Topic Areas	Statewide Planning Goals	Notes?
 <b>Community and Culture</b>	Community Engagement	Goal 1: Citizen Involvement (A)	
	Urban Design	Goal 5: Cultural and Historic Resources (A)	
	Civic Amenities		
	Diversity, Equity, Inclusion		
 <b>Governance and Growth Management</b>	Urbanization	Goal 14: Urbanization	
	Governance	Goal 2: Land Use Planning	
	Civic involvement	Goal 1: Citizen Involvement (B)	
	Public Safety		
 <b>Parks, Trails and Natural Resources</b>	Parks and Recreation	Goal 8: Recreational Needs	
	Natural Resources	Goal 5: Natural Resources and Open Space (B)	
	Biodiversity		
 <b>Natural Hazards and Resiliency</b>	Natural Hazards	Goal 7: Natural Hazards	
	Resiliency	Goal 6: Air, Water and Land Resource Quality	
	Disaster Preparedness		
	Energy	Goal 13: Energy Conservation (A)	
 <b>Housing and Economy</b>	Economy	Goal 9 Economic Development	
	Housing	Goal 10: Housing	
 <b>Transportation and Infrastructure</b>	Transportation	Goal 12: Transportation	
	Water, Sewer, Stormwater, Utilities	Goal 11: Public Facilities and Services	
	Energy	Goal 13: Energy Conservation (B)	



## **EXISTING GOALS AND POLICIES FROM SUPPORTING PLANS**

*Updated November 11 2022*

### **2022 TRANSPORTATION SYSTEM PLAN (TSP)**

#### **MOBILITY & CONNECTIVITY**

**Goal 1:** Provide a transportation system that prioritizes mobility and connectivity for all users.

1. Objective 1.1: Maintain the livability of Sandy through well connected transportation facilities
2. Objective 1.2: Improve the safety and accessibility of transit facilities
3. Objective 1.3: Improve vehicular/pedestrian interface along all arterial and collector streets
4. Objective 1.4: Ensure sufficient capacity to accommodate future travel demand (transit, bicycle, pedestrian, etc.) to, within, and through the City of Sandy
5. Objective 1.5: Emphasize local street connections, in an effort to reduce reliance on US 26 and OR 211 for local trips
6. Objective 1.6: Minimize access along the City's arterials and consolidate or relocate access points when possible

#### **CAPITAL INVESTMENTS AND FUNDING**

**Goal 2:** Promote cost effective investments to the transportation system.

1. Objective 2.1: Maximize the useful life of existing facilities
2. Objective 2.2: Seek opportunities to combine transportation, other infrastructure, and environmental mitigation projects
3. Objective 2.3: Maximize the use of state and federal funds for transportation capital, operating, service, and demand improvements
4. Objective 2.4: Maintain a capital improvement plan that identifies construction priorities and funding
5. Objective 2.5: Minimize street cross-sections to reduce maintenance costs

#### **COMMUNITY NEEDS**

**Goal 3:** Provide a transportation system that supports specific community needs.

1. Objective 3.1: Protect the scenic resources in Sandy
2. Objective 3.2: Preserve the historic character of Sandy
3. Objective 3.3: Identify gateway and beautification treatments for OR 211
4. Objective 3.4: Support Mt. Hood Scenic Byway Enhancements

5. Objective 3.5: Incorporate the street network and transportation improvements contained within the Bornstedt Village Plan
6. Objective 3.6: Identify walking and biking needs in the urban growth boundary expansion area

## **SYSTEM MANAGEMENT**

**Goal 4:** Promote traffic management to achieve the efficient use of transportation infrastructure.

1. Objective 4.1: Balance local access to US 26 with the need to serve regional and statewide traffic, while supporting adjacent land uses
2. Objective 4.2: Plan for a transportation system that supports projected population and employment growth and maximize travel options by providing efficient routes for all modes of transportation
3. Objective 4.3: Support ODOT adoption of an alternate mobility target for US 26 that allows for increased congestion on the highway corridor, especially during peak seasonal travel periods

## **ENVIRONMENTAL**

**Goal 5:** Minimize environmental impacts on natural resources and encourage carbon neutral or efficient transportation alternatives.

1. Objective 5.1: Avoid or mitigate transportation project impacts to environmental resources including creeks and wetlands, cultural resources, and wildlife corridors
2. Objective 5.2: Support energy conservation by supporting public transit, transportation demand management, transportation system management and a multi-modal transportation system
3. Objective 5.3: Encourage transportation facility construction methods that reduce environmental impacts
4. Objective 5.4: Minimize street cross-sections to protect and preserve open space and reduce impervious surface

## **TRANSIT**

**Goal 6:** Provide safe, efficient, high-quality transit service that gives Sandy residents, employees, employers, and visitors more freedom to meet their needs within the city, region and state. Create a transit system that offers an alternative to private automobile use, supports efficient use of roadways and reduces air pollution and energy use.

1. Objective 6.1: Provide service that is safe, comfortable, and useful to many different kinds of people
2. Objective 6.2: Collaborate with other transportation agencies and support user-friendly connections between transit system
3. Objective 6.3: Improve accessibility to transit services for people arriving by foot, bicycle or with a mobility device
4. Objective 6.4: Increase public awareness of Sandy Transit (SAM) and its connectivity to other transit systems and transportation modes

## **SAFETY**

**Goal 7:** Promote a safe transportation system for all users.

1. Objective 7.1: Encourage traffic safety through education, enforcement, and engineering
2. Objective 7.2: Identify high accident locations and implement specific counter measures to reduce their occurrence
3. Objective 7.3: Provide safe pedestrian and bicycle routes between residential areas, schools, and public facilities
4. Objective 7.4: Provide transportation design standards that encourage appropriate traffic volumes, speeds, and pedestrian safety
5. Objective 7.5: Provide enhanced pedestrian and bicyclist crossings where needed
6. Objective 7.6: Improve emergency service response time and evacuation routes through connectivity



7. Objective 7.7: Develop street design standards that support emergency service vehicle needs

## **EQUITY**

**Goal 8:** Support an equitable transportation system and provide transportation choices to all users.

1. Objective 8.1: Ensure the transportation system provides equitable access to underserved, disadvantaged, and vulnerable populations and is easy to use and accommodating to travelers of all ages
2. Objective 8.2: Ensure the pedestrian and bike facilities are designed clear of obstacles and obstructions (e.g., utility poles, grates) and meet ADA requirements
3. Objective 8.3: Provide multi-faceted and inclusive public engagement process that provides all community members an opportunity to provide input on transportation system decisions

## **HEALTH**

**Goal 9:** Support options for exercise and healthy lifestyles to enhance the quality of life.

1. Objective 9.1: Develop recreational walking and biking routes to access employment, schools, shopping, and transit routes.
2. Objective 9.2: Provide walking facilities that are physically separated from auto traffic on all arterials and collectors
3. Objective 9.3: Apply traffic calming measures to support neighborhood livability.

## **2022 ECONOMIC DEVELOPMENT STRATEGY**

*Forthcoming*

## **2022 ECONOMIC OPPORTUNITIES ANALYSIS**

*Forthcoming*

## **2022 HOUSING NEEDS ANALYSIS Goals**

*Forthcoming*

## **2021 PARKS AND TRAILS MASTER PLAN**

### **Recommendations:**

1. Develop one new community park with sports fields
2. Improve geographic distribution of key amenities: dog parks, community gardens, splash pads.
3. Improve trail connections and pedestrian transportation throughout the city.
4. Provide safe pedestrian crossings for Highways 26 and 211, and Bluff Road. Crossings could be signalized, over- or under-passes.
5. Fill service area gaps so that all residential areas are served by either a neighborhood or mini park.
6. Develop undeveloped park land: Champion Way, Deer Point, Ponder Lane, and Sandy Community Campus.

7. Add unique amenities not currently offered in the park system such as a pump track, pickleball courts, a disc golf course, sensory gardens, nature play, sports field(s), and other unique features.
8. Develop a new universal access playground that provides for a range of mobility types and user ages. The playground should be inclusive and provide for children with special needs, including fencing, sensory elements.
9. Renovate existing parks to update aging equipment, such as playgrounds, sport courts, and paths: Tupper, Sandy Bluff, Meinig.
10. Renovate existing paths and trails throughout the system to provide accessible routes to parks and amenities in accordance with the Americans with Disabilities Act Standards for Accessible Design.
11. Negotiate a public access easement with the Oregon Trail School District to allow unrestricted access/use of E17 and E23 trails along south edge of the high school.
12. Focus on neighborhood and community park development.
13. Minimize acquisition and development of mini parks to only highly constrained areas and small service area gaps without options for large parcels.
14. Prioritize neighborhood parks over mini parks when land is available.
15. Residential areas should be served by the ¼-mile service area of a mini park or the ½-mile service area of a neighborhood park.
16. Incorporate natural areas, wildlife habitat and native pollinator gardens into all park classifications.

### **Priorities**

1. Develop undeveloped park sites to serve existing neighborhoods.
2. Acquire and develop new park land to meet current and future needs, with a particular focus on community parks and existing neighborhood park service area gaps.
3. Develop trails to improve connectivity throughout the city, including safe separated crossings of Highways 26 and 211.
4. Renovate and upgrade existing parks to expand capacity.
5. Distribute parks equitably throughout the city.
6. Plan for future growth within the UGB expansion areas, prioritize based on projected timing and location of future growth.