



STAFF REPORT

Meeting Type: City Council
Meeting Date: October 5, 2026
From: Kelly O'Neill Jr., Development Services Director
A.J. Thorne, Public Works Director
Tyler Deems, City Manager
Subject: Pleasant Street Improvements Work Session

DECISION TO BE MADE:

Hold a work session to discuss how to proceed with the Council' scaled-down vision for improvements to Pleasant Street.

APPLICABLE COUNCIL GOAL:

- **Goal 6.4:** Revisit the Pleasant Street Master Plan with minimal reliance on consulting services.

BACKGROUND / CONTEXT:

On September 19, 2022, the City Council held a [work session](#) to discuss the Pleasant Street Master Plan and provided input to staff. Most recently, the City Council adopted a new goal for the 2025-2027 biennium that stated, "Revisit the Pleasant Street Master Plan with minimal reliance on consulting services." It should be noted that staff do not believe a 'master plan' is necessary for this project to move forward and would prefer to shift this project to being a streetscape reinvestment project instead. The primary reason to shift away from the master plan concept is to save money and time, and to focus entirely on the City Council's latest objectives for this project.

Project History

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 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 to manage a number of tasks for the Division, which included the development of a draft of the Pleasant Street Master Plan. [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.

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. 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. The City of Sandy also held an open house event in March of 2018 at the library.

Previous Community Campus Context

It is also worth noting that around this same time, the City was engaging with Oregon Trail School District to purchase the old Cedar Ridge Middle School site, which included the old aquatic center. As part of the purchase of this property, the City conducted several studies to determine the best use for the site as well as the affordability of various options. At that time, it appeared that investing in Pleasant Street made a great deal of sense, given the likely activity that would occur along this stretch of road should a full-scale aquatic center be constructed.

Economic Development

With the development of the Bell St / 362nd Ave extension in recent years, the focus of economic development has shifted away from Pleasant Street. Staff has spoke with the City's economic development consultant, Jon Legarza, and the feedback that has been received is that investment in the Pleasant Street area would certainly improve the overall safety and ascetics, and may make the sale of existing properties easier, but the City will a much greater return on investment with funding spent in the Bell St / 362nd Ave area.

Safe Routes to Schools

In 2020 the City worked with ODOT to develop a Safe Routes to Schools Plan for both Sandy Grade School and Cedar Ridge Middle School. [Pleasant Street improvements included within the plan can be found on page 41 of the plan PDF.](#) Unfortunately, ODOT rescinded the funding for Safe Routes to Schools projects in 2026, so the City was unable to apply for any funding this year. It is possible that funding will become available again in 2027. In alignment with another Council goal, staff will continue to monitor these funding opportunities and complete an application for various safety specific projects are funding allows.

KEY CONSIDERATIONS / ANALYSIS:

During the work session discussion in 2022, the City Council indicated its preference to remove the project area east of Meinig Avenue, refrain from undergrounding the majority of aerial utilities, and link the improvements from Pleasant Street to Pioneer Blvd. via one of the local north/south streets. As also highlighted in the figures, the City Council had requested to modify Strauss Avenue from Pleasant Street to Pioneer Blvd., instead of Alt Avenue. If the Council determines to move forward with this work, City staff would also recommend modifications to Bruns Avenue (Figure 3) and Smith Avenue (Figure 4) from Proctor Blvd. to Pleasant Street as these two blocks are missing curb, sidewalks, and other typical street infrastructure.

The idea was to modify the improvements as shown in the two figures below:



Figure 1 - Original project area in red



Figure 2 - Proposed project area in red



Figure 3 - Bruns Avenue



Figure 4 - Smith Avenue

Based on the AECOM estimates from August 2022, the Pleasant Street Master Plan infrastructure implementation would have cost approximately \$10.725 million (in 2023 dollars) and \$15.092 million (in projected 2033 dollars).

In order to provide a new estimate based on the revised improvement area without undergrounding of most overhead aerial utilities, City staff engaged with MacKay Engineering. The total cost estimates for the improvements shown in Exhibit A are estimated at \$2,380,000.

Pleasant Street & Strauss Avenue Street Improvements
PRELIMINARY COST ESTIMATE
September 2026, MacKay

Item No.	Description	Quantity	Unit	Unit Price	Total
Site Preparation					
1	Mobilization & Traffic Control Measures	All	LS	\$ 142,000	\$ 142,000
2	Common Excavation (Est. Depth 18")	3,750	CY	50	187,500
3	Tree Removal and Stump Grinding	1	EA	4,000	4,000
4	Striping Improvements	All	LS	25,000	25,000
5	Sawcut AC & Concrete Surfaces	200	LF	7.50	1,500
6	Site Restoration, Erosion & Sediment Control	All	LS	50,000	50,000
Subtotal					\$ 410,000
Paving & Surfacing					
7	1"-0" Crushed Rock Base (10" deep)	3,000	CY	\$ 50	\$ 150,000
8	Standard Concrete Curb & Gutter	1,750	LF	70	\$ 122,500
9	6" Concrete Residential Driveway	650	SY	150	\$ 97,500
10	4" Concrete Sidewalk including Excavation and 2" Leveling Rock	1,200	SY	150	\$ 180,000
11	ADA Ramp Installations	29	EA	10,000	\$ 290,000
12	½" Dense Mix ACP, Level II (3.5" depth)	2,100	Tons	150	\$ 315,000
Subtotal					\$ 1,155,000
Storm Drain					
13	10" HDPE Pipe	250	LF	120	\$ 30,000
14	24" HDPE Perforated Pipe	750	LF	200	\$ 150,000
15	Curb Inlet Catch Basin	10	EA	4,500	\$ 45,000
16	48" Standard Manhole	3	EA	10,000	\$ 30,000
Subtotal					\$ 255,000
TOTAL					\$ 1,820,000
*PGE Utility Poles					\$ 100,000
Contingency/ENG 25%					\$ 460,000
TOTAL ESTIMATED COST					\$ 2,380,000

**We do not have estimates from PGE at this time. This value will depend on final design.*

Figure 5 - Preliminary Cost Estimate

It should be noted that this preliminary cost estimate does not include the following items:

- New street furniture such as benches, trash cans, or artwork
- New street lighting
- Uniquely designed sidewalks
- Decorative tree well grates or street trees
- Raised planter beds
- A plaza feature as shown in Figure 8

figure 17

Cross-section of Local Street

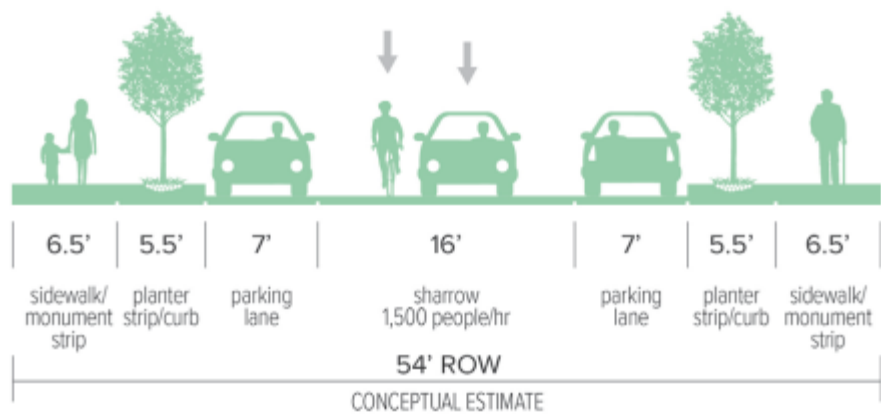


Figure 6 - Typical new local street

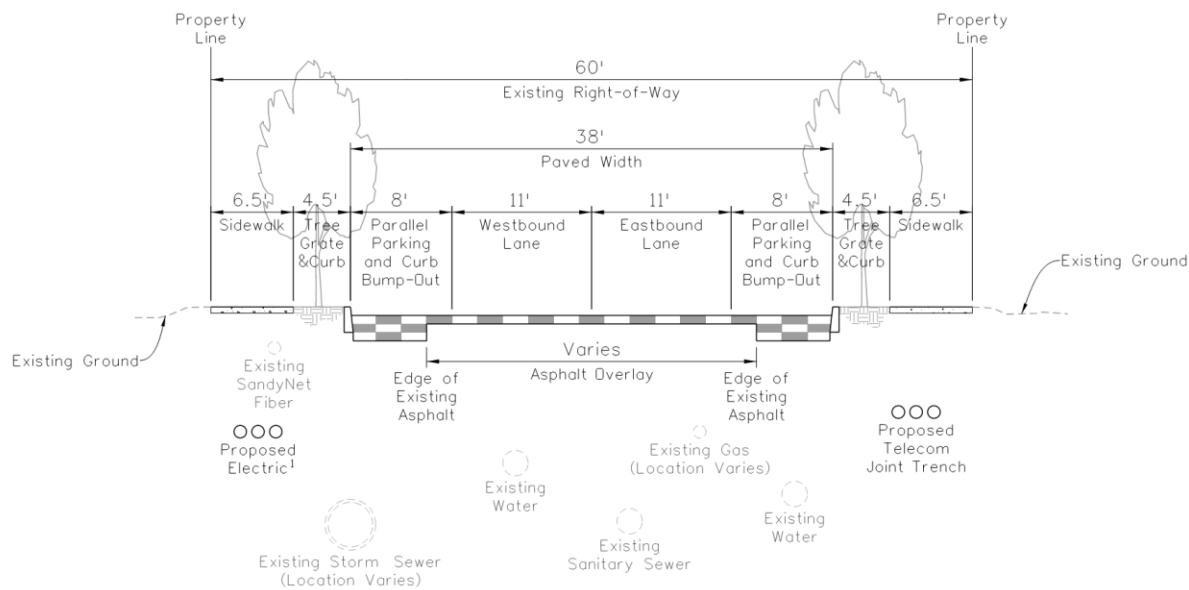


Figure 7 - Planned new street section for Pleasant Street

Figure 8 details the redesign of Alt Avenue which is not captured in any of the preliminary cost estimates.



Figure 8 - Alt Avenue design

BUDGET IMPACT:

Public Works Department staff worked closely with MacKay Engineering to determine a preliminary cost estimate (Figure 5) for work session discussion purposes. The total cost estimates for the improvements shown on the Exhibit A map are estimated at \$2,380,000. It should be noted that these preliminary estimates are not based on construction plans, and they do not include the features listed on page 4 of this staff report.

RECOMMENDATION:

Prior to continuing to work on Pleasant Street, City staff would like the City Council to discuss the following:

- Is the Council still interested in moving forward with reinvestment along Pleasant Street and some of the other local streets in downtown Sandy?
 - If so, is the revised project area in Figure 2, correct?
- If the Council wishes to make improvements to Pleasant Street and the surrounding area, which approach should be pursued?
 1. Focus only on the areas of improvement that are highlighted within the standard [city-wide pavement management report](#), and let other improvements (such as infilling gaps in existing sidewalks) occur in the future in conjunction with private development
 2. Develop a short-term strategy to repave the immediate areas of need on Pleasant Street in addition to the applicable improvements identified in the [Safe Routes to Schools plan](#)
 3. Complete the \$2,380,000 worth of reinvestment work surrounding Pleasant Street identified in Figure 5 above (including sidewalks, ramps, street repaving, etc.)
 4. Complete the reinvestment work surrounding Pleasant Street identified in Figure 5 above (including sidewalks, ramps, street repaving, etc.), **including** new street furniture,

new street lighting, wider sidewalks, street trees, planter beds, and other optional extras referenced on page 4 of this staff report

LIST OF ATTACHMENTS / EXHIBITS:

- Exhibit A. Pleasant Street Reinvestment Study Map
- Presentation Slides