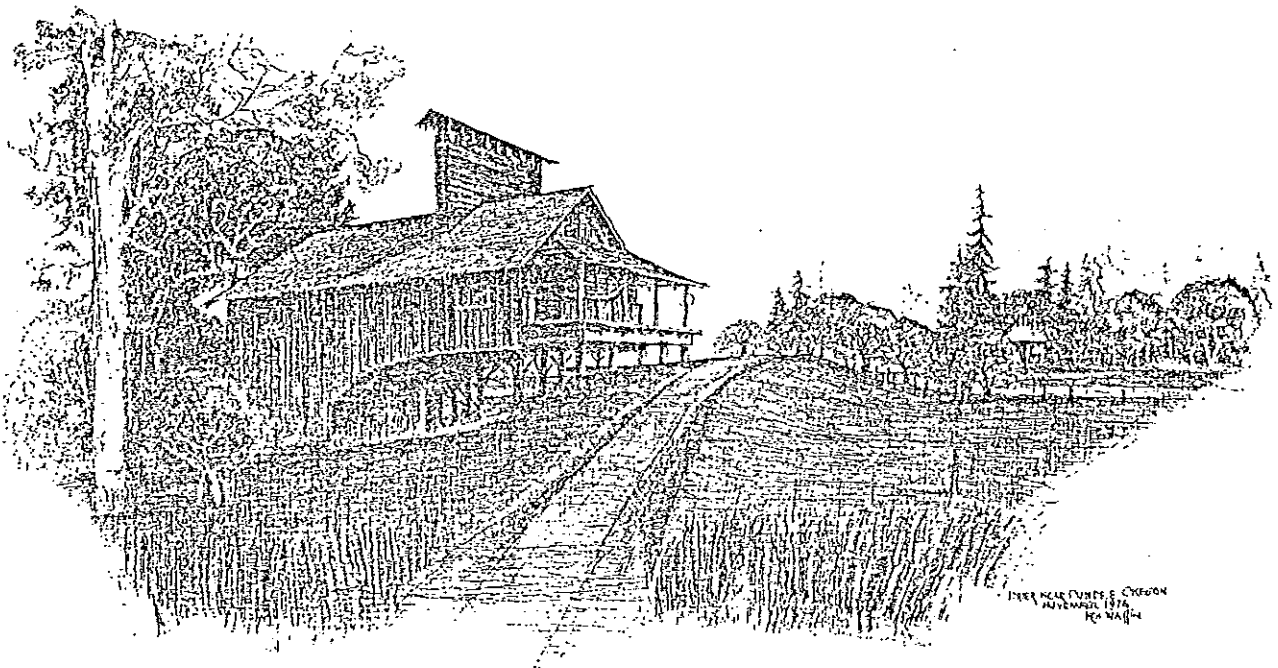


COMPREHENSIVE PLAN

DUNDEE, OREGON



VIEW NEAR CENTER OF DUNDEE  
APRIL 1974  
R. M. W. H.

May 1977

THE COVER

A nut drier near Dundee, by Ken Wallin.  
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## INTRODUCTION

The Comprehensive Plan describes the City of Dundee's intentions for future development. The plan indicates desired patterns of land use and traffic circulation and plans for the location and development of community facilities.

The plan describes the goals set by local officials and the policies and standards adopted to reach these goals. It also provides a framework for an ongoing planning program.

Citizens and developers can look to the Comprehensive Plan as a statement of intent by public officials for the development of Dundee. City and county officials will also look to the plan in administering and formulating all applicable ordinances, such as zoning and subdivision regulations.

Dundee is part of Yamhill County; it cannot be planned independently. The plans and programs of the neighboring City of Newberg and the County Comprehensive Plan, which is being revised, must also be considered.

It should be emphasized that the Comprehensive Plan is not a static document, but rather part of an ongoing planning process. To be effective, this process must be continuous and reflective of the community's changing needs and desires. To assist in the process, the City Council adopted a community Vision Statement, a document describing a potential, and desirable, vision of the City of Dundee.

The statements contained within the Vision document are not enacted ordinances and are not legally binding, but instead provide guidance for further amendments to the Comprehensive Plan. The Vision Statement does not amend specific, adopted goals, objectives and policies found elsewhere in the Plan. These remain in full effect and force and shall be the applicable goals, objectives and policies used to implement Dundee's land use program.

## LAND USE AND URBANIZATION

GOAL: To provide sufficient land to meet the needs for future urban expansion.

### OBJECTIVES:

1. Define a growth policy, and identify areas of possible future expansion.
2. Project population growth to the year 2000, and identify land needs to support that population.
3. Establish an urban growth boundary.

### EXISTING CONDITIONS

#### Existing Development Pattern

Table 1 breaks down land uses by acres. Approximately 14 percent of the town is developed for residential uses, 2 percent for commercial and public uses, and 1 percent for industrial uses. This leaves approximately 655 acres, or 75 percent of the land undeveloped (primarily agriculture, open space, and undeveloped residential, commercial, and industrial land).

Industrial development mainly occurs along the Southern Pacific Railroad tracks. Commercial development is confined almost entirely to frontage along U.S. Highway 99W.

Virtually all of the residential development is single-family homes. There are a few duplexes, 3- and 4-plexes, but no

other multi-family dwellings. About 50 mobile homes are located in a mobile home park and in the old Dundee area.

In 1969 the city annexed about 400 acres of agricultural land abutting the Willamette River. The housing development planned for the area never materialized and the land has remained fallow or has been used for agriculture. The County Comprehensive Plan shows the area as Large Holding Agriculture. The land is prime agricultural land (predominantly Class II soils). There are also some Class III-VII soils in the area, and Class I soils close to the Willamette River.

The soils between Dundee and Newberg are Class II, III, and some Class VI. The area is sparsely developed, primarily in large lot residential and agricultural uses.

In the area outside Dundee, the predominant land uses are rural residential, agricultural, and forestry. A few commercial and industrial uses exist in scattered locations.

Table 1  
LAND USES  
DUNDEE, OREGON

<u>Land Use</u>	<u>Acres</u>	<u>Percent of Total</u>
Residential	122	13.8
Commercial	6	.7
Public/Semipublic	9	1.0
Industrial	9	1.0
Rights-of-way	84	9.5
Vacant	655	74.0
	885	100.0

Source: Land use survey by CH2M HILL, June 1976.



Land Use designations outside the city limits include the following general categories:

1. Agriculture Large Holding (20-acre minimum lot size)
2. Agriculture Small Holding (10-acre minimum lot size)
3. Very Low-Density Residential (1-1/2- to 10-acre lot size)

These categories are discussed in the Yamhill County Comprehensive Plan.

#### Existing and Projected Population

In a town as small and rapidly growing as Dundee, reliable population forecasts are almost impossible to make. Nevertheless, forecasts must be made in order to provide a basis for decisions on zoning, utility installations, annexations, schools, etc.

In 1968 and 1969, the Bureau of Governmental Research and Services made projections for Dundee which assumed an annual average increase of 6 percent to 7 percent between 1966 and 1985. In a 1973 sewer study the Willamette Valley Council of Governments projected an average annual increase of 8 percent between 1974 and 1990.

The actual annual growth rate since 1960 averaged about 8-1/2 percent and resulted partly from annexations. Table 2 shows historical population trends and three population forecasts for Dundee based on average annual growth rates of 3 percent, 5 percent, and 8 percent. A higher growth rate

might be sustained through the late 1970's if adequate water and sewerage were available, but the likely average will be about the middle range (5 percent) projected.

The County Plan for the area surrounding Dundee shows most of the northeast part as Very Low Density Residential (which includes parcel sizes of 1/2 to 10 acres) and the area southwest of town as Agriculture Large Holding (with minimum parcel sizes of 20 acres or more). Virtually all growth in the next 10 years, unless a major Comprehensive Plan change occurs, will be in the north and northeast. If sewers are installed northeast of town, the County Comprehensive Plan indicates a change to Low Density Residential (parcel sizes of 5,000 square feet to 1 acre) would be considered.

The middle range (5 percent) projection is consistent with the Mid-Willamette Valley COG and Areawide 208 planning projection of 2,200 people in the year 2000. The 5 percent projection is less than the actual growth rate since 1960, but may reflect a reasonable long-range trend.

Table 2  
 POPULATION TRENDS AND FORECAST  
 CITY OF DUNDEE  
 DUNDEE, OREGON

<u>Year</u>	<u>Population</u>	<u>Average Annual Increase</u>
1940	209	--
1950	308	9.9
1960	318	0.3
1970	588	8.4
1975	985	13.5
1980	1,133	3.0
	1,231	5.0
	1,379	8.0
1990	1,428	3.0
	1,724	5.0
	2,167	8.0
2000	1,724	3.0
	2,216	5.0
	2,955	8.0

Source: U.S. Census Bureau; Portland State University Population Center; CH2M HILL

Table 3 shows the annexation activity in the town since 1966 when the first annexations occurred. Since then, approximately 530 acres have been annexed to the city, the largest proportion of which has been on the east side of town near the Willamette River.

Table 3  
ANNEXATION ACTIVITY  
DUNDEE, OREGON  
1966-1973

<u>Date</u>	<u>Ord. No.</u>	<u>Acres</u>	<u>Location</u>
Jan. 1966	92	52.51	Red Hills Rd., Walnut Ave.
April 1968	107	183.21	STP Site
May 1968	110	17.70	Filbert Terrace
July 1969	122	233.44	Port West Project
Dec. 1969	134	41.12	Mobile Home Park, Worden Hill Rd.
Dec. 1970	N.A.	<u>1.37</u>	99W
TOTAL		529.35	

Source: City Records

Buildable Lands Study

In order to determine the population capacity of the existing city limits, a "Buildable Lands Inventory" was conducted to see how much land is actually available for present and future residential development. The assumptions and criteria for the inventory are listed in the appendix. All flood plain and severe slope areas (along the cliffs above the Willamette River) were eliminated as possible residential land, (some building may be possible in certain areas). Public lands (parks, rights-of-way, etc.), existing development, and areas planned other than for residential uses were also eliminated.

For purposes of analysis, the city was divided into two sections: the "old town" in the western portion of the city, and the eastern or agricultural portion. The total area in the main (western) portion of the town is about 485 acres. Table 4 shows the total lands available for residential

development within the current city limits to be about 430 acres, 260 in the western portion of the City, and 170 in the eastern portion of the City.

Table 4  
BUILDABLE RESIDENTIAL LAND

<u>Eastern Portion of City</u>	<u>Acres</u>
Area not buildable due to slopes, flood plains, and hazards	150
Sewage Treatment Plant	20
Right-of-Ways for future development	60
Total Available for Res. Development	<u>170</u>
TOTAL EASTERN PORTION	400
<u>Western Portion of City</u>	
Commercial	16
Industrial	32
Public	9
Existing right-of-way	84
Future right-of-way	86
Total Available for Residential Development	<u>258</u>
TOTAL WESTERN PORTION	485

Source: CH2M HILL

However, it is likely that not all of the residentially developable land will be developed as such.

The Comprehensive Plan supports the need for additional industrial land to try to attract and promote additional industry to diversify the economic and industrial base. In addition, there has been a continued trend to convert some residentially

zoned land along Highway 99W to commercial use, and other proposals are expected in the future (a major market for example). The Plan recognizes the appropriateness for commercial development along 99W. There has also been a proposal for a golf course in the Eastern portion of the City which could take 100 acres or more. Additional lands (probably about 20 acres) may be needed in the vicinity of the sewage treatment plant as a buffer zone.

Because of these potential developments, the 430 acres designated for residential purposes is probably high. The city does not wish at this time to designate further areas for commercial, industrial and other uses because it wishes to avoid the common error of overzoning and because the demand for these uses is unclear at this time. The city prefers to create a "reserve" for these uses within the "residential" land use category and then to make plan changes at the appropriate time. The city estimates that an additional 20 acres should be reserved for industrial land availability, 10 acres for additional commercial land, and 50-100 acres for the golf course. Subtracting these projected land needs from the 430 acres available, there would be 300 to 350 acres within the current city limits available for residential development.

It is also necessary to incorporate a vacancy factor in determining future land needs. In order to prevent land costs from escalating too rapidly, and to provide open space and other amenities, the city considered several vacancy factors. A 50 percent vacancy factor (one acre of developed residential land for one acre of undeveloped residential land) was determined appropriate after considering local conditions and desires. This figure is higher than the 20-30 percent factor used in nearby communities, but is consistent with the city's desire to maintain a small town open-space atmosphere and to keep land (and therefore housing) prices down.

If the 50 percent vacancy factor is applied to the 350 acre figure of available land within the city limits, then there is room for about 2100 people (assuming an overall density of 4 units per acre and 3 people per unit). This is slightly below the projected 2,200 people in the year 2000 shown in the population projection. If a 30 percent vacancy factor is used, then the current city limits could support about 2,940 people, which corresponds with the maximum projected growth expected by the city in the year 2000. If the 300 acre available land figure is used, then the total carrying capacity of the current city limits is 1,800 assuming a 50 percent vacancy and 2,500 assuming a 30 percent vacancy.

Using the 50 percent vacancy assumptions, the carrying capacity of the western portion of the city is about 1,600 people. To check this, a detailed analysis was conducted to more precisely determine the probably carrying capacity of the Western area. The estimated capacity was determined by estimating the total number of units which could be constructed within existing zoning regulations. About 700 multi-family and 570 single-family units could be accommodated within existing regulations.

The most probable number of dwelling units will be substantially less, for two reasons. First, there are currently few multi-family units in town; single-family homes are preferred. It is not likely that multi-family units will be developed on a large scale. Second, a vacancy factor must be assumed to keep land costs down (if there were very little vacant land, costs would be extremely high).

Assuming a land vacancy factor of 50 percent (i.e., one acre of undeveloped land for every acre of developed land), and realizing the fact that single-family homes are preferred, the total carrying capacity of the western portion of town is about 1,850 people (Table 5).

Table 5  
 ASSUMPTIONS FOR DETERMINING CARRYING CAPACITY  
 OF WESTERN PORTION

	<u>No. of Housing Units at Full Development</u>			<u>No. of People per Dwelling Unit</u>			<u>Projected Saturation Population</u>			
	<u>single- family</u>	<u>multi- family</u>	<u>mobile home</u>	<u>single- family</u>	<u>multi- family</u>	<u>mobile home</u>	<u>single- family</u>	<u>multi- family</u>	<u>mobile home</u>	<u>Total</u>
Maximum	570	700	52	3.0	2.3	1.8	1,755	1,631	94	3,400
Probable	400	200	100	3.0	2.3	1.8	1,200	460	180	1,840

Source: CH2M HILL, INC.



The 1,850 figure is conservatively high because about 30 acres of land that will most likely be developed for commercial and industrial purposes was included as residential land.

In summary, the city will exceed the carrying capacity of the Western portion of the city before the year 2000 assuming even a moderate rate of growth and a lower (30 percent) vacancy factor. The city will have to expand into agricultural areas regardless of which direction it grows, which will require exceptions to LCDC's Urbanization and Agriculture goals. The basis for the exception follows the discussion of alternatives.

#### ISSUES AND PROBLEMS

The lack of adequate sewerage capacity and water supply will effectively limit growth for the next 2-5 years. When improvements are completed, development could be fairly rapid.

Based on past and projected population growth, there is not enough room within the western part of the city, and possibly the entire city limits, to accommodate either the medium or high range population projections.

The area between Dundee and Newberg has been discussed as an area of possible expansion by both cities. Some consideration has even been given to incorporating the two cities into one. It appears now that both communities wish to retain their separate identities, and that neither is likely to develop the area between them in the next 10 years. A committee with representatives from Dundee, Newberg, and Yamhill County has been formed to establish specific policies for the area.

If the urban growth boundary is too small or restrictive, it could cause land and housing costs to rise sharply. Sufficient lands must be retained within the boundary to keep land

costs at a reasonable level. The city feels that 50 percent is a reasonable vacancy factor (1 acre of undeveloped land or open space for each acre that is developed) in light of their desire to maintain a small-town open space atmosphere and to keep land prices down.

#### ALTERNATIVES

The city has considered several possible areas for future development. If Dundee grows anywhere outside the western part of its current city limits, it will expand into prime agricultural lands (Class I-IV soils) as defined by LCDC, and must take exception to LCDC's Agriculture goal. In addition, LCDC's Urbanization goal stipulates that if agricultural land is taken, then priority should be given to preserving the best agricultural land. If the better agricultural soils are included in the urban growth boundary, then an exception must also be taken to LCDC's Urbanization goal.

The Goal Exception Procedures section, which follows this section, outlines the various alternatives the city considered for its urban growth boundary. The need for additional land is based on the buildable lands study and the assumptions in it. Additional findings of fact for why the land is needed and should be developed are included in the goal exception section.

## URBANIZATION AND AGRICULTURE GOAL EXCEPTIONS

### INTRODUCTION

This section documents the reasons for requiring an exception to LCDC's Urbanization and Agriculture goals. The section states the reasons why agricultural lands should be included within the urban growth boundary, what alternatives are available to the city, what the long-term environmental consequences are, and whether or not the proposed urbanizable area is compatible with other adjacent uses.

### WHY AGRICULTURAL LANDS SHOULD BE URBANIZED

LCDC Goal #2 requires the city to establish why agricultural lands should be included within its Urban Growth Boundary. When the city expands outside the western portion of the current city limits, lands which are presently used for agriculture (and which are defined as "rural land" in LCDC's Urbanization Goal) would be included within the Urban Growth Boundary. This would result in making it urbanizable land, as defined by LCDC.

In establishing why agricultural lands should be urbanized, the city makes the following findings of fact:

1. The Comprehensive Plan's buildable lands inventory and population forecast indicate that there is not enough land within the Western portion of the city limits to meet land needs for the medium or high range population projections for the year 2000.
2. Regardless of which direction the city expands to accommodate its projected growth, it will take Class II and III soils for urban purposes.
3. There is a possibility that the city has irrevocably committed at least a portion of the Eastern part of the current city limits to urban development.

The area was once approved for residential development, and the main sewer trunk line has been designed to accommodate growth there. The developer went bankrupt before beginning construction of an approved subdivision, and the area has remained in predominantly agricultural use.

The current owner of much of the property in the Eastern portion of the city limits applied for a zone and plan change from agricultural to residential in 1976 and was turned down by the city. The owner is considering the possibility of litigation (in the form of a contract suit) based on what he believes were commitments made by the city to develop the land.

4. The city finds that there is a moral obligation to allow development in the Eastern portion of the city based on previous actions, but there may not necessarily be a legal commitment.
5. Based on projected land needs to the year 2000 and the moral commitment to at least one landowner in the Eastern portion of the city, agricultural lands will need to be urbanized.

#### ALTERNATIVE URBAN GROWTH AREAS

##### Alternative 1: INCLUSION OF ONLY THE WESTERN PORTION OF THE CITY WITHIN THE URBAN GROWTH BOUNDARY.

The first alternative is to include only the Western portion of the city within the Urban Growth Boundary. The buildable lands study indicates that additional land outside the Western portion of the city is necessary to meet the population and land needs of the city by the year 2000. (See materials in the buildable lands study which are hereby made findings of fact).

The possibility of initially including only the Western portion of the city inside the urban growth boundary and not expanding until sufficient public need has been demonstrated was considered. The 400 acres in the Eastern portion of the city could

be deannexed and the area zoned exclusive farm use by Yamhill County to preserve the agricultural lands. However, this alternative was rejected for the reasons cited in the previous (and following) sections.

The city finds that it has a moral, and possibly a legal commitment to allow development in at least part of the Eastern portion of the city which is currently being used for agricultural purposes. The city further finds, without making any admissions, that it possibly has substantial potential legal and monetary liability, in the event that the courts find that the city has a legal obligation to allow development of the property in question.

The city specifically finds that expansion of the urbanizable land by means of setting the Urban Growth Boundary outside the Western portion of the city is necessary. Thus, Alternative No. 1 is unfeasible and expansion must occur.

Alternative 2: Expansion to Eastern Portion of the City.

Expansion into the Eastern portion of the current city limits appears to be the most logical for the reasons listed below.

1. The area lies within the current city limits, and has been planned for development in the past. The main sewer line is sized to accommodate growth there (design population of 3,000 people).
2. The land is currently in agricultural use, but a substantial portion of it is very wet (predominantly Class II soils). Testimony presented at public hearings indicated that wheat yields over much of the land was about 28 percent of the Yamhill County average on a bushel/acre basis. Also, U.S. government financial assistance in tiling the land is not possible because the land lies within the city limits.

3. No logical boundary could be determined to take a smaller portion than the 250 acres, without significantly impairing the ability to productively continue farming. The area serviceable by gravity sewers includes about 100 acres, but divides individual properties so that productive farming is impossible.
4. The city desires and needs flexibility in integrating a golf course or Planned Unit Development which have been proposed in the Eastern portion of the city. Some of the area not serviceable by gravity sewer service could be incorporated in such developments.
5. The city wishes to have enough land to meet the higher growth projection of 2,950 people should it be realized.
6. The city's sewage treatment plant, wells, and distribution facilities lie within the area. The main sewer trunk line is big enough to accommodate growth there (design size of 3,000 people).
7. Land prices would be cheaper in the lower portion of the city compared to hillside lots northeast of the city. Development of the area could provide lower cost housing, thus complying with LCDC's Housing goal.
8. Development in the Eastern portion of the city would avoid worsening of flooding problems along Highway 99W caused by excessive storm water runoff from hillside development.
9. Public and citizen involvement in the hearings process overwhelmingly supported expansion into the Eastern portion of the city.
10. Access roads have already been constructed into the area. Expansion northeast of the city would significantly increase traffic adjacent to the elementary school, and would require new road construction.
11. The moral commitment made previously to develop the area would be met and possible litigation avoided.
12. The area is generally compatible with surrounding uses.

Alternative 3: Expansion Northeast Towards Sunnycrest Area

A second possibility for setting the Urban Growth Boundary outside the Western portion of the city is expansion Northeast toward the Sunnycrest area. This area has the following advantages:

1. It is largely serviceable by gravity sewers;
2. It is adjacent to existing residential development in the hills;
3. Existing sewer lines are probably adequately sized to meet the demand for the area serviceable by gravity sewers.
4. The area is predominantly Class II and III soils (compared to predominantly Class II soils in the Eastern portion).

The Sunnycrest area has the following disadvantages:

1. The slope of a good portion of the land would result in more extensive development and building costs, which would increase new home prices in the area. This makes it more difficult for the city to comply fully with LCDC's Housing goal which indicates that the plan should be developed in a manner that insures the provision of appropriate types, prices, and amounts of housing needs.
2. A new water reservoir at a higher elevation would have to be constructed to accommodate growth toward the Sunnycrest area.
3. Flooding problems along Highway 99W would be intensified in high runoff periods.
4. Additional access roads would be required, and traffic would increase markedly next to the elementary school.

Alternative 4: Expansion Toward The Area Southwest of Dundee.

A third possibility for future development would be Southwest of the present city limits, north of Highway 99W. This appears

to be an unattractive alternative because water and sewer services could not be provided economically. A second problem would be the tendency toward strip development along Highway 99W.

Alternative 5: Expansion to the West or Northwest

Another possibility would be the expansion directly West or Northwest of the present limits. This is unfeasible because this land slopes away from the present city, and would require extremely expensive water and sewer installations to service the area. Other areas of expansion are unfeasible for the same reason.

CONSEQUENCES OF INCLUDING LAND IN EASTERN PORTION OF CITY WITHIN URBAN GROWTH BOUNDARY.

Under L.C.D.C.'s Land Use Planning Goal, Exceptions, the city is required to evaluate what long-term environmental, economic, social and energy consequences to the locality, region, and state would result from not applying the goal and permitting urbanization of agricultural land.

A. Environmental

The major detrimental effect of including land in the Eastern portion of the city within the Urban Growth Boundary would be the taking of Class II and Class III soils out of potential agricultural use. The 250 acres which is available to the city in the Eastern portion are Class II, III, and some VI soils. The majority of the soil is Class II. As such, these soils are slightly more desirable than the land in the Sunnycrest area, and the other possible areas of expansion which have more Class III soils. This reduces a valuable natural



resource. All the land surrounding the City of Dundee is either Class II or Class III soils. Any expansion of the city outside the area presently zoned for residential purposes in the Western portion of the city would result in the inclusion of some rural land of Class II or III soils within the Urban Growth Boundary.

The impact on fish and wildlife resources would be minimal. The wildlife habitat shown on Figure 2 would not be included within the Urban Growth Boundary. The most important wildlife habitat is in the riparian foilage on the lower terrace adjacent to the Willamette River. Air, water, and other natural resources will be minimally affected if the area is included within the Urban Growth Boundary.

#### Economic Impacts

It is not precisely known what effect including lands in the Eastern portion of the city within the Urban Growth Boundary will have on housing and land costs. However, providing enough land (specifically the 50 percent vacancy factor assumed in the Plan) would tend to keep land prices down; lots would also be less expensive than on the hillside.

Inclusion of the land within the Urban Growth Boundary would require expansion of sewer and water facilities to accommodate future development. The city could require installation and sewer construction costs to be born by developers, but the city will be responsible for operation and maintenance costs.

Another potential economic consideration is that including this land within the Urban Growth Boundary would reduce potential legal costs to the city as a result of the Harding-Lindquist legal problems.

Anticipated traffic impacts would be minimal. The Eastern area is served by County Road 79 with direct access to Highway 99W.

Expansion within the existing city limits rather than along 99W or other alternatives would also tend to preserve Dundee's character. Strip development along Highway 99W would be avoided and the individuality of Dundee and Newberg preserved.

### Energy

As discussed previously, the city's sewer and water facilities can be easily extended to this area at a minimal cost compared to the other alternatives available. Moreover, as was discussed in the energy section of the Comprehensive Plan, the residential areas to the Northeast of town are on steep slopes which could limit the use of bikeways and pedestrian walkways, thereby increasing dependency on the auto and its resultant increased energy useage.

### COMPATIBILITY OF PROPOSED USE WITH OTHER ADJACENT USES

LCDC's goal exception procedures require that the city determine whether or not the proposed inclusion of a portion of the Eastern part of the city within the Urban Growth Boundary would be compatible with adjacent uses. This land is compatible with areas to the West (within the current city limits). The areas directly to the West of the proposed area of inclusion are presently used and zoned for residential purposes. Some of the land in the eastern portion which is to be included would eventually be used for the expanded city sewer facilities. In addition, to the east would be those areas which (because of slope or inclusion within the flood plain) would not be included in the Urban Growth Boundary. There would be a strip

of land at the Eastern border of the Urban Growth Boundary which is presently being used for agricultural purposes. This land could continue to be used for agricultural purposes along with that land within the flood plain and Willamette Greenway area. Moreover, the Willamette Greenway, the flood plain, and the Willamette River provide an effective natural boundary towards further Eastward expansion of urbanizable land. There is no conflict with the Greenway to the east because the Greenway lies on the lower terrace.

## POLICIES

### RESIDENTIAL LAND USE

The Town Plan map shows two residential categories in Dundee distinguished by density. These densities are described in terms of dwelling units per "gross residential acre." For planning purposes, it is assumed that 25 percent of each gross residential acre will be developed with streets, schools, parks and other public uses and that 75 percent will be developed with homes. The two residential categories are intended to accommodate different types of residential development, affording families a choice of living accommodations.

Selected areas may be developed as a "planned unit," with cluster housing and compensating open space. The location and design of a "planned unit development" will be subject to the approval of the planning commission.

In addition to residential uses, public uses compatible with the basic residential uses shall be permitted. Public uses are those serving the residential area such as recreational facilities, community centers, libraries, schools, churches, and utilities.

#### Low-Density Residential

Most of the city is designated for low-density residential use where the average density will be 3.5 to 4.7 dwelling units per gross acre. The policies and standards for this area are as follows:

1. An overall density of development will be 3.5 to 4.7 dwelling units per gross acre. This equals standard lot sizes of 7,000 to 9,000 square feet, allowing for streets and other open spaces. Many areas are already developed at larger lot sizes than this, so the overall density will likely be lower.
2. Residential subdivisions will be developed with paved streets, sidewalks, and gutters according to city or county standards. Utilities will be placed underground where feasible.
3. Developments will coincide with the provision of public streets, water, and sewerage facilities. These facilities shall be capable of adequately serving all intervening properties as well as the proposed development and will be designed to meet the city or county standards.
4. Planned unit development will be encouraged on tracts large enough to accommodate 10 or more dwellings.
5. A stormwater drainage plan will be submitted with all proposed subdivisions and partitionings to show how stormwater will be handled to avoid a future effect on other property. Where needed, storm sewers will be required as a condition of approving plots or partitionings.

### Medium-Density Residential

The area designated for medium-density residential lies behind the commercial area parallel to U.S. Highway 99W. The predominant use in this area will be single-family housing; however, provision is also made for multifamily dwellings. Policies and standards for this area are as follows:

1. The maximum overall density will be about 10 dwelling units per acre except in the case of mobile home parks where higher densities are permitted. Existing development is at a much lower density than this and will likely continue in the near future.
2. Residential subdivisions will be developed with paved streets, curbs, gutters, and sidewalks according to the city or county standards. Utilities will be placed underground where feasible.
3. Developments will coincide with the development of public streets, water, and sewerage facilities. These facilities shall be capable of adequately serving all intervening properties as well as the proposed development and will be designed to meet the city or county standards.
4. Planned unit development will be encouraged on tracts large enough to accommodate 10 or more dwellings.
5. A stormwater drainage plan will be submitted with all proposed subdivisions and partitionings to show how stormwater will be handled to avoid a future effect on other property. Where needed, storm sewers will be required as a condition of approving plots or partitionings.

### GENERAL COMMERCIAL

The general commercial land use category is indicated along parts of Highway 99W to accommodate a range of retail and service commercial uses. The development of individual properties in these areas should take into account the traffic, safety, and visual problems associated with "strip commercial development." While the amount of commercial

along 99W is still relatively small, future development could create dangerous and unsightly "strip" commercial development.

The plan indicates definite limits to the strip pattern but recognizes that much of the land along 99W is not usable for residential purposes because of highway noise and the proximity of the Southern Pacific Railroad. Plan and zone changes along 99W will be permitted on a case-by-case basis when sufficient public need for the change can be demonstrated. About 10 acres of land currently designated for residential development will be "reserved" for probable future commercial expansion. With proper screening and access control, some light industrial uses might also be permitted along the highway. It may also be feasible to develop some of the land as a road-side park. Where further commercial development occurs along 99W, the plan attempts to define standards that will minimize the negative impacts of development. A major goal of the plan is to minimize the inefficiency and unsightliness of development along 99W. To accomplish this, the following policies and standards are adopted:

1. Further strip commercial development along Highway 99W will be limited as much as possible.
2. High design standards for signing and appearance including the landscaping of setback areas and the designation of access points will be established.
3. Development will coincide with the provision of adequate public streets, water, and sewerage facilities. Sidewalks will be provided in all new commercial developments.
4. Existing commercial establishments located in areas the plan designates as noncommercial will be permitted to continue but will not be permitted to expand outside their present site.
5. Off-street parking will be required in all developments. Dedication of extra right-of-way of 99W or other arterials may be required.

## LIGHT INDUSTRIAL LAND USE

Light industrial uses in Dundee are largely confined to processing nuts. The Westnut plant lies adjacent to U.S. 99W at the south end of town. The plan does not foresee a major increase in light industrial use within the next 10 years and foresees no heavy industrial uses. However, a provision is made for further industrial expansion should it be desired. An area along the Southern Pacific Railroad tracks is designated for light industrial use and the possibility is left open for expanding the industrial area near the Westnut Plant to the south. Also, a plan change will be considered for light-industrial uses between Highway 99W and the railroad tracks if they do not conflict with established commercial uses and do not create traffic or aesthetic problems. The plan supports flexibility in accommodating potential future industrial expansion. About 20 acres of currently planned residential land will be held in "reserve" for potential industrial development.

The following policies and standards are adopted for industrial land use:

1. The planning commission will review the site plan of each proposed development in order to evaluate the compatibility of vehicular access, signs, lighting, building placements, noise, and landscaping with adjoining uses, both existing and proposed.
2. All industrial uses which abut residential uses will be screened from the residential uses. Where possible, access to the industrial uses will be prohibited from residential streets.
3. The industrial area around the old Westnut Plant will not be permitted to expand.
4. The Nut World warehouse adjacent to the railroad tracks is appropriately located and will be permitted to remain or expand.

## AGRICULTURE

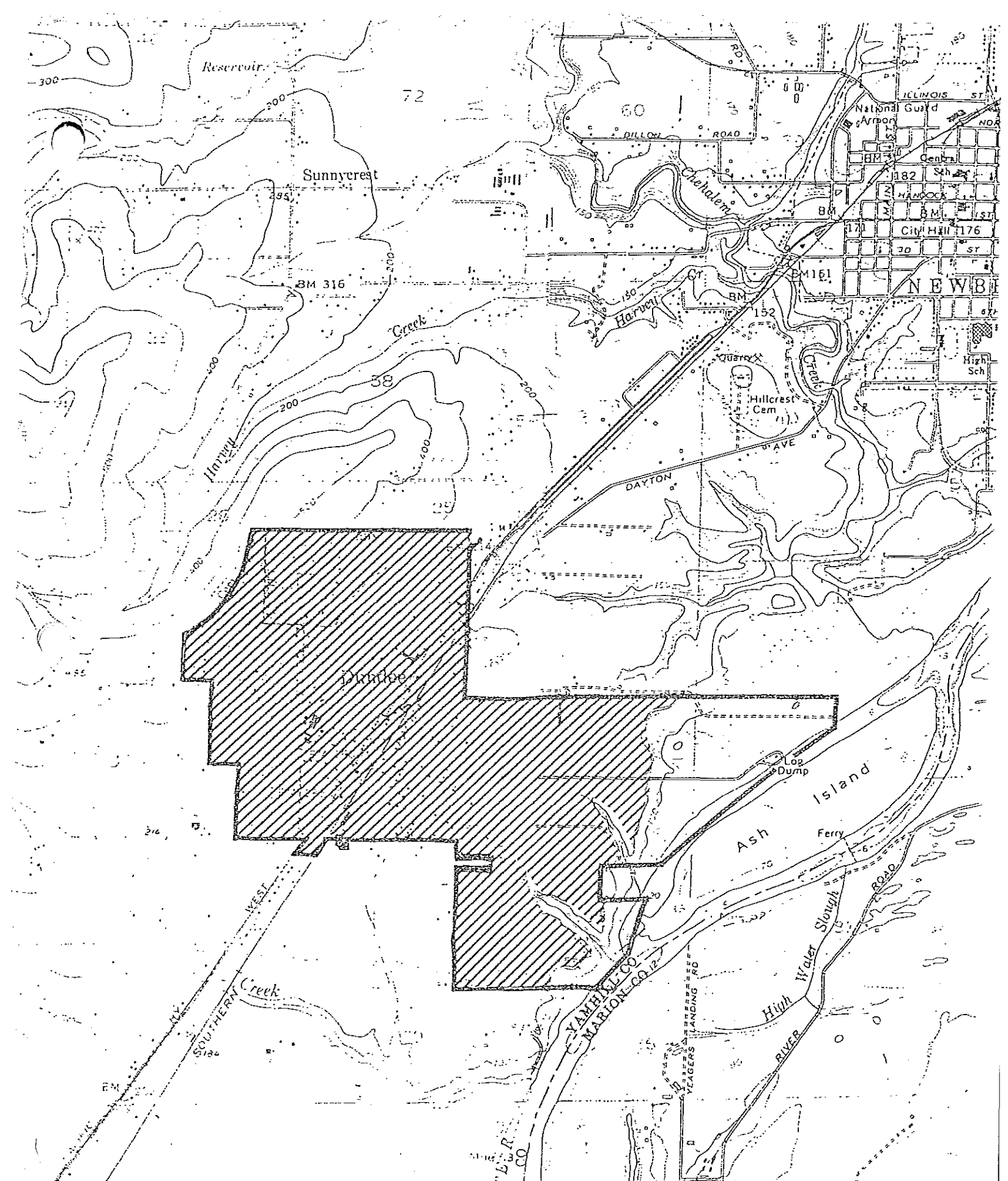
The following policies have been established for agricultural lands:

1. The city will place the agricultural lands within the Urban Growth Boundary in the Eastern portion of the city in an agriculture holding zoning category. This land will be rezoned incrementally for residential use when definite need for the land is shown.
2. Agricultural and undeveloped lands on the lower terrace near the Willamette River will be preserved for farm uses with an exclusive farm use zone.

## Urbanization Policies

1. The city's urban growth boundary has been established to reflect the need for additional land by the year 2000 (Figure 1). Undeveloped areas within the Western portion of town will be given priority over the agricultural land for development purposes. The eastern portion will be designated for residential use, but zoned agricultural until public need is demonstrated for development. The boundary will be re-examined at least every 5 years.
2. It is the city's policy to preserve and enhance the character of the Dundee community by not combining with Newberg. Dundee will continue its close working relationship with Newberg in matters of mutual concern.
3. In order to assure orderly development in conformance with the Comprehensive Plan, the city adopts these policies for annexation:
  - a. Annexation will be permitted if:
    - (1) The city is able to provide adequate services for the area including sewer, water, administration, and fire protection.
    - (2) It can be demonstrated conclusively that an expansion of the Urban Growth Boundary is needed.
    - (3) The proposed use of the area to be annexed conforms with the Comprehensive Plan.





Urban Growth Boundary



- (4) The new area will meet city standards for roads, sewers, water, and other services.
  - (5) The majority of the area to be annexed is contiguous to the city and represents a logical direction for city expansion.
- b. The city requests that the county submit for review all proposals for subdivisions, major partitionings, and Comprehensive Plan or zone changes within 1 mile of the city limits.
- c. Change in the urban growth boundary shall be based on consideration of the following:
- (1) demonstrated need to accommodate additional population;
  - (2) need for housing, employment opportunities, and livability;
  - (3) orderly and economic provision for public facilities and services;
  - (4) maximum efficiency of land uses;
  - (5) environmental, energy, economic, and social consequences;
  - (6) retention of agricultural land;
  - (7) compatibility of the proposed urban uses with nearby agricultural activities.

#### IMPLEMENTATION

1. The City Council will adopt the urban growth boundary and comprehensive plan.
2. A capital improvements program will be developed to insure the timely construction of necessary public services and facilities to meet projected demands.
3. Agricultural and undeveloped lands on the lower terrace will be preserved through exclusive farm use zones.
4. A task force comprised of representatives from Dundee, Newberg, and Yamhill County will be created to establish specific policies and implementation measures for the area between the two cities.

## OPEN SPACES, NATURAL AND CULTURAL RESOURCES

GOAL: To conserve open spaces and preserve natural and cultural resources.

### OBJECTIVES:

1. Ensure adequate open space to meet the needs of Dundee's citizens.
2. Preserve scenic, historic, and natural resource areas.
3. Promote a healthy, clean, and aesthetic environment.

### EXISTING CONDITIONS

#### Land Desirable for Open Space

There are areas within the planning boundary which are desirable to preserve in both the short- and long-term. First, the southeastern portion of the city is ideal "open space" because of its agricultural and undeveloped nature. The Plan (see Land Use and Urbanization Element) supports preservation of this area in the short-term until sufficient public need is demonstrated for other uses.

Second, there are several orchards within the city. Some of these are harvested yearly and are of good quality. Since they are within the urban growth boundary, however, they constitute prime residential land.

A third possible area suitable for a park or open space is the steep area west of the Dundee cemetery. The area is

steep and unstable to support residential and most other uses. It has limited opportunities for recreational facility use, but would be appropriate to retain as open space.

#### Mineral and Aggregate Resources

Construction aggregate material found in the basalt of the Red Hills of Dundee and adjacent areas comprise the major mineral resource locally. An aggregate processing facility currently operates one mile downstream from Ash Island. A permit to operate a second aggregate processing facility at the old log dump within the Dundee city limits was recently turned down. A crushed rock quarry is in operation just west of the city limits.

According to Yamhill County's Comprehensive Plan, "Yamhill County's construction aggregate resources are becoming increasingly scarce. Sand and gravel bars no longer replenish themselves as quickly as they once did and urban development has encroached upon a number of existing and potential quarry sites. As availability of these finite resources decreases and demand increases, a critical situation could develop in the not-too-distant future."<sup>1</sup>

#### Energy Resources

There are no readily used or processible energy resources within the planning area. Potential resources which might be tapped in the future include wind, solar, or even hydroelectric power. Hydroelectric projects in this portion of the Willamette River are highly unlikely, however. Since

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<sup>1</sup>Yamhill County Department of Planning and Development, Yamhill County Comprehensive Plan, August, 1974, p. 108.

wind and solar power are still largely untested or unavailable on a wide scale, these resources are not likely to be utilized on a large scale in the near future either.

#### Fish and Wildlife Habitats

The most extensive wildlife habitat is located in the riparian area adjacent to the Willamette River. The riparian areas support both migrating and indigenous wildlife.

Figure 2 shows the areas of greatest vegetation. Other drainage courses, primarily Chehalem Creek, also support diverse life forms.

The riparian areas are ecologically significant because they support the greatest variety and numbers of wildlife species. Urban development has increasingly encroached on the riparian environments, increasing their importance as refuges and habitats.

It is not known whether any rare or endangered species actually inhabit the area.<sup>1</sup> Some adult bald eagles have been seen in this stretch of the Willamette River system, but they probably don't nest here.

#### Scenic Views

There are principally two areas which afford exceptional scenic views within the planning area. The first is from the residential areas on the hillsides. The Willamette River, the Cascades, and portion of the valley are visible from this point.

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<sup>1</sup>Personal communication with James Heintz, District Wildlife Biologist, Oregon Department of Fish and Wildlife, 25 June 1976.





























































































































































































































