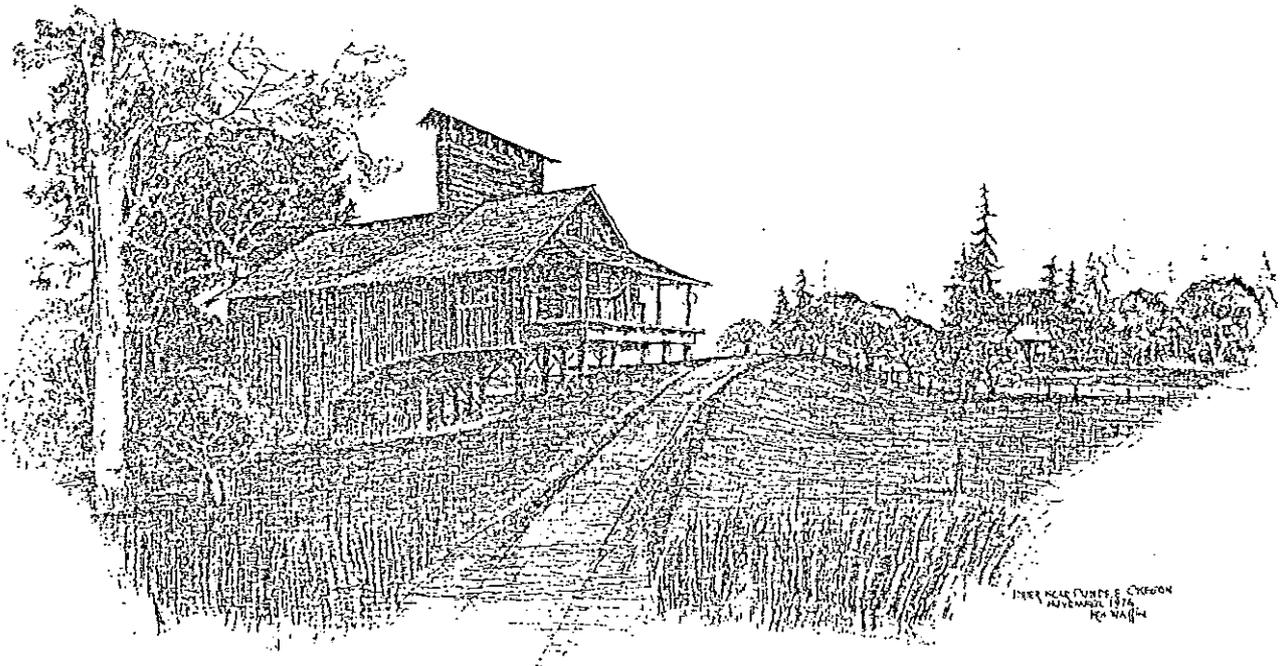


COMPREHENSIVE PLAN

DUNDEE, OREGON



VIEW NEAR CHURCH & OYFON
AUGUST 1976
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.

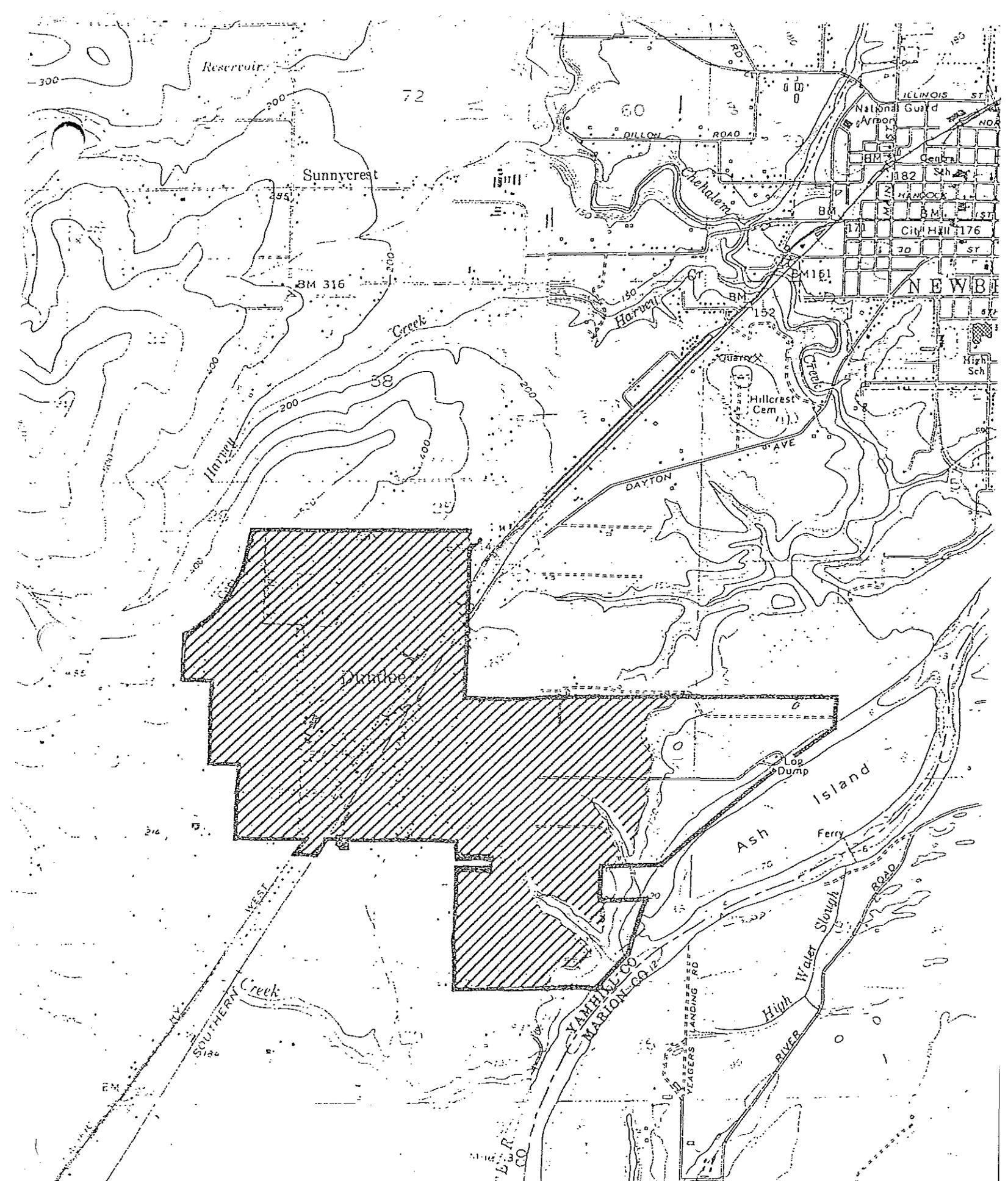
AGRICULTURE

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."¹

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

¹Yamhill 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.

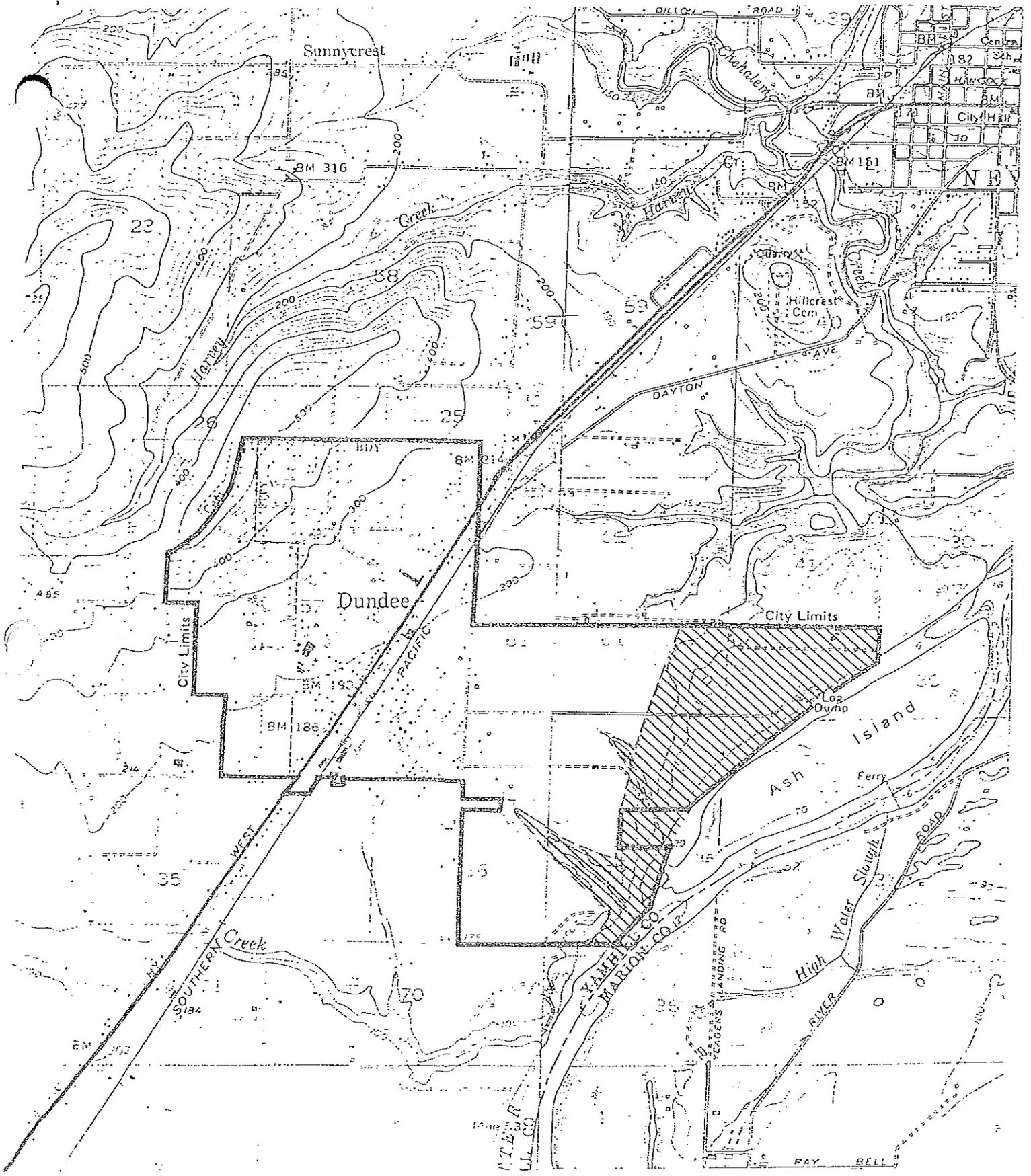
The riparian areas are ecologically significant because they support the greatest variety and numbers of wildlife species. Urban development has increasingly encroached on the riparian environments, increasing their importance as refuges and habitats.

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

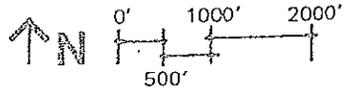
Scenic Views

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.

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



 Significant Riparian Wildlife Habitat



The second major scenic vista is adjacent to the Willamette River. The agricultural and undeveloped nature of this portion of the planning area is a visual amenity.

Water Resources

The Willamette River is a dominant physical feature in the area. The planning area is drained by Harvey and Chehalem Creeks on the north and Hess Creek on the south. Other small creeks and swales lie between these two major streams within the City limits and empty into the Willamette River. The main creeks are lined with trees and provide a network of wetlands and open spaces. Figure 1 shows the Willamette River flood plain area.

Ground water is plentiful due to the proximity of many drainage courses, springs, and the Willamette River. The water table fluctuates throughout the year in response to pumping and recharge of aquifers. Heavy winter and spring rains recharge the aquifers.

Ground water quality is generally excellent for both agricultural and domestic purposes. The city maintains one well near the Willamette River in the agricultural area, and plans to construct and operate another in the same area.

Historic and Cultural Resources

Dundee was named by a railroad official in 1874 for his hometown in Scotland. Plans were made for a rail bridge across the Willamette, but were never carried out. The town was incorporated in 1895 and was known as a prune and walnut growing area. The largest Italian prune orchard in the world was located in this area.

The Levi Hagey House, located on Highway 99W in the city limits, is listed on the National Register of Historic Places. There are no sites listed on the Statewide Inventory of Historic Sites and Buildings, but there is additional inventory work currently underway statewide to identify other potential historic sites.

There are no known archaeological resources in the study area, but the region has not been thoroughly surveyed. The Oregon State Highway Division (Parks and Recreation) staff archeologist suggests that there is little likelihood of archaeological sites being found within the city limits.¹

Potential and Approved Oregon Recreation Trails

There are no approved Oregon Recreation Trails within the city limits or planning area. Two potential areas might be suitable in the future: one along Chehalem Creek north of the City limits, the other along the Willamette.

Federal and State Scenic Waterways

The Willamette River Greenway program has been established by the Oregon Department of Transportation. The existing and proposed greenway boundaries are discussed under the Recreation and Willamette River Greenway Element.

ISSUES AND PROBLEMS

The proposal for an aggregate processing facility could come up again in the future. Good aggregate resource extraction and process areas are increasingly more scarce in Yamhill

¹Letter from Paul Hartwig, Historical Programs Coordinator, State Historic Preservation Office, 7 June 1976.

County. The old log dump site is physically suited for aggregate processing, but is most desirable as a park or boat landing. Yamhill County and the Chehalem Park and Recreation District have considered purchasing the land, but no satisfactory arrangement has ever been worked out.

Willamette River Greenway funds might be available to purchase the log dump to develop as a park.

Open space standards need to be developed which reflect the needs and desires of the local community. Open space is abundant at present, but could be reduced in the near future as development increases throughout the city. Recreation areas should be encouraged on both sides of 99W, to avoid having children cross the highway to find areas to play.

The Willamette River greenway boundary is currently being discussed by State agencies, local governments, and private citizens. The city supports the concept of the greenway, and has adopted a 150 foot boundary through the city limits. The State Department of Transportation boundary varies from about 200 to 1,000 feet from the ordinary low water mark of the Willamette River, significantly higher than the city's 150 feet from the ordinary low water mark.

FINDINGS OF FACT

1. The Planning Commission has determined that the most suitable use for the old log dump is a park.
2. Open space standards are currently being revised by the State Department of Parks and Recreation. The existing standard for undeveloped open space is about 31 acres per 1,000 population.
3. Based on citizen input, the majority of the property owners and planning commissioners favor the 150-foot boundary line (from the ordinary low water mark) for the Willamette River greenway.

ALTERNATIVES

The two principal alternatives for the old log dump site could have potentially significant impacts on the city and nearby residents. The aggregate processing facility would create truck traffic and noise in some parts of the city. Park use would also increase traffic and would require the investment of scarce public funds.

POLICIES AND STANDARDS

1. The city supports the use of the old log dump as a potential park site.
2. Standards for open space lands will be developed when the State publishes its findings on needs and demands. The standard shall be reviewed periodically to meet the changing nature and character of open space demands.
3. Fish and Wildlife habitat, water resources and groundwater sources will be protected and preserved.

IMPLEMENTATION

1. The Plan supports the use of the log dump site for recreation. It will be included within the Greenway boundary.

AIR, WATER, AND LAND RESOURCES

GOAL: To maintain and improve the quality of the area's air, water, and land resources.

OBJECTIVES:

1. Designate areas suitable for controlling pollution.
2. Establish buffers to protect those lands set aside for pollution control.

EXISTING CONDITIONS

Air quality within the planning area is generally very good. A minor problem occasionally occurs when a nut dryer in town burns nut shells. Smoke is generated from nut meat which sometimes does not completely separate from the shells.

Air pollution from automobiles is occasionally high when weekend or holiday traffic is heavy. It is unlikely that any air quality standards are exceeded, however. Dundee is not within an Air Quality Maintenance Area (AQMA), which includes areas that are expected to exceed State or federal ambient air quality standards by 1985.

Water quality within the area is generally excellent. Willamette River water quality has been significantly improved through more advanced pollution control techniques. There are no major pollution problems with creeks, other than occasionally turbid waters due to rapid runoff.

The sewage treatment plant effluent does not meet revised Oregon Department of Environmental Quality discharge standards. The city must improve the effluent quality or face stiff fines or other penalties. A "facilities plan" is now under consideration which addresses various alternatives to improve the effluent discharged to the river (see PUBLIC FACILITIES and SERVICES element).

The sewage treatment plant (Figure 4) is the only significant lands the planning area committed to pollution control. The plantsite covers about 11 acres, and includes an access road, ponds, and treatment equipment.

ISSUES AND PROBLEMS

The primary issue confronting the community is the improvement of the existing treatment plant. The plant has nearly reached its capacity, and must be expanded if the city is to continue to grow. Further, it must upgrade the quality of effluent discharged in order to meet State water quality standards.

There are no industries with major discharges, and the occasional smoke from the nut dryer is not a significant problem.

Future air quality may be a concern. As the area grows and traffic increases on 99W, exhaust emissions will likely climb, even with improved smog control devices on motor vehicles. Increased traffic is not expected to exceed air quality standards.

FINDINGS OF FACT

1. The sewage treatment plant must either be expanded and upgraded or abandoned, in which case the sewage would be treated in Newberg. There have been some problems with odor, but there are few homes within close range of the plant at present.
2. It is unlikely that air quality standards are exceeded in the area. The city is not within an air quality maintenance area, which consists of those areas expecting to exceed Federal ambient air quality standards by 1985.

ALTERNATIVES

Proposed alternatives for solving the city's sewage treatment plant problems are discussed in the PUBLIC FACILITIES and SERVICES section.

POLICIES

1. The city will do what is necessary to improve the sewage treatment system.

IMPLEMENTATION

The city has pursued Federal funding in order to upgrade its treatment facilities. The City hopes to have an upgraded system in operation in 1978. The city's portion of the cost will be funded through either (or a combination of) bonds, levies, or higher user fees.

NATURAL HAZARDS

GOAL: To protect life and property from natural disasters and hazards.

OBJECTIVES:

1. Inventory known areas of hazards.
2. Insure that proper protective measures are taken to prevent potential damage in hazard areas.

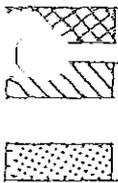
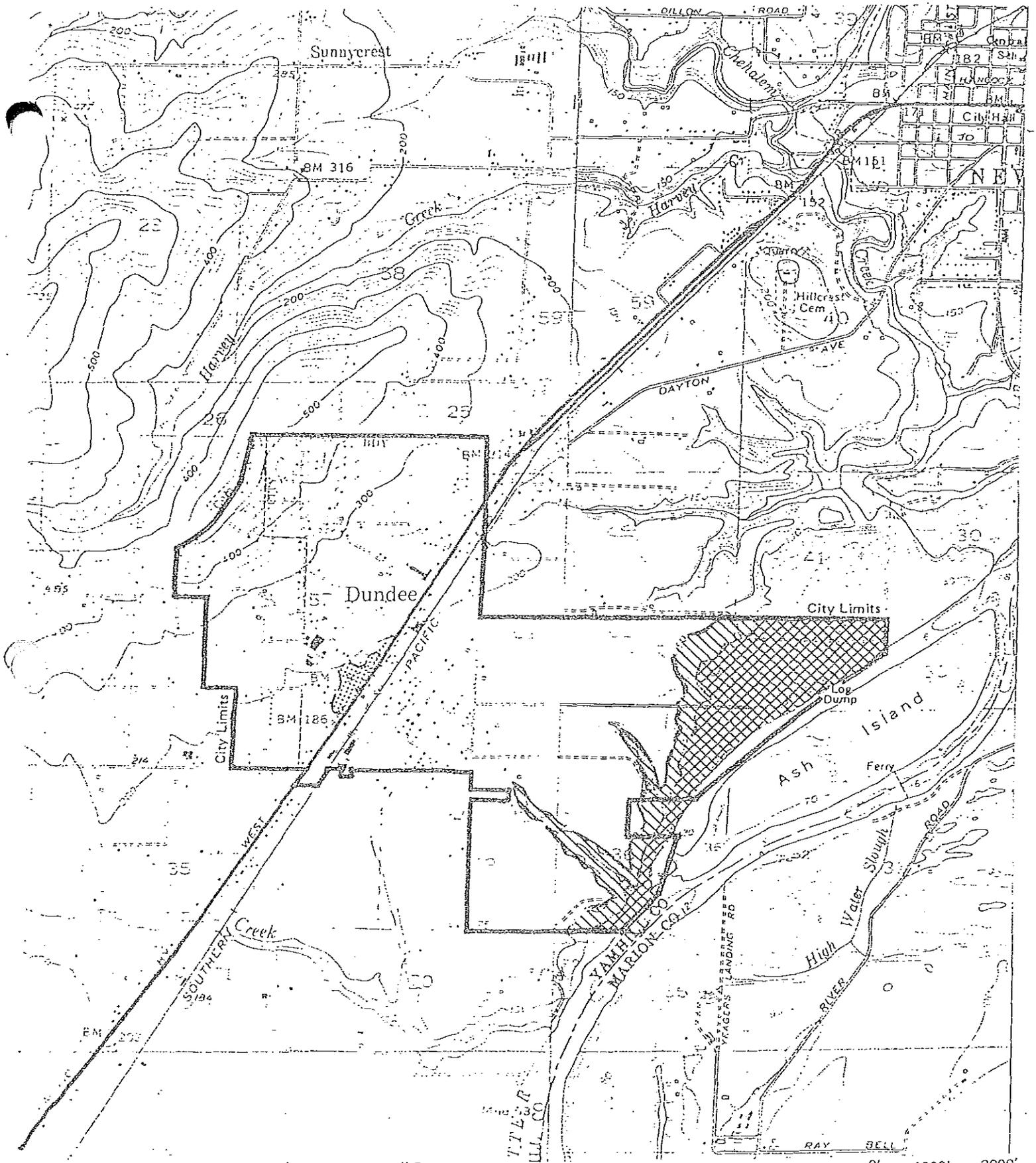
EXISTING CONDITIONS

Areas subject to natural hazards are depicted on Figure 3. The 100-year flood plain adjacent to the Willamette River and creeks is the principal water hazard. In periods of heavy rainfall, portions of Highway 99W become flooded with excess storm water drainage (See Dundee Zoning Map).

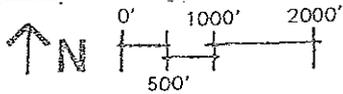
An area of potential slide activity exists along the steep slopes above the lower terrace in the southeastern portion of the city. There is currently no development on the lower terrace.

ISSUES AND PROBLEMS

The potential hazard areas have not created any problems since they lie in undeveloped and agricultural lands. The area could be developed in the future for residential purposes, however.



- 100-Year Flood Plain
- Area Deleted due to Slope, Flood Hazard, and Drainage Problems
- Area Subject to Occasional Flooding



There is currently no development within the 100-year flood plain. The only significant water problem has been the short-term excess storm drainage on Highway 99W.

FINDINGS OF FACT

1. Future development, if any, in the hazard areas will require special design considerations.
2. Flood hazards exist in areas of possible future development.

POLICIES

1. The City will prevent development in the areas of natural hazard, unless special design features adequately insure the safety and protection of life and property.
2. Uses that do not require protection through dams, dikes, or levies, will be given priority over other uses in the flood plain. No development will be allowed in the exclusive farm use zone (and flood plain) adjacent to the Willamette River other than farm uses.

IMPLEMENTATION

The Dundee Building Department will be required to inform the Planning Commission of any building permits filed within the natural hazard areas (including flood plains). The Planning Commission and Building Department shall determine any special conditions that would be required. The City will amend its zoning ordinance to ensure tight restrictions in the exclusive farm use zone area adjacent to the Willamette River.

RECREATION AND WILLAMETTE RIVER GREENWAY

GOAL: To provide adequate park land and recreation facilities for area residents and visitors and preserve land within the Willamette River Greenway

OBJECTIVES:

1. To establish and set aside areas for parks and other recreational facilities and uses in a manner compatible with surrounding uses.
2. To establish a park and open space system that fulfills the needs and desires of local citizens.
3. To achieve the maximum possible benefits from local recreation opportunities by combining both public and private development.

EXISTING CONDITIONS

The Chehalem Park and Recreation District provides most of the region's parks and recreation facilities, but the district has no facilities in Dundee. The city is exploring the possibility of developing a park adjacent to the school grounds west of Highway 99W.

There are at least two other areas that are appropriate for park or recreation uses. One is on the steep slope behind Dundee Cemetery. The other is the old log dump near Ash Island on the Willamette River.

Dundee is in Oregon Administrative District 3, which is used by the State Department of Parks (Oregon State Highway

Division) to analyze existing and projected park and recreational needs. District 3 includes Yamhill, Polk, and Marion Counties. In its Supplements and Revisions to Oregon Outdoor Recreation the Parks Department identifies the existing uses and projected future demands in this region. The district is deficient in almost all recreation categories inventoried, and the demand for facilities is expected to more than double by 1990.

Existing conditions within the Greenway Boundary have been inventoried and mapped by the Yamhill County Planning Department. Significant features within the area are mentioned in other sections of Dundee's Plan.

ISSUES AND PROBLEMS

Existing park and recreation facilities in the planning area are inadequate. The city does not currently have enough funds to purchase park and recreational facilities outright. Outside sources will have to be pursued for acquisition. Four possible sources are the Bureau of Outdoor Recreation, the State Aid Element of the Greenway Program, private donations and a local bond issue.

The Willamette River Greenway boundary recommended by the Oregon Department of Transportation differs substantially in some areas from the 150-foot boundary adopted by the City of Dundee (see City's aerial photo). The Department of Transportation's boundary is at approximately the 150 foot elevation contour, which varies from about 200 to 1,000 feet inland from the ordinary low water mark. The City's adopted boundary is 150 feet from the ordinary low water mark.

The Dundee Planning Commission obtained substantial citizen input from property owners along the Willamette River in

1975 and 1976 on the Greenway Boundary question. There was considerable opposition and resistance to expanding the boundary beyond the 150 foot line from the ordinary low water mark.

The Planning Commission supports the Greenway concept and has included the old log dump site in the Greenway since it may eventually be purchased from private owners.

FINDINGS OF FACT

1. There is substantial opposition to extending the Greenway boundary beyond the 150 foot line from the ordinary low water mark.
2. The City feels it can preserve the area adjacent to the river better through its Zoning Ordinance than through the Greenway Program.
3. Park and recreation facilities are inadequate to meet the existing and projected needs for citizens within the planning area.
4. There are currently lands suitable for park and recreational development within the planning area.
5. Lack of park and recreation facilities requires travelling elsewhere to find recreation opportunities. It is not known how much energy could be saved by providing additional local facilities but it is probably minimal.
6. The State Parks Department has established six classifications of recreation areas in the State as follows:

Class I: high density recreation areas usually located within or near urban centers, primarily for intensive day use, but including specialized overnight facilities.

Class II: generally developed recreation areas.

IIA: areas within 25 miles of communities of 10,000 population

IIB: areas 26-60 miles from centers of 10,000 or more; inter-regional

IIC: areas over 60 miles from population centers of 10,000 or more; extended use

Class III: recreation areas in large, natural environment with minimum development and extensive, more dispersed use.

Class IV: recreation areas in outstanding natural areas used for sightseeing and nature study, usually with little development.

Class V: Designated Wilderness Areas.

Class VI: Historic and cultural sites.

7. Standards and needs have been established in the Oregon Outdoor Recreation publication as follows:

POPULATION STANDARDS*

<u>Classes</u>	<u>Standard</u>
I	15.5 acres per thousand population
II-A	15.5 acres per thousand population
II-BC	19.0 acres per thousand population
III	31.0 acres per thousand population
IV	13.0 acres per thousand population
V	650.0 acres per thousand population
VI	1.0 acre per thousand population
Developed	64.0 acres per thousand population
Undeveloped	681.0 acres per thousand population
Rural	714.0 acres per thousand population
Urban	31.0 acres per thousand population

*These standards are actually 1990 standards and therefore provide an inflated need when applied to 1970.

SOURCE: Oregon State Highway Division, Supplements and Revisions to Oregon Outdoor Recreation, October 1972, p. 3 of "Standards and Needs."

8. Based on the above standards and projected needs, the planning area and district as a whole will be short of park lands in all classifications by 1990.

ALTERNATIVES

The city has primarily three alternatives in developing additional park and recreational facilities. The city can either: (1) seek outside agency funding; (2) seek in-house methods of funding through levies, taxes, or other measures; or (3) require additional park lands in future subdivisions. It is expected that all three alternatives will be used.

The two main options for the greenway boundary are the State's and Dundee's proposed lines. The city's proposed boundary commits less land to open space, but provides greater flexibility in determining future development options in the area next to the river. The State's boundary is a significant commitment of land resources, but would leave more open space land.

POLICIES AND STANDARDS

The policies and standards for the Greenway, open space and parks are as follows:

1. The City supports the 150-foot line from the ordinary low-water mark for the Greenway. The City will continue efforts to educate property owners on the purpose and intent of the Greenway, and will evaluate the boundary line when the Comprehensive Plan is reviewed.
2. As public funds permit, the acquisition of park sites in advance of actual need will be made to assure the availability of adequate, properly located sites.

3. Creeks and natural drainage channels will become increasingly important for storm drainage as development increases. Major alterations to these stream courses or building in their flood plains will be prohibited. At a future date, pedestrian-ways or bicycle paths might be developed along these creeks.
4. Developers of large subdivisions will be encouraged to use the Planned Unit Development concept and will be required to set aside lands for open space and parks within their developments or to make donations of money in lieu of land.
5. The plan supports the concept of acquiring scenic easements along the Willamette River to preserve it as part of the Greenway system.
6. The city will support District 3 in meeting its anticipated demand for future park land and recreation uses.

IMPLEMENTATION

The Planned Unit Development Ordinance is in effect, and will serve to implement the policies in regard to future subdivision development and associated recreation and open space facilities.

The existing subdivision ordinance requires dedication of land (or payment of money in lieu of land dedication) for park and open space purposes.

The City will amend the zoning ordinance to require a Greenway Conditional Use permit for any intensification, change of use or development within the Greenway Boundary. The conditional use process will require that:

1. Findings be made in accordance with Section F.2 of the Willamette River Greenway Goal;
2. At least one public hearing be held to allow any interested person to speak;
3. Notice of the hearing be provided to at least owners of record of contiguous property and any individual or group requesting such notice;
4. Conditions be imposed on the permit to carry out the purpose and intent of the Willamette River Greenway.

Standards for recreation needs will be developed in the future in coordination with the Chehalem Parks and Recreation District and the State Parks Department. The City has an active Park Committee which will coordinate with other recreation agencies.

ECONOMY

GOAL: To maintain a level of economic development adequate to meet public need.

OBJECTIVES:

1. To protect areas well suited for business use from encroachment by other uses.
2. To assure that commercial and industrial developments preserve and enhance the aesthetic character and livability of Dundee.
3. To avoid unnecessary "strip," or scattered commercial development along Highway 99W.

EXISTING CONDITIONS

Current industrial development is limited exclusively to nut processing and distribution. The Westnut plant lies adjacent to Highway 99W at the south end of town and the old Westnut packing plant is located on a railroad spur on 9th Street. Areas along the Southern Pacific railroad tracks are suitable for industrial expansion or development.

Land use in the vicinity of the Dundee area is conducive to a viable nut industry. The Yamhill County Comprehensive Plan limits growth in nearby areas and preserves agricultural and nut-growing areas.

Commercial development along 99W is still relatively small, but "strip" commercial development could proliferate, due to numerous antique, curiosity, and other commercial facilities. The number of these kinds of developments has been steadily increasing.

Dundee is typical of Yamhill County as a whole in that it is experiencing a transition from a rural, agriculture-based economy to an urban, service-based economy. As Dundee grows, it is becoming increasingly a "bedroom" community for those working in McMinnville, Newberg, Portland, and other nearby areas. In Newberg, for example, an estimated 35% of the people living in the community work elsewhere. The percentage is probably even greater in Dundee, since there is little industry there.

In-migration and the tendency toward commuting to other areas for work will increase the proportion of service-related jobs in the future. Following a national trend toward more services, an estimated 50 percent of the employment opportunities in the County are expected to fall into this category in the next 15 to 20 years.¹ The trend is likely to increase in Dundee as well.

Yamhill County has a high unemployment rate. Since 1970, the unemployment rate has been close to or above 10 percent. In 1974, it was 9.5 percent, but it jumped to 12.2 percent in 1975. Unemployment has been about 9.5 to 10 percent through November 1976.²

There is a relatively greater proportion of lower income families in Yamhill County than in the State as a whole.³ The lower percentage of residents in the working age group

¹Yamhill County Department of Planning and Development, Yamhill County Comprehensive Plan, 1974, p. 21.

²Oregon State Employment Division, Labor Force Trends, published monthly.

³Yamhill County Department of Planning and Development, Yamhill County Comprehensive Plan, 1974, pp. 19-20.

(20-64), the higher percentage of senior citizens (13 percent compared to 11 percent statewide average), and high unemployment combine to form a concentration of lower income families county-wide. No good data exists to substantiate the unemployment rates, family incomes, or commuting habits of Dundee residents. However, unemployment is probably not as high nor incomes as low in Dundee compared to the County as a whole. Homes on the Dundee hillside are very expensive, so family incomes are probably somewhat greater.

ISSUES AND PROBLEMS

"Strip" commercial development along Highway 99W is a concern in the Dundee community. Identification of specific areas for future development needs to be made to prevent proliferation and to avoid a dangerous, inefficient, confusing, and unsightly strip of commercial development through the whole town. It is recognized that much of the land fronting Highway 99W is suitable for commercial purposes, however.

The lack of suitable industrial land may be a deterrent to providing additional industry and diversifying the economy in the area, but there are no conditions unique to Dundee which have encouraged expansion or new development. Additional lands may have to be found if industrial development is to be encouraged in the area. The land south of the Norpac plant is suitable for future industrial development.

There are no major retail commercial centers in Dundee. A center will likely be developed in the future, probably at one of three sites discussed in the alternative section. Constructing a center directly on 99W would tend to worsen traffic congestion and circulation problems.

An aggregate processing facility has been proposed in the planning area. An application for a conditional use permit

to operate the facility was recently turned down by the Planning Commission.

FINDINGS OF FACT

1. Dundee is primarily a bedroom community, and relies more on outside employment than on the local nut processing industry and commercial development as an economic base.
2. Strip commercial development along Highway 99W would be an inefficient and unsightly use of land, and is detrimental to the city as a whole.
3. The land south of Highway 99W and the Westnut development could be sewered by gravity. The proximity of the site to the highway and railroad facilities make it suitable for future industrial expansion or development.
4. Industry within the planning area is not diversified. There are no unique considerations in Dundee that would tend to attract additional light industrial or commercial development.

ALTERNATIVES

The alternatives to future commercial development along Highway 99W are to: (1) allow commercial development to occur simultaneously along all parts of 99W; or (2) allow development to expand outward from existing areas on a case-by-case basis. The second alternative is preferred, and policies and standards will be developed to achieve it. Strict sign controls, off-street parking requirements, and other regulations will be applied.

Besides areas adjacent to the railroad tracks, the land south of the Westnut development has been suggested as an alternative for additional industrial lands. Since the area is close to railroad and highway facilities and is serviceable by gravity sewers, it is a logical choice for development.

The Plan does not define a specific site for a future retail-commercial development, but two possibilities have been identified and would be approved if a suitable plan were proposed. The sites are the nursery and open area south of the elementary school along 99W, and the area between Filbert Terrace and Highway 99W.

Alternative sites for the aggregate processing facility are being or will be investigated by the county. Suitable industrial lands within the county may potentially be available for such development.

POLICIES

1. The plan supports diversification of the area's economy by providing lands for light industrial development.
2. The city should preserve and upgrade the businesses along 99W by supporting highway improvements that will alleviate traffic congestion, by requiring off-street parking and by requiring high design standards in new developments.
3. Strip commercial development shall be controlled in areas not designated in the Plan as commercial.

IMPLEMENTATION

The City Council will keep pressure on the Oregon Department of Transportation to improve Highway 99W. This is expected to occur in about 5 to 7 years.

The home occupation section of the zoning ordinance will be revised to allow greater flexibility and control of future developments along 99W.

HOUSING

GOAL: Meet the projected housing needs of citizens within the planning area.

OBJECTIVES:

1. Provide a variety of housing types to meet the needs of different family sizes and incomes.
2. Encourage housing in suitable areas to minimize public facility and service costs.
3. Provide opportunities for small town living.

EXISTING CONDITIONS

The existing housing stock was surveyed in June 1976. The condition of housing was evaluated based on the following criteria:

- GOOD: Home in good repair and well kept. Roof sound, structures in good condition, foundation sound, good paint job. May have minor deficiencies such as needed repairs to fences, minor yard work, or minor painting needs.
- FAIR: Home well kept, except major repairs needed for two or more of the following: roof, foundation, painting, structures, landscaping.
- POOR: All of the above factors in need of major repair.

The results of the survey are listed below:

	<u>Number of Units</u>			<u>Total</u>
	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	
Single-family (owned)	268	43	16	327
Single-family (rented)	4	4	2	<u>10</u>
				337

All units surveyed in less than good condition are suitable for rehabilitation. There are no apartment houses, but some duplexes and other rental units within the City limits.

Table 5 shows a breakdown of the percentage of good, fair, and poor housing units in Dundee in 1972¹ and 1976². The standards for good, fair, and poor housing are roughly the same in both surveys. The increased "good" housing is reflected by the rapid increase in new home construction since 1972. One hundred and three building permits were issued from 1972 through July 1976, which increased the housing stock nearly 50 percent. Some housing found to be in fair or poor condition in 1972 has either been repaired or torn down.

¹Yamhill County Department of Planning and Development, Yamhill County Comprehensive Plan, 1974. Land use survey and housing inventory conducted in 1972.

²Housing survey conducted by CH2M HILL, September, 1976.

Table 6
 Percentage Condition of Housing
 1972 and 1976
 Dundee, Oregon

<u>Condition</u>	<u>Year</u>	
	<u>1972 (%)</u>	<u>1976 (%)</u>
Good	62	81
Fair	23	14
Poor	<u>15</u>	<u>5</u>
TOTAL	100	100

Source: Yamhill County Comprehensive Plan
 CH2M HILL

Table 7 shows the type and value of housing construction in Dundee between 1970 and July 1976. An average of about 20 new single-family homes have been constructed each year, with an average construction cost (excluding lot cost) of about \$20,000. In the last two years the number of housing starts has gone up, and the construction cost of new housing has increased from about \$26,000 to \$30,000.

The older part of Dundee on the flatlands west of town is primarily characterized by moderate-cost housing. A number of subsidized housing units have been constructed in this area. The hill areas, on the other hand, are primarily characterized by moderate-to-high-cost houses. Most building since 1972 has been on the hillside or west of 99W.

There are 10 single family rental units within the city limits, ranging in cost from about \$85 to \$160 per month. They are in fair to good condition.

Table 7
HOUSING UNITS
DUNDEE, OREGON

<u>Year</u>	<u>Number Dwelling Units</u>	<u>Average Construction Cost</u>
<u>Existing Units</u>		
April 1970	188	N.A.
<u>Building Permits</u>		
4/70-12/70	24	\$15,508
1971	28	14,137
1972	14	29,086
1973	21	19,104
1974	24	20,000*
1975	35	25,000*
1976 (through July)	<u>9</u>	27,500*
Total Possible Units	343	

Source: 1970 Census of Housing; Building Permits, Dundee, Oregon.

*Estimates, Building Permits, Dundee, Oregon

Personal Income

Per capita income in Yamhill County in 1973 was \$4,211, compared to \$4,845 for the State as a whole. High unemployment and large numbers of elderly contribute to the high poverty and low income levels.¹

Per capita income in Dundee is probably significantly higher than in the County as a whole, for several reasons. First, it is primarily a bedroom community for persons working in nearby areas. Second, the higher cost housing in the Dundee Hills requires higher family incomes. Third, there are fewer elderly or retired persons in Dundee than in the County as a whole.

Vacancy Rates

There are few housing vacancies within the city limits at present. New homes under construction are expected to be sold before, or shortly after, completion.

Expected Future Demand

The Yamhill County Comprehensive Plan indicates that net in-migration will likely continue to have a great influence on growth in the area. Growth in the Portland metropolitan area is expected to have the greatest influence in determining the future size and character of the area. The small-town atmosphere, a clean environment, and land prices lower than Portland are expected to attract more Portland commuters to the Dundee area in the future, creating demand for both moderate and high income housing.²

¹Yamhill County Economic Development Committee, Overall Economic Development Plan: Yamhill County, March 1976, p. 9.

²Yamhill County Department of Planning and Development, Yamhill County Comprehensive Plan, 1974, p. 21.

ISSUES AND PROBLEMS

Standard Investment Company proposed building homes in the eastern and western portions of the City. Standard started developments along Dogwood Street and in the flatland near the Willamette River, but the company folded before beginning construction. Plans on the flatland site included a large mobile home park. No development has occurred in this area since the initial proposals.

Based on population projections and data presented in the Land Use and Urbanization section, there is not enough land within the northwestern portion of the City to contain the projected 2,200 people in the year 2000. Additional housing will have to be provided to meet the projected demands.

There are currently very few multi-family units within the city limits. All new construction has been single-family, so there is little diversity in housing densities, other than differing lot sizes.

FINDINGS OF FACT

1. The stock of housing in Dundee is generally very good, but some units are beginning to deteriorate.
2. Residential units are slowly being reduced along Highway 99W in favor of commercial development.
3. There is a demand for the higher-priced homes in the hills.
4. Sewage and water supply problems have limited the number of new housing starts in 1976.

ALTERNATIVES

As discussed in the urbanization section, there are primarily three areas where the city could accommodate expanded residential development when sufficient demand warrants it. First, it could expand to the south along 99W, where currently undeveloped and agricultural lands are found. This is not desirable, since it is "prime" agricultural land as defined by LCDC (Class I-IV soils). Second, the city could expand north around the Red Hills in areas serviceable by gravity sewers. Third, it could expand into the agricultural area in the southeastern portion of the city.

Based on population forecasts, the city will need to expand its existing city limits sometime within the next 10-20 years, depending on the rate at which the city grows. The least costly alternative would probably be to grow north around the hill in areas serviceable by gravity sewers or the agricultural lands in the eastern portion of the city. Existing sewer and waterlines sized for the latter area probably make the agricultural land less costly to develop (see Land Use and Urbanization Element).

A fourth alternative, expansion northeast of the City towards Newberg along Highway 99W, is no longer being considered. The area is not likely to develop, and both towns wish to preserve their separate identities. Special land use policies will be developed jointly for this area by Dundee, Newberg, and Yamhill County.

POLICIES

1. The city will encourage higher density (multi-family) housing to diversify the housing stock and conserve energy.

2. Smaller and medium lot sizes will be encouraged in some areas of the city to provide lower cost housing and conserve land.
3. Highway uses will be kept from intruding into adjacent neighborhoods.
4. The hillside will generally be kept in R-1 and the lower part of the city in R-2.
5. The priority area to develop for new residential use is the area east of the western part of the city. The eastern part of the city will be developed when public need is established.

IMPLEMENTATION

The Dundee Planning Commission shall be responsible for reviewing new subdivision requests to ensure policies are enforced.

A special joint Dundee-Newberg committee has been established to set policies for the area between the two cities.

PUBLIC FACILITIES AND SERVICES

GOAL: Provide orderly and efficient public services and facilities to adequately meet the needs of Dundee's citizens.

OBJECTIVES:

1. Protect the general health of local residents by providing adequate sanitary sewerage, sewage treatment, solid waste disposal, and water facilities.
2. Ensure the safety and health of Dundee's citizens through adequate police and fire protection.

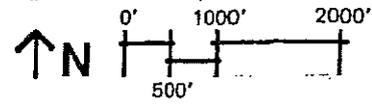
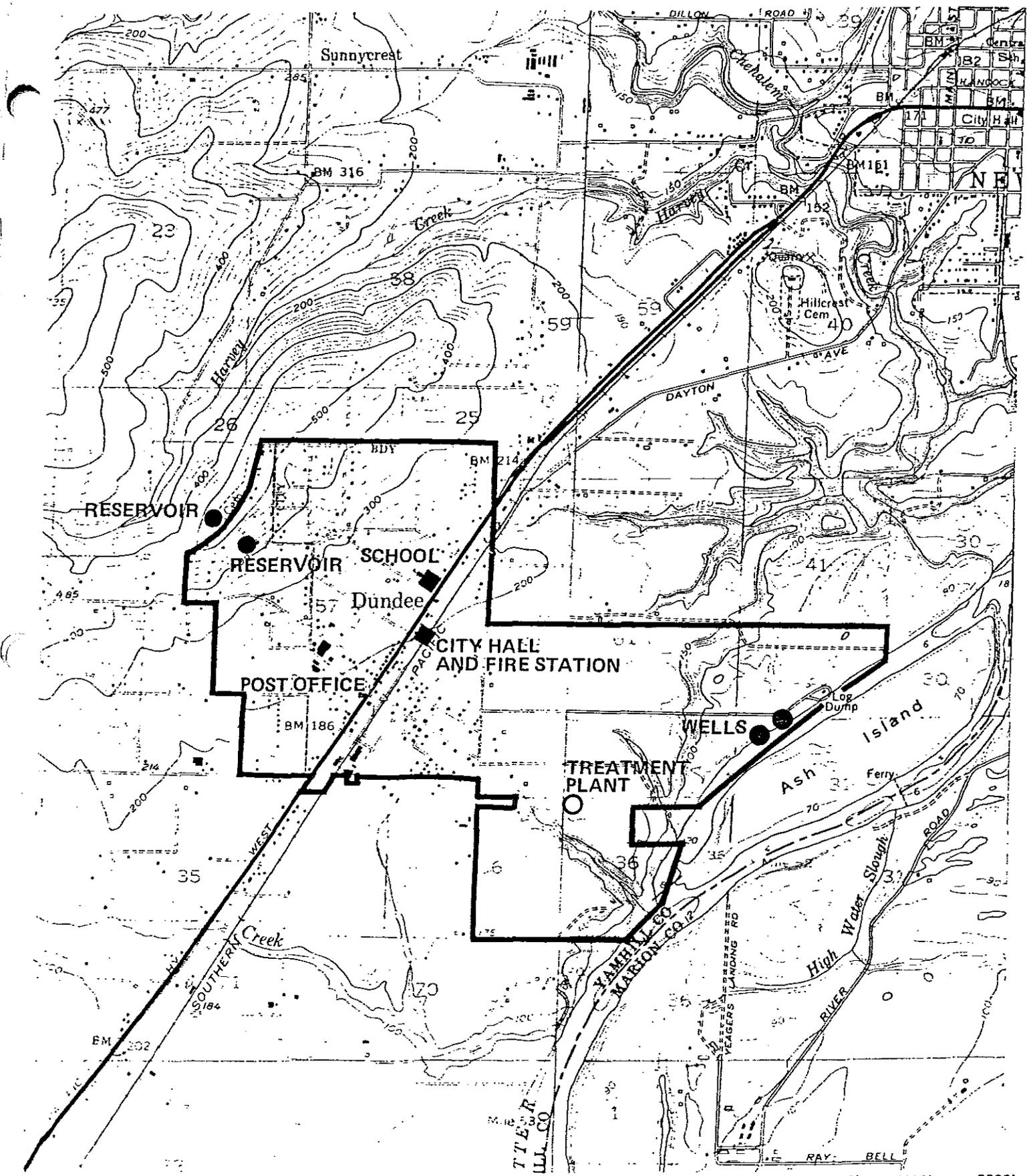
EXISTING CONDITIONS

Public facilities in the city include the elementary school, the City Hall, the fire station, the United States Post Office, three water reservoirs, and the sewage treatment plant (Figure 4).

The water reservoir system was recently expanded. At the middle-range projected population growth rate, capacity would be adequate until the year 2,000 provided sufficient water can be obtained to store in the new reservoirs.

The City needs to expand its water supply sources. One of the City's wells near the Willamette River recently collapsed, and the City is seeking a site to drill another well. The spring water in the hills is preferable to City residents because of its better quality. However, the groundwater table is being reduced in the hillsides from existing wells.¹ The most

¹Personal communication with Yamhill County Planning staff, November, 1976.



likely place for an additional well will be near the well which recently failed.

The design capacity of the city's sewage treatment plant has nearly been reached. The Oregon State Department of Environmental Quality has notified the city that the quality of effluent from the lagoons will have to be upgraded by 1977. The city is currently investigating several alternative solutions in a "facilities plan." One regional solution includes pumping sewage to Newberg where an expanded plant would be built to serve both cities. Other solutions include upgrading the existing plant until it is feasible to tie into Newberg's system (see Alternatives section for more details).

The city has one policeman; police services are also provided by the county. Using the nationwide ratio for small cities of 12 policemen per 10,000 population, Dundee would have just one policeman, not enough to provide 24-hour coverage.

The city's volunteer fire department provides excellent fire protection services. Equipment includes three tankers and two pumpers. The city has a fire rating of five, and most nearby rural areas have a rating of eight.

The city currently disposes of its solid wastes in the Newberg landfill. This landfill accepts waste from Washington County and may have to take wastes from the Woodburn area when the facility there reaches capacity by about 1979. Because of the unknown closing date at Woodburn, and the unknown date of when Washington County's own system will be implemented, the life of Newberg's landfill cannot be accurately projected. It will probably last until about 1994, but considerably less if Woodburn's and Washington County's wastes are transported there. The problem is under

consideration now, but it will likely be about 1978 before any decisions are made.

A storm drainage plan was designed for the city in 1970. The city has not officially adopted the plan except to pass an ordinance requiring all new streets to have curbs, storm sewers, and inlets. Presently, stormwater from this system empties into natural drainage ditches, and flooding is frequent near 99W in periods of high storm runoff.

Storm drainage outside Dundee is by roadside drainage ditches and natural stream courses. The soils generally drain well and, except near the Willamette, little surface ponding occurs.

Dundee Elementary School has 319 students in grades kindergarten through six. It has 12 classrooms and support facilities which cover about twelve and one-half acres. The current program capacity of the school is 325 students, but the music room could be converted to a classroom to accommodate an additional 25 students. There is ample room to accommodate future expansion of at least 4 more classrooms (100 students).

The Newberg School District Superintendent indicates that new facilities will not likely be needed for at least 2 to 3 years, in light of the current building moratorium. In addition, the number of elementary students per household has been declining rapidly in the past 5-7 years, and it is unlikely that a doubling of population in Dundee by the year 2000 would double the elementary student population. The higher priced homes in Dundee have yielded about one elementary student per four new homes.¹

¹Personal communication with Dr. Post, Superintendent, Newberg School District #29, December 22, 1976.

ISSUES AND FINDINGS OF FACT

1. The sewage treatment plant lacks the capacity and facilities to meet the future growth and degree of treatment required.
2. The area will need a new solid waste disposal site within 20 years, probably less.
3. There is an existing storm drainage problem within the city along 99W.
4. Water supply and storage facilities are inadequate to meet projected population demands.
5. At the projected rate of population growth (2200 people in the year 2000), approximately 100 additional elementary students would be generated by the year 2000. Dundee Elementary School will have to expand its facilities to meet the projected demand. There is ample room onsite to accommodate additional classrooms through the year 2000.

ALTERNATIVES

Five alternative solutions to the sewerage problem are currently under investigation in a joint Dundee-Newberg 201 sewerage facilities plan. Three alternatives would utilize the existing lagoon system in Dundee, incorporating various treatment schemes to upgrade the plant's effluent quality. The three treatment alternatives incorporate a combination of discharging to the Willamette River, effluent irrigation, and summer holding.

In addition, two regional alternatives have been proposed to tie Dundee's system into Newberg's. A force main could be constructed to pump Dundee's sewerage to Newberg for treatment. The force main may or may not allow new hookups between the two cities, depending on its design and the urban growth policies of the two cities. The city will decide in the near future which alternative best fits its future needs.

An Environmental Protection Agency (EPA) regulation recently proposed could have a substantial effect on the most feasible alternative treatment system for Dundee. EPA is proposing a regulation which would eliminate the need for some smaller communities to upgrade their wastewater treatment plants. Under the proposed regulation, EPA regional offices or state agencies such as DEQ could set less stringent discharge standards along certain sections of some waterways. EPA indicates that the advantages of a pond system such as Dundee's--low costs, low energy requirements, and reliability--make a strong case for retaining pond systems in certain areas. Simple expansion of the Dundee stabilization ponds would probably become the least costly and most environmentally acceptable solution if the rule is adopted, and if this stretch of the Willamette is designated as appropriate for the rule.

The need for additional solid waste disposal sites is not critical at present. However, the city supports all efforts for locating and developing new alternative sites.

The City has adopted a storm drainage plan, but does not currently have the funds to implement the recommended improvements. The City can require storm sewers for new subdivisions, but there are no ancillary facilities (other than natural drainage courses and ditches) to transport it to the river. Two alternatives are to develop a system on a piecemeal basis or to form local improvement districts (L.I.D.'s) to fund needed facilities.

When Dundee Elementary School expands to meet the increased number of students, it can either build more classrooms or bring in portables. Another alternative would be to transport sixth graders to a Newberg middle school (6th-8th grades), allowing two additional classrooms at Dundee for grades K-5. These or other alternatives will be examined by the district in the future.

POLICIES

1. The city supports construction of upgraded sewerage services to facilitate orderly growth and preserve and enhance water quality.
2. The city supports the eventual phasing out of existing sewage treatment services if (when) it becomes cost-effective to connect to Newberg's treatment facilities.
3. The city will examine the alternative ways and means of providing for the future fire and police protection needs of Dundee.
4. The city supports Yamhill County and Oregon Department of Environmental Quality efforts to develop new solid waste disposal sites.
5. The City will provide adequate water supply and storage facilities to meet projected population needs.
6. The city supports the necessary energy and communication facilities in all areas where people live, work, and find recreation. Additional facilities such as transmission lines, bulk power substations, and distribution substations will be needed to meet the public need for energy due to population growth, conservation, changes in energy sources, and consumption and reliability requirements.

IMPLEMENTATION

1. The city will be studying the proposed sewerage service alternatives in the near future. The selected alternative will be implemented through bonding, levies, and/or higher user and connection fees.
2. The city will attempt to develop a capital improvements program to finance storm drainage, sewerage, and other public works improvements projects.

Land use
Camp Plan

Ord # 297
~~Ord~~ amends
Ord # 197

ORDINANCE NO. 297

AN ORDINANCE ADOPTING AMENDMENTS TO THE COMPREHENSIVE PLAN AND ZONING ORDINANCE TO IMPLEMENT CHANGES PROPOSED IN THE 1987-1989 PERIODIC REVIEW ORDER.

WHEREAS, ORS 197.460 requires cities and counties to review their comprehensive plans and land use regulations periodically to maintain compliance with statewide planning goal; and

WHEREAS, the Department of Land Conservation and Development reviewed the City of Dundee's proposed periodic review order in 1989; and

WHEREAS, the Department of Land Conservation and Development letter dated May 19, 1989 and the Draft Periodic Review Order submitted February 15, 1989 listed ordinances to be adopted for completion of the Periodic Review Order, now therefore:

THE CITY OF DUNDEE, OREGON DOES ORDAIN AS FOLLOWS:

Section 1. The city of Dundee Comprehensive Plan is hereby amended to adopt the following Policy 2 to the Air, Water and Land Resources section of the Comprehensive Plan:

2. All development within the City of Dundee must comply with applicable state and federal environmental rules, regulations and standards.

Section 2. The City of Dundee Comprehensive Plan Transportation section is hereby amended to delete and repeal all of the following:

Policies:

8. Special setback requirements will be developed along Highway 99W to reflect probable future expansion of the right-of-way between 5th and 12th Streets.
10. The City supports the concept of expanding Highway 99W to 4 lanes in the future.

Implementation:

. . . Future Highway 99W expansion plans will be coordinated with the State Highway Division and Yamhill County.

Section 3. The City of Dundee Comprehensive Plan Map and Zoning Map are hereby amended as follows:

- A. Twenty nine acres from the Comprehensive Plan designation Low Density Residential to Medium Density Residential and Zoning Map designation from R-1 and R-2 Single Family Residential to R-3 Medium Density Residential for that area shown as attached Exhibit "A".

- B. Eighteen acres from the Comprehensive Plan designation Medium Density Residential to Commercial and Zoning Map designation from R-3 Medium Density Residential to C, Community Commercial for that area shown as attached Exhibit "B".
- C. Nine acres from the Comprehensive Plan designation Low Density Residential to Light Industrial and Zoning Map designation from R-1 Single Family Residential to M Light Industrial for that area shown as attached Exhibit "C".

Section 4. The City of Dundee Zoning Ordinance No. 168 is hereby amended as follows:

Add Section 11.100. Time Limit on a Permit or Zone Change Application. After submittal of a complete application for a permit or zone change, final action of the city in review of the proposed change shall be completed within 120 days.

Section 5. The City of Dundee Zoning Ordinance No. 168 is hereby amended as follows:

Add Section 4.130. Historic Landmarks.

Purpose: The purposes of the section are to:

Encourage the preservation, rehabilitation and adaptive use of sites and structures that are indicative of Dundee's history and architectural and cultural heritage; and

Provide a process for the review of development proposed for any site or structure listed on Dundee's Inventory of Historic Sites and Structures.

Permitted Uses: The uses permitted for any site or structure listed on Dundee's Inventory of Historic Sites and Structures shall be the same as the underlying zoning.

Building and Demolition Permits: Except as provided below, no Historical Landmark shall be altered in such a manner as to affect its exterior appearance, nor may any designated historic structure be demolished or removed unless such alteration or demolition has first been approved by the City Council pursuant to this section.

Nothing in this section shall be construed to prevent the ordinary maintenance or repair of any exterior architectural feature which does not involve a change in design, material or the outward appearance of such feature. Nor does this section prevent the construction, reconstruction, alteration, restoration, demolition or removal of any such feature when the Building Official or Fire Marshall determines that emergency action is required for the public safety due to an unsafe or dangerous situation.

Application Requirements and Review Process: The applicant shall make application for alteration of the exterior appearance, demolition or removal of any structure. The application will be reviewed pursuant to the requirements of this section and Article II.

Permit Criteria for Alteration: The City Council shall determine the appropriateness of a proposed alteration or construction and may approve the request upon findings that the alteration and construction:

1. Does not significantly reduce the historic or architectural character of the Landmark; and
2. Is in keeping with the style, scale and general design of the Landmark.

Demolition Procedure: Upon receiving an application for demolition, the City shall follow the notice requirements of Article 11 and shall notify the State Historic Preservation Office of the request at least seven days in advance of the hearing.

The City Council shall review the request for demolition and may approve, approve with conditions, or deny the request based on the following criteria:

1. Whether the request is consistent with the purpose statement of this section.
2. Whether issuance of the permit would act to the substantial detriment of the public welfare considering the historical and architectural style, the general design, arrangement, materials of the structure; and the relationship of the structure to other buildings and the public right-of-way.
3. Whether denial of the permit will involve a substantial hardship to the applicant.
4. Whether the applicant has met the following conditions:
 - a. The applicant has advertised the building for sale and removal from the site, with such advertisement to run two consecutive weeks (no less than seven days apart) in a newspaper of general circulation in the Dundee area.
 - b. The applicant has not rejected the highest bona fide offer for sale and removal of the building.

The City Council may impose a temporary stay of demolition for a period not to exceed 120 days during which alternative methods of disposition of the property may be considered. During such suspension, no permit shall be issued for demolition. If programs to save the building for demolition are unsuccessful, the City Council shall authorize demolition of the building.

Section 6. The City of Dundee Comprehensive Plan is hereby amended to include under the Open Spaces, Natural and Cultural Resources Chapter an Inventory of Historic and Cultural Resources.

The inventory includes the following properties:

- A. Dundee Womens Hall, 1026 S.W. Highway 99W
- B. Hughes-Haines House, 1326 S.W. Highway 99W
- C. Leighton Livengood - Theodore Harper Residence, 860 S.W. Upland Drive

Section 7. The City of Dundee Comprehensive Plan is hereby amended to include a new Chapter: 1987-1989 Periodic Review as attached as Exhibit "D" which includes (1) Final Periodic Review Order and (2) the September 1987 Draft Order.

Read for the first time August 6, 1990.
Read for the second time September 10, 1990.

Passed by the Council this 1st day of October, 1990, by the following vote:

AYES: McCann, Miller, Schmidt & Cohen

NAYS: _____

Submitted to and approved by the Mayor on the 9th day of October, 1990.
12th



Mayor

ATTEST:



Recorder

ORDINANCE 411-2003

An Ordinance Adopting the Dundee Transportation System Plan by Amending the Dundee Comprehensive Plan, Ordinance No. 197, and Dundee Development Ordinance No. 324.

WHEREAS, on February 19, 2003, the Planning Commission conducted a public hearing to consider the proposed Transportation System Plan, amending provisions of the Dundee Comprehensive Plan and Dundee Development Ordinance, and identified as Planning File Case No. 03-02; and

WHEREAS, notice of the said public hearings were duly given pursuant to the Dundee Development Ordinance and the public was given a full opportunity to be present and heard on the matter; and

WHEREAS, on February 19, 2003, the Planning Commission opened the hearing, heard testimony and voted to continue the matter until March 19, 2003; and

WHEREAS, on March 19, 2003, the Planning Commission re-opened the hearing and met to consider the proposed action, received the recommendation of City staff and additional testimony and voted to recommend City Council approval of the proposed Transportation System Plan; and

WHEREAS, on April 8, 2003, the City Council of the City of Dundee conducted a public hearing on the matter; and

WHEREAS, notice of the said public hearings were duly given pursuant to the Dundee Development Ordinance; and

WHEREAS, on April 8, 2003, the City Council met to consider the proposed action, received the recommendations of the Planning Commission, testimony by the public and considered the information provided by City staff.

NOW, THEREFORE, THE CITY OF DUNDEE, OREGON ORDAINS AS FOLLOWS:

Section 1. The City Council of the City of Dundee does hereby adopt those certain findings of fact in support of the decision attached hereto as EXHIBIT "A" and by this reference made a part hereof.

Section 2. The City Council of the City of Dundee does hereby APPROVE the proposed amendments to the "Transportation" Element of the Dundee Comprehensive Plan attached hereto as EXHIBIT "B" and by this reference made a part hereof.

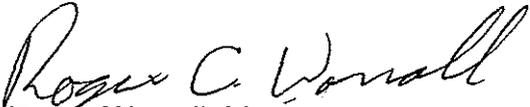
Section 3. The City Council of the City of Dundee does hereby APPROVE the proposed amendments to the "Transportation" Element of the Dundee Comprehensive Plan establishing Transportation related policies and attached hereto as EXHIBIT "C"

and by this reference made a part hereof.

Section 4. The City Council of the City of Dundee does hereby APPROVE the proposed amendments to the Dundee Development Ordinance attached hereto as EXHIBIT "D" and by this reference made a part hereof.

Section 5. This Ordinance shall take effect within 30 days of adoption.

PASSED by the Council and SIGNED by the Mayor this 2nd day JUNE, 2003.


Roger Worrall, Mayor

Attest:


Eve L. Foote
City Administrator/City Recorder

EXHIBIT "A"
FINDINGS - Transportation System Plan
Planning File No. 03-02 (Periodic Review Task 6)

I. NATURE OF THE APPLICATION

This matter comes before the Dundee City council on the application of the City of Dundee to amend the Dundee Comprehensive Plan and Dundee Development Ordinance, establishing and implementing the Transportation System Plan consistent with State Transportation Planning Rule.

II. BACKGROUND INFORMATION

The purpose of the proposed amendments is to adopt a Transportation System Plan for the City of Dundee. This action will amend the Dundee Comprehensive Plan, and the Dundee Development Ordinance.

The specific Transportation System Plan is included as Exhibit "B." This document replaces the existing "Transportation" Element of the Comprehensive Plan. Amendments establishing new Comprehensive Plan policies are included as Exhibit "C" and amendments to the Dundee Development Ordinance are included as Exhibit "D."

III. PUBLIC HEARING

A. Planning Commission Action

A public hearing was duly held on this application before the Dundee Planning Commission on February 19, 2003. At that hearing, Transportation System Plan File 03-02 was made a part of the record. Notice of the hearing was published consistent with the requirements in Section 3.202 of the Dundee Development Ordinance. No objection was raised as to jurisdiction, conflicts of interest, or to evidence or testimony presented at the hearing. The Commission received the staff report. After receiving public testimony, the Commission agreed to continue the matter until March 19, 2003 to receive additional testimony.

The hearing was reopened on March 19, 2003. Staff submitted an addendum report and additional verbal and written testimony was submitted. At the conclusion of the hearing, the Planning Commission deliberated on the issue and adopted an Order recommending the City Council adopts the proposed amendments to the Dundee Comprehensive Plan and Dundee Development Ordinance. The Commission found the proposed amendments consistent with the applicable decision criteria.

B. City Council Action

A public hearing was duly held on this application before the Dundee City Council on April 8, 2003. At that hearing, Transportation System Plan File 03-02 was made a part of the record. Notice of the hearing was published consistent with the requirements in Section 3.202 of the Dundee Development Ordinance. No objection was raised as to jurisdiction, conflicts of interest, or to evidence or testimony presented at the hearing. The Council received the staff report and heard testimony regarding the proposal.

At the conclusion of the hearing, the City Council deliberated on the issue and voted to adopt the proposed Transportation system Plan. The Council found the proposed amendments consistent with the applicable decision criteria. The Council further directed City staff to return with an adoption Ordinance for the May 6, 2003 hearing.

IV. FINDINGS OF FACT-GENERAL

The Dundee City Council, after careful consideration of the testimony and evidence in the record, adopts the following General Findings of Fact:

1. The applicant is the City of Dundee.
2. The proposed amendments will implement the Transportation Planning Rule by establishing a Transportation System Plan for the City of Dundee.
- C. This action will amend the Dundee Comprehensive Plan, and the Dundee Development Ordinance. The specific Transportation System Plan is included as Exhibit "B." This document replaces the existing "Transportation" Element of the Comprehensive Plan. Amendments establishing new Comprehensive Plan policies are included as Exhibit "C" and amendments to the Dundee Development Ordinance are included as Exhibit "D."
- D. Approval or denial of the request will be based on compliance with the Statewide Land Use Goals, OAR 660-12 and the Dundee Comprehensive Plan.

V. APPLICATION SUMMARY

- A. Statewide Land Use Planning Goal 12 establishes the objectives regarding transportation planning. The policy objectives contained in Goal 12 are implemented through the Transportation Planning Rule (TPR) [OAR 660-12-000 through 070]. The TPR commits all levels of government to the development of a coordinated statewide transportation planning program. Each jurisdiction must prepare and adopt a Transportation System Plan (TSP) and implementing regulations.

- B. The purpose of the proposed amendments is to adopt a Transportation System Plan for the City of Dundee. This required changes to the Comprehensive Plan which incorporates the background information into appropriate goals and policies, and to the Development Ordinance, which implements Plan policies. A brief summary of the material is noted below.
1. Comprehensive Plan (Exhibits "B" and "C") - The "Transportation" element of the Plan will be replaced in its entirety by the new Transportation System Plan ("B"). The TSP, in effect, provides the necessary background information in support of new Plan policies ("C"). Proposed Plan policies will provide greater definition to the City's relationship with the Newberg-Dundee Bypass improvements, support coordination among affected agencies with regard to transportation issues, encourage vehicle and pedestrian links and encourage greater use of public transportation.
 2. Development Code (Exhibit "D") - Several sections of the Development Code are revised. A summary of these proposed changes follows:
 - a. Definitions - New transportation-related definitions are included.
 - b. Bike/Pedestrian Improvements - New development will be required to provide bike and pedestrian improvements such as walkways to connect adjoining commercial buildings and pedestrian/bicycle connections are required for subdivisions in certain circumstances.
 - c. Street Standards - Street standards are modified to include provisions for pedestrian walkways and bicycle paths. Bikeways are also included in the collector street and arterial street design. Narrower streets are also permitted under certain circumstances.
 - d. Land Divisions - Regulations will encourage improved connectivity between new subdivisions and adjacent land uses. Where appropriate, provisions must be made to include pedestrian and bicycle access and connections with nearby development. Design standards relating to these requirements were also established.
 - e. Site Development Review - Site plans must include bicycle access information and will be evaluated with regard to these standards.
 - f. Notice - Where appropriate, the City will be required to coordinate development with ODOT or Yamhill County Public Works.

VI. COMPREHENSIVE PLAN & DEVELOPMENT ORDINANCE

- A. Section 3.101.04 of the Development Ordinance states that an amendment to laws or policies is subject to the procedural process for Type IV actions. This type of action must be initiated by City staff, Planning Commission, or City Council. Section 3.207.02 requires hearings to be held before both the Commission and Council, with the Commission having an advisory role and the final decision rendered by the Council. This action is part of Periodic Review Task 6, to develop a Transportation system Plan.
- B. The City is required to adopt a Transportation System Plan. This action requires amendments to both the Comprehensive Plan and Development Ordinance. However, the Development Ordinance does not establish specific criteria to amend either the Plan or the Ordinance. Therefore, the TSP must ultimately comply with the provisions in OAR 660-12 for the City to adopt the Plan and Ordinance amendment.

VII. OAR 660-12

- 1. Oregon Administrative Rule 660-12 establishes the basis for developing Transportation System Plans. The entire TSP process was supervised by the Oregon Department of Transportation and the Department of Land Conservation and Development. This oversight, as well as the City's process, conformed with the applicable provisions in OAR 660-12-0015 regarding preparation and coordination. Further, this document will be adopted as part of the City's Comprehensive Plan and specific implementing measure will be placed in the Development Ordinance.
- 2. The Dundee TSP includes all the elements identified in OAR 660-12-0020. Compliance with these provisions was effectively monitored as part of the TSP process.
- 3. All TSPs must conform to the Statewide Planning Goals (OAR 660-12-0025). Findings to that effect are contained in the document and summarized below:

Goal 1, Citizen Involvement: Public input was sought throughout the process and identified within the final document. Public hearings on the proposed amendments will be held before both the Planning Commission and City Council. This is consistent with City procedures and the intent of the Goal.

Goal 2, Land Use Planning: The proposal does not involve exceptions to the Statewide Goals. Adoption actions are consistent with the acknowledged Development Ordinance.

Goal 3, Agricultural Lands: The proposal does not involve or affect farm land. An

exception to this goal is not required.

Goal 4, Forest Lands: The proposal does not involve or affect identified forest lands. an exception to this goal is not required.

Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources: Identified historic, cultural, or natural resources are not affected by the proposed changes.

Goal 6, Air, Water and Land Resource Quality: Overall the proposed change does not establish uses or activities which will adversely affect the environment. Some improvement in air quality is anticipated as alternative (non-automobile) forms of transportation will be encouraged through Plan policies and parking requirements.

Goal 7, Natural Hazards: Development requirements for activities within the flood plain or on steep slopes would remain unaltered.

Goal 8, Recreational Needs: The proposed changes do not involve land or create uses which would adversely impact recreational opportunities. Opportunities may actually expand through improved access for bicyclists and pedestrians.

Goal 9, Economic Development: The proposed Plan policies and amendments neither promote nor restrict economic activity. It is anticipated that the proposed improvements and greater connectivity will improve commercial opportunities.

Goal 10, Housing: The proposed Plan revisions and amendments do not directly involve the supply or location of needed housing.

Goal 11, Public Facilities and Services: The proposed changes do not involve public facilities or create uses or activities that will impact existing public facilities.

Goal 12, Transportation: The proposed amendments address implementing measures in the Transportation Planning Rule and are therefore consistent with Goal 12.

Goal 13, Energy Conservation: The amendments are generally neutral with regard to energy conservation. However, the encouragement of multi-modal methods of transportation is expected to reduce the reliance on the automobile and, in turn, the use of fossil fuels.

Goal 14, Urbanization: The proposal relates to design requirements for permitted uses and does not limit development of urban uses within an urban area.

Goals 15 to 19, Willamette River Greenway, Estuarine Resources, Coastal Shores,

beaches and Dunes, Ocean Resources: The proposals does not involve land within the Willamette Greenway nor impact coastal areas. However, proposed policies will ensure access to the Willamette River will remain.

In general, the proposed amendments to the Comprehensive Plan and Development Ordinance are either entirely consistent with the intent of the Statewide Goals, or, the amendments do not directly affect issues addressed by the Goals.

4. The local TSP process focused on the planning needs of the community and considered all potential impacts, both local and regional. This is consistent with OAR 660-12-0030. The evaluation of alternatives was considered in conformance with OAR 660-12-0035 and includes a financing program consistent with OAR 660-12-0040.
5. Implementation of the program is through both Plan policies and Ordinance amendments (OAR 660-12-0045). The Plan policies serve as guidelines to implementation and reflect the findings developed as part of the TSP. Ordinance amendments implement these polices through a variety of regulations: opportunities for narrower streets, new definitions consistent with the TSP program language, improved connectivity in subdivision design, bicycle and pedestrian improvements for new developments, limitations on vehicle parking, and increased coordination with effected agencies.

VIII. CONCLUSION

The City Council concludes the proposed amendments to the Comprehensive Plan and Development Ordinance are consistent with the applicable decision criteria.

EXHIBIT "B"
TRANSPORTATION SYSTEM PLAN

The Dundee Transportation System Plan (TSP) shall replace the "Transportation" Element of the Dundee Comprehensive Plan.

EXHIBIT "C"
COMPREHENSIVE PLAN TEXT AMENDMENTS

TRANSPORTATION

GOAL

To provide and encourage a safe, convenient, aesthetic and economical transportation system, addressing the needs of all citizens within the community.

OBJECTIVES

- A. The development of a well-connected street network that is safe, accessible and efficient for motorists, pedestrians, bicyclists and the transportation disadvantaged.
- B. Preserve the aesthetic quality of the community.
- C. The construction of a safe, continuous and direct network of streets, accessways, and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within Dundee.
- D. Develop policies for the location and improvement of arterials, collectors, local streets and sidewalks.
- E. Improve the transportation links within the region as well as other regions of the state, while encouraging alternative transportation mode for commuters.

POLICIES

A. General Transportation Network

- 1. The designated arterial and collector streets of the street network will be used to assist in prioritizing street development and maintenance.
- 2. The City of Dundee shall protect the function of existing and planned roadways identified in the Transportation System Plan (TSP). New development shall comply with the location of new streets and related improvements in the TSP subject to final engineering and design and compliance with federal, state and local environmental law. Prior to construction of a new street for the right-of-way between 3rd and 5th Street, a special study shall be provided to determine whether the location of the new street is appropriate. The special study shall consider

alternative locations considering engineering design, cost and the protection of natural resources.

3. All development proposals, plan amendments, or zone changes shall conform with the adopted Transportation System Plan.
4. The City of Dundee shall include a consideration of their impact on existing or planned transportation facilities in all land use decisions.
5. Transportation facility siting and design shall be done in a manner that will minimize adverse effects on the existing land uses and natural features.
6. The City of Dundee shall protect the function of existing or planned roadways or roadway corridors through the application of appropriate land use regulations, exactions, voluntary dedication, or setbacks.
7. New direct access to Highway 99W shall be granted only after consideration is given to Oregon Department of Transportation access management standards, land use and traffic patterns in the area of development, and not just at the specific site. Common driveways and other access management techniques shall be encouraged to coordinate traffic and land use patterns and these shall be implemented wherever feasible.
8. The City shall coordinate development and revisions of its transportation systems plan with the Oregon Department of Transportation and Yamhill County. Improvements listed in ODOT's Statewide Transportation Improvement Program that affect Dundee shall be consistent with the City's Transportation System Plan and Comprehensive Plan.
9. Off-street parking shall be provided by all land uses to improve traffic flow, promote safety, and lessen sight obstruction along the streets.
10. The City shall develop a Capital Improvement Program to identify and prioritize transportation projects.
11. All City streets shall operate at a Level of Service standard "D" or better during the 20-year planning period. When the LOS drops to "E," actions will be initiated to return the street to LOS D.
12. The City of Dundee shall work with Oregon Department of Transportation on a continual basis to have a traffic signal installed at the Parks Road/Highway 99W and 10th Street/Highway 99W intersections as soon as possible.

13. Through the refinement plan process, the City of Dundee will investigate the potential of developing a unique streetscape plan for the community's downtown, including the potential for establishing a Special Transportation Area or inclusion of appropriate elements of an STA consistent with ODOT regulations.

B. Newberg-Dundee Bypass

1. The City shall coordinate with the Oregon Department of Transportation, Yamhill County and other affected agencies regarding the location and construction of the Newberg-Dundee Bypass.
2. The City shall encourage the selection of a bypass alternative that ensures sufficient traffic is diverted from Highway 99W through Dundee to allow the remaining traffic to be served by two travel lanes within the Transportation Plan's planning horizon.
3. The City shall encourage the new by-pass design to provide adequate public access - including pedestrian, bicycle, vehicle and recreational - to the Willamette River. This could potentially be achieved by using SE 8th Street existing private road.
4. The City shall encourage the new bypass design to incorporate adequate buffering and physical separation between the new highway, and, public access to the Willamette River and existing residential neighborhoods.
5. Improvements for street connectivity within the City, including alternative linkages to adjacent communities, shall not occur until such time the bypass is in operation.
6. The land use decisions regarding the location of the proposed Newberg-Dundee Bypass shall be made through a subsequent amendment to the Dundee TSP. As part of this process, the City recognizes Newberg and Yamhill County will need to amend their TSPs to authorize a bypass corridor, and, Yamhill County must take an exception to Statewide Planning Goal 12 to authorize a new transportation facility in rural lands.

C. Pedestrian and Bicycle Facilities

1. In areas of new development the City of Dundee shall investigate the existing and future opportunities for bicycle and pedestrian accessways.

Existing accessways such as user trails established by school children distinguish areas of need and should be incorporated into the transportation system.

2. Bikelanes and/or sidewalks shall be included on all new arterials and collectors within the Urban Growth Boundary, as referenced by the Transportation System Plan.
3. Sidewalks shall be included on all new streets within the Urban Growth Boundary, as referenced by the Transportation System Plan.
4. Where feasible, bikeways and pedestrian accessways shall connect to local and regional travel routes.
5. Bikeways and pedestrian accessways shall be designed and constructed to minimize potential conflicts between transportation modes. Design and construction of such facilities shall follow the guidelines established by the Oregon Bicycle and Pedestrian Plan.
6. Maintenance and repair of existing bikeways and pedestrian accessways (including sidewalks) shall be given equal consideration to the maintenance and repair of motor vehicle facilities.
7. To achieve a safe, continuous and direct network of sidewalks and bikeways, one of the City's priorities is to construct these facilities on the streets depicted on the Pedestrian/Bicycle Plan Map as incorporated within the Transportation System Plan.
8. The City of Dundee shall consider the potential to establish or maintain accessways, paths, or trails prior to the vacation of any public easement or right-of-way.
9. Where possible and financially feasible, the City will upgrade existing substandard sidewalks.

D. Public Transportation

1. The City shall encourage the creation of a customer-based and oriented regionally coordinated public transit system that is efficient, effective, and founded on present and future needs.
2. Promote regional planning of public transportation services and

encourage the use of innovative technology to maximize efficiency of operation, planning and administration of public transportation.

3. The City encourages the development of a daily transit shuttle service to the major activity centers in Newberg and McMinnville as well as the Portland and Salem metropolitan areas.

E. Rail and Pipeline Transportation

1. The City shall coordinate land use planning adjacent to the Willamette and Pacific Railroad facilities in order to promote industrial development with rail access.
2. The City will work with the local rail operator, the Oregon Department of Transportation and other affected agencies or businesses to improve the at-grade railroad crossings within the community.
3. The City supports the concept of commuter rail service serving the West Valley and providing connections with the Portland metropolitan area. If passenger rail service does become a reality, the City will encourage the development of a passenger rail depot in Dundee, including necessary Development Ordinance revisions to permit construction.
4. The City supports activities that maintain adequate pipeline operations such as natural gas service into, within and through Dundee.

EXHIBIT "D"
DEVELOPMENT ORDINANCE AMENDMENTS

I. Section 1.200 DEFINITIONS

New definitions will be included in Section 1.200. Those terms in **bold** amend existing definitions with the new language underlined and the old language ~~stricken~~.

Access: The way or means by which pedestrians, bicycles, and vehicles shall have safe, adequate and usable ingress and egress to property.

Access Management: Measures regulating access to streets, roads, and highways from abutting public or private property.

Accessway: An easement or right-of-way, not located within a street or road right-of-way, designated for pedestrian and / or bicycle passage. May also be called a multi-use path.

Adequate Access: Direct routes of travel between destinations.

Adequate Area: Space sufficient to provide all required public services to standards defined in this code.

Bicycle Facilities: Facilities which provide for the needs of bicyclists, including bikeways and bicycle parking.

Bikeway: A designated area located within and parallel to a street or road right-of-way for the primary use of bicycles; generally located abutting the roadway curb or shoulder.

Carpool: Two or more persons each with a valid driver's license commuting in a single vehicle.

Multi-use Path: See accessway.

Nearby Uses: Activities or uses within ¼ mile which can be reasonably expected to be used by pedestrians, and within 1 mile which can be reasonably expected to be used by bicyclist.

Neighborhood Activity Centers: Schools, parks, and other like sites.

Park and Ride Lot: Parking spaces, dedicated or shared use, that are provided for motorists who transfer to and from single occupancy vehicles to public transportation vehicles or to a carpool or vanpool operation.

Parking Space: An enclosed or open unenclosed surfaced area, exclusive of maneuvering and access area, permanently reserved for the temporary storage of an automobile and connected with a street or alley by a surfaced driveway which affords ingress and egress for automobiles. The following are not considered parking spaces for the purposes of OAR 660-12-045(5)(c): park and ride lots, disabled parking, and parking for carpools and vanpools.

Pedestrian Connection: A continuous, unobstructed, reasonably direct route intended and suitable for pedestrian use between two points. Pedestrian connections include but are not limited to sidewalks, walkways, accessways, stairways and pedestrian bridges.

Pedestrian plaza: A small semi-enclosed area, usually adjoining a sidewalk or a transit stop, which provides a place for pedestrians to sit, stand, or rest.

Street:

5. Dead-end Street: A street which terminates without a turn-around area and is intended to continue at some time in the future. (Note: the remaining sections will need to be renumbered.)

Vanpool: More than five persons each with a valid driver's license commuting in a single vehicle.

II. Chapter 2.1 - ZONE DISTRICT AMENDMENTS

Park and ride lots will either be conditionally permitted or permitted uses in the following zones:

2.106 COMMUNITY COMMERCIAL ZONE (C)

2.106.03 Conditional Uses

- O. Park and ride lot; parking spaces cannot count as required parking or be used for vehicle storage

2.107 CENTRAL BUSINESS DISTRICT (CBD)

2.107.03 Conditional Uses

- D. Park and ride lot; parking spaces cannot count as required parking or be used for vehicle storage

2.108 COMMERCIAL DESTINATION RESORT DISTRICT (CDR)

2.108.03 Conditional Uses

- D. Park and ride lot; parking spaces cannot count as required parking or be used for vehicle storage

2.109 LIGHT INDUSTRIAL ZONE (LI)

2.109.02 Permitted Uses

- F. Park and ride lot; parking spaces cannot count as required parking or be used for vehicle storage

2.110 PUBLIC ZONE (P)

2.110.02 Permitted Uses

- F. Park and ride lot; parking spaces cannot count as required parking or be used for vehicle storage

III. Section 2.201.03 APPLICATION OF PUBLIC FACILITY STANDARDS

The "Table" within Section 2.201.03 shall be replaced with the following new language incorporating requirements for transportation facility improvements:

Public Facilities Improvement Requirements Table

Use	Fire Hydrant	Street Improvement	Water Hookup	Sewer Hookup	Storm Drain	Street Lights	Bike & Pedestrian
Single Family Dwelling & Duplex	No	C-2	Yes	Yes	Yes	No	No
Multifamily Dwelling	C-1	Yes	Yes	Yes	Yes	Yes	Yes (4+ units)
New Commercial Building	C-1	Yes	Yes	Yes	Yes	Yes	Yes
Commercial Expansion	C-1	C-3	Yes	Yes	Yes	Yes	No
New Industrial Building	C-1	Yes	Yes	Yes	Yes	Yes	Yes

Industrial Expansion	C-1	C-3	Yes	Yes	Yes	Yes	No
Partition, Subdivisions, PUD, and Manufactured Home Park	C-1	Yes	Yes	Yes	Yes	Yes	Yes

IV. Section 2.202 STREET STANDARDS

Section 2.202.01 shall be replaced with the following new language:

2.202.01 Purpose

- A. To provide for safe, efficient, convenient multi-modal movement in the City of Dundee.
- B. To provide adequate access to all proposed developments in the City of Dundee.
- C. To provide adequate area in all public rights-of-way for sidewalks, bikeways, sanitary sewers, storm sewers, water lines, natural gas lines, power lines and other utilities commonly and appropriately placed in such rights-or-way.
- D. For purposes of this section:
 - 1. "Adequate access" means direct routes of travel between destinations; such destinations may include residential neighborhoods, parks, schools, shopping areas, and employment centers.
 - 2. "Adequate area" means space sufficient to provide all required public services to Standards defined in this code or the City's most current public works standards.

Subsections in Section 2.202.02 shall be replaced with the following new language:

2.202.02 Scope

- A. The creation, dedication or construction of all new public or private streets, bikeways, or accessways in all subdivision, partitions or other developments in the City of Dundee.

- C. The construction or modification of any utilities, sidewalks, or bikeways in public rights-of-way or street easements.

Subsections in Section 2.202.03 shall be replaced with the following new language:

2.202.03 General Provisions

The following provision shall apply to the dedication, construction, improvement or other development of all public streets in the City of Dundee. These provisions are intended to provide a general overview of typical minimum design standards. All streets shall be designed in conformance with the specific requirements of the City's most current Public Works standards. In the event of discrepancies between these provisions and the design standards, the Design Standards shall apply.

The standard sections contained in the Engineering Design Standards are minimum requirements only and shall not be construed as prohibiting the City Engineer from requiring thicker sections or engineer designed pavement sections in lieu of standard sections where conditions warrant.

- B. Where feasible, development proposals shall provide for the continuation of all streets, bikeways and accessways within the development and to existing streets, bikeways, and accessways outside the development.
- C. Alignment: Alignment: All streets other than local streets or cul-de-sacs, as far as practical, shall be in alignment with existing streets by continuation of the centerlines thereof. The staggering of street alignments resulting in "T" intersections shall, wherever practical, be avoided. If unavoidable, the "T" intersection shall leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction. A "T" intersection having less than a 200foot separation from the center line of another street shall be subject to the review and approval of the City Engineer.
- D. Future extension of streets: Where necessary to give access to or permit a satisfactory future development of adjoining land, streets, bikeways and accessways shall be extended to the boundary of a tract being developed and the resulting dead-end streets may be approved without turn-a-rounds. Reserve strips and street plugs may be required to preserve access.

Section 2.202.04 shall be replaced with the following new language:

2.202.04 General Right-of Way and Improvement Widths

The following standards apply to public streets, bikeways and sidewalks in the City of Dundee. These standards shall be the minimum requirements, except where modifications are permitted under Subsection 2.204.05.

Street Classification	Minimum R-O-W (a)	Median Type	Street Improvement (ft)	Travel Lanes	Bike Lanes	Sidewalk	On-Street Parking	Planter Strip
Statewide Expressway (b)	120-150	Separated		4	Yes	No	No	ODOT
Arterials	ODOT	CL or Median	ODOT	ODOT	Yes	Yes	ODOT	ODOT
Collectors	60	Median, no CL	36	2	Yes	Yes	(c)	(c)
Parkway Collector (d)	70	No median	48	2	Yes	Yes	One-side	Yes
Local - I (e)	50	No median	26	2	No	Yes	One-side	No
Local - II (e)	60	No median	34	2	No	Yes	Yes	No
Cul-de-sacs	50	No median	34	2	No	Yes	Yes	No
Turnaround Radial	45	No median	38	NA	No	Yes	Yes	No
Alleys	15	No median	12	NA	No	No	No	No

- (a) Additional right-of-way may be necessary due to topographical constraints or to accommodate additional left- or right-turn lanes at intersections
- (b) This classification reflects the design elements currently under consideration in the NDTIP process.
- (c) Improvements shall comply with provisions in the Dundee TSP. Where on-street parking is provided, the bicycle lane shall be shared with the traffic lane. Planter strips shall be installed when no on-street parking is provided.
- (d) This classification shall reflect the design element contained in the Dundee TSP.
- (e) The Local I shall be the standard for the City of Dundee, and shall be subject to the following:
 - i. The subject local streets shall connect with other streets and not terminate in a cul-de-sac. The street may "dead-end" provided there is potential to continue the connection through the adjacent property.
 - ii. Subdivisions and other developments using these standards shall be limited to blocks with a maximum of 400 feet in length.

- iii. The street grade shall not exceed 4% for the length of the street.
- iv. The Dundee Fire Chief shall determine the street design does not reduce the ability of vehicles to provide necessary emergency services.
- v. The narrower street shall not be used to extend existing streets that contain wider right-of-ways and/or street improvements.

The developer shall construct the street to a Local II standard if the proposed local street improvement cannot meet all of the requirements noted above.

ODOT = This is an ODOT facility and the final design authority rest with ODOT.
 NA = Not applicable.
 CL = Center Lane

Section 2.202 shall be amended with the addition of the following new subsection:

2.202.08 Access Management

Driveway, street, and alley access to streets shall be separated by the following distances:

Street Classification	Access Spacing
Arterial	150 feet (+/- 20%)
Collector	75 feet
Local	15 feet

V. Section 2.203 OFF STREET PARKING AND LOADING

Section 2.203.05 shall be amended with the addition of the following new section:

B. Bicycle Parking

- 1. **Minimum Space Requirements.** The following bicycle parking standards shall apply. Installation of the spaces shall correspond with the required installation of new, or additional, vehicle parking improvements.

Bicycle Parking Spaces

Type of Use	Minimum Number of Spaces
Single Family Residential or Duplex	0

Multifamily	1 space per two dwelling units
Hotel, motel	1 space per 20 guest rooms
Club, lodge	1 space per 20 vehicle spaces
Hospital, nursing facility	1 space per 20 vehicle spaces
Church, auditorium	1 space per 20 vehicle spaces
Elementary, middle school	8 spaces per classroom
High school	2 spaces per classroom
Retail, office, government offices	1 space per 20 vehicle spaces
Bowling alley, rink, community center	1 space per 20 vehicle spaces
Eating and drinking establishment	1 space per 20 vehicle spaces
Service retail, retail involving bulky merchandise (furniture, lumber)	1 space per 30 vehicle spaces
Industrial, warehousing	1 space per 30 vehicle spaces
Other uses	Requirements for uses not identified shall be determined by the decision authority based upon requirements of comparable uses in this Section.

2. Minimum Development Requirements: At a minimum bicycle parking facilities shall be consistent with the following design guidelines.
- a. Location: All bicycle parking shall be within 100 feet from a building entrance; located within a well-lighted area; and clearly visible from the building entrance.
 - b. Bicycle parking shall be convenient and easy to find. Where necessary, a sign shall be used to direct users to the parking facility.
 - c. Each bicycle parking space shall be at least 2 feet by 6 feet with a vertical clearance of 6 feet
 - d. An access aisle of at least 5 feet in width shall be provided in each bicycle parking facility.
 - e. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a

stationary object, i.e., a "rack," upon which the bicycle can be locked. Structures that require a user supplied lock shall accommodate both cables and U-shaped locks and shall permit the frame and both wheels to be secured (removing the front wheel may be necessary.)

- f. Where bicycle parking is provided for employees on a "work shift," it shall be sheltered, i.e., covered, from the weather or employees shall be provided access to a secure room within a building for bicycle parking.

VI. Section 2.208 LAND DIVISIONS

Section 2.208.4 shall be replaced with the following:

2.208.04 Standards for Blocks

- A. General: The length, width, and shape of blocks shall be designed with regard to providing adequate building sites for the use contemplated; consideration of needs for convenient access, circulation, control, and safety of street traffic - including pedestrian and bicyclist; and recognition of limitations and opportunities of topography.
- B. Sizes: Blocks shall not exceed 1,000 feet in between street lines - the preferred length is 500 feet, excepts blocks adjacent to arterial streets, or unless the previous adjacent development pattern or topographical conditions justify a variation. The recommended minimum distance between collector street intersections with arterial streets is 1,800 feet.
- C. Traffic Circulation. The subdivision shall be laid out to provide safe, convenient, and direct vehicle, bicycle and pedestrian access to nearby residential areas; neighborhood activity centers (e.g., schools and parks); shopping areas; and employment centers; and provide safe, convenient and direct traffic circulation. At a minimum, "nearby" means the distance from the subdivision boundary - ¼ mile for pedestrians, and one mile for bicyclists.
- D. Connectivity. To achieve the objective in C. Traffic Circulation, above, the Planning Commission may require the following:
 - 1. Stub Streets: Where the potential exists for additional

residential development on adjacent property.

2. Accessways: Public accessways to provide a safe, efficient and direct connection to cul-de-sac streets, to pass through oddly shaped or unusually long blocks, to provide for networks of public paths creating access to nearby residential areas, neighborhood activity centers (e.g., schools and parks); shopping areas; and employment centers.
- E. Collector and Arterial Connections. Accessway, bikeway, or sidewalk connections with adjoining arterial and collector streets shall be provided if any portion of the site's arterial or collector street frontage is over 600 feet from either a subdivision access street or other accessway. If natural features (e.g., adverse topography, streams, wetlands) exist, the provisions of accessways may be limited.
- F. Design Standards. Pedestrian / bicycle accessways shall meet the following design standards:
1. Minimum dedicated width: 20 feet
 2. Minimum improved width: 10 feet
 3. Maximum length: 250 feet, with a clear line of vision for the entire length of the accessway shall be required.
 4. When an accessway is in excess of 100 feet in length, then pedestrian scale lighting fixtures shall be provided and lighted to a level where the accessways can be used at night.
 5. The accessway shall be designed to prohibit vehicle traffic.
 6. If the accessway is not owned by the public, the developer or home owners association shall be responsible for maintenance, lighting, and improvements

VII. Section 3.105 SITE DEVELOPMENT REVIEW

Section 3.105.05.A.1. shall be amended with the addition of the following new subsection:

- h. Existing and proposed streets, bikeways, and pedestrian facilities within 200 feet.

The following subsections in Section 3.105.05.A.2., shall be replaced with the following new language:

- 2. Site Plan
 - c. Vehicular, bicycle, and pedestrian circulation patterns, parking, loading and service areas;
 - d. Proposed access to public roads, highways, bikeways, pedestrian facilities, railroads or other commercial or industrial transportation systems;

Section 3.105.06 shall be amended with subsection "E." replaced and a new subsection "I." added:

- E. Traffic safety, internal circulation and parking, connectivity of internal circulation to existing and proposed streets, bikeways and pedestrian facilities;
- I. Connectivity of internal circulation to existing and proposed streets, bikeways and pedestrian facilities.

VIII. Section 3.106 PARTITIONS

Section 3.106.03.B.3., shall be replaced with the following new language:

- e. All roads, bikeways, pedestrian facilities, public or private, easements or right-of-way to, or within the subject property, including name and road width, where applicable.

IX. Section 3.201 GENERAL PROCEDURES

Section 3.201.01.E., shall be replaced with the following new language:

- E. Referrals will be sent to interested agencies such as City departments, police and departments, school district, utility companies, and applicable state agencies. If a county road or state highway is impacted, referrals should be sent to the appropriate agency responsible for the road or highway.

Section 3.201.02.C., shall be replaced with the following new language:

- C. Referrals will be sent to interested agencies such as City departments, police and departments, school district, utility companies, and applicable state agencies. If a county road or state highway is impacted, referrals should be sent to the appropriate agency responsible for the road or highway.

X. Section 3.202 PUBLIC NOTICE REQUIREMENTS

Section 3.202.01.B., shall be replaced with the following new language:

- A. Applicants shall be responsible for providing a certified list of property owners within the notice area prepared by Yamhill County or a title company. The list must be current within the last 30 days. Written notice of any Type I-B action shall be mailed to the owners of property, including county and state agencies responsible for roads and highways, within 100 feet of the boundaries.

Section 3.202.02.B., shall be replaced with the following new language:

- B. Applicants shall be responsible for providing a certified list of property owners within the notice area prepared by Yamhill County or a title company. The list must be current within the last 30 days. Written notice of the initial public hearing shall be mailed at least twenty (20) days prior to the hearing date to the owners of property, including county and state agencies responsible for roads and highways, within 100 feet of the boundaries of the subject property.

ORDINANCE NO. 424-2004
CITY OF DUNDEE, OREGON

AN ORDINANCE OF THE DUNDEE CITY COUNCIL AMENDING THE COMPREHENSIVE PLAN BY ADDING NEW POLICIES UNDER THE HEADING "NEWBERG-DUNDEE BYPASS".

WHEREAS, the State of Oregon, by and through its Department of Transportation ("ODOT") is proposing the Newberg-Dundee Transportation Improvement Project (NDTIP) to address traffic congestion and unsafe driving conditions identified in a Draft Environmental Impact Statement published in September, 2002; and

WHEREAS, through the Location Environmental Impact Statement process for the NDTIP, ODOT, Yamhill County and the Cities of Newberg, Dayton and Dundee have concurred on a recommended alternative for routing Highway 99W traffic around the downtown areas of Newberg and Dundee; and

WHEREAS, the City of Dundee concurs that Modified Alternative 3J will minimize adverse effects on existing land uses and natural features in Dundee and will meet ODOT safety and design standards for an expressway; and

WHEREAS, the Bypass is a major new transportation project that crosses four different jurisdictions, new Comprehensive Plan policies are needed to support a consistent and coordinated location for the bypass corridor and interchanges across the jurisdictions of Yamhill County, Newberg, Dayton and Dundee; and

WHEREAS, the City Council conducted a duly noticed public hearing concerning the proposed amendment to the Comprehensive Plan on July 21, 2004, left the record open and continued deliberations to August 2, 2004 and based on the testimony, reports and exhibits received, concludes that the proposed new policies meet the applicable criteria for amendment of the Comprehensive Plan, and that additional findings should be adopted in support of its decision in response to testimony received at the public hearing and during the open record period.

NOW THEREFORE, THE CITY OF DUNDEE DOES ORDAIN AS FOLLOWS:

Section 1. The Comprehensive Plan for the City of Dundee is hereby amended by addition of the new Policies set forth in Exhibit A, which is attached hereto and incorporated herein by this reference.

Section 2. In support of the above referenced amendment, the City Council adopts the findings appended hereto as Exhibit B, which are incorporated herein by this reference.

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First Reading this 16 day of August, 2004.

Second Reading this 16 day of AUGUST, 2004.

ADOPTED by the Dundee City Council the 16 day of August, 2004.

AYES: 6

NAYS: Ø

Submitted to and approved by the Mayor this 16 day of August, 2004.

CITY OF DUNDEE, OREGON

By: Roger P. Worrall
Roger Worrall
Mayor

ATTEST

By: Eve Foote
Eve Foote
City Administrator/Recorder

BEERY, ELSNER & HAMMOND, LLP

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THOMAS SPONSLER †
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* Also admitted
in Washington
† Of Counsel

MEMORANDUM

TO: Honorable Mayor and City Council
City of Dundee

THROUGH: Eve Foote, City Administrator

FROM: Pamela J. Beery, City Attorney's Office

SUBJECT: CPA 04-08 -- Amendments to the Comprehensive Plan
Newberg-Dundee Bypass

DATE: August 5, 2004

On your August 16, 2004 agenda is an ordinance to adopt the proposed new policies for the Comprehensive Plan, Transportation Element, to reflect the location decision for the proposed Newberg-Dundee Transportation Improvement Project, or Bypass. Since I will be unable to attend your meeting, I want to respond to the changes requested by Council on August 2, and describe how the proposed ordinance addresses those requested changes.

Staff is recommending that Council adopt the ordinance on August 16, by conducting both readings at one meeting as allowed by Section 39 of the City Charter. This action requires the unanimous voice vote of all Council members present.

1. Changes to Policy 9.

As the Council requested, the word "supports" has been changed to "recognizes". The words "high-speed" have been deleted. ODOT's planning consultant has also adjusted the findings in Exhibit B for consistency and we hope these now meet with Council's approval.

2. Changes to Exhibit B, access to the Willamette River.

In Exhibit B, the findings document, the staff prepared findings of conformance with all existing Comprehensive Plan policies in Dundee. One of those policies, number B(3), speaks to "encouraging" public access to the Willamette River. Council expressed concern that this policy is too weak, and with making a decision on the bypass policies that does not strengthen the City's position with respect to access to the River.

August 5, 2004

Page 2

The policy in question was adopted in May, 2003 as part of the City's Transportation System Plan adoption. For your convenience, I am attaching a copy of the Ordinance and of Exhibit C, which includes all of the transportation-related amendments to the Comprehensive Plan. The bypass policies appear on page 3 of Exhibit C.

As we discussed at the meeting, amending the existing policies is a different matter than adopting the new policies to recognize the bypass alternative that has now been selected. Council can revisit these policies of the Comprehensive Plan, and adopt the new park master plan, as separate decisions. The notices of the proceedings now underway did not include consideration of the existing policies, and as such we would be required to give new notice to DLCD and to conduct additional hearings.

Because of timing issues with the bypass as identified by ODOT, I recommended instead that the findings in Exhibit B be modified to more clearly express Council's strong interest in access to the River, and ODOT's agreement to comply with any and all adopted City regulations affecting river access. Those changes are reflected in the revised Exhibit attached to the Ordinance before you, at pages 5 and 6. Council is then free to explore more future amendments to the Comprehensive Plan and to consider any related scheduling and financial issues. We could also at that time do a more thorough review of any applicable policies that might need updating.¹

I regret not being able to attend your meeting due to my recovery from back surgery. I hope this memorandum is of assistance as you consider the Ordinance.

Sincerely,


Pamela J. Beery

Enclosures

Cc: Walt Wendolowski, City Planner

¹ For example, at the public hearing Councilor Ragsdale questioned the wording of the policy on open spaces that describes the "old log dump" as a potential park site. We discussed the fact that many of the City's Comprehensive Plan policies might benefit from updating, particularly those relating to the Willamette River.

Exhibit "A"

Amendments to City of Dundee Comprehensive Plan (Transportation Policies)

The City recently adopted an extensive package of transportation objectives and policies as part of the Dundee Transportation System Plan (TSP). The City incorporated these policies into the Transportation chapter of the Comprehensive Plan.

The following additional policies are recommended for adoption in the Dundee Comprehensive Plan to support the Newberg-Dundee Transportation Improvement Project ("Newberg-Dundee Bypass", "Bypass" or "NDTIP") location decision goal exception process. Some of the policies will only apply on an interim basis. Policies 12-15 will be in effect until an interchange area management plan is adopted for the East Dundee Interchange.

The term "East Dundee Interchange" used in the following policies includes the interchange at the Bypass, the connector road extending between the Bypass and OR 99W, and the connector road intersection with OR 99W. The study area for the East Dundee Interchange Area Management Plan (IAMP) will include all of these facilities, with some of the study area under city jurisdiction and some under county jurisdiction. The interim limitation on zone changes applies only to the area within the city near the connector road intersection with OR 99W identified in Figure 1.

B. Newberg-Dundee Bypass

7. The City actively supports the development of the Newberg-Dundee Bypass in the southern location corridor described as Alternative 3J (Modified) in the Location Environmental Impact Statement.
8. The City affirms its support for a Bypass location and design that recognizes existing Comprehensive Plan policies, including Recreation and Willamette River Greenway policies, and which includes providing public access to the Willamette River and the City's waterfront for park and recreational development.
9. The City recognizes the designation of the Bypass as a statewide expressway and freight route as defined in the Oregon Highway Plan. The City expects the Bypass and interchanges will be fully access controlled and no direct access will be allowed from private properties on the Bypass or within the Interchange Management Areas as defined by the OHP.
10. The City will consider adopting additional setback requirements to maintain appropriate area for the approved Bypass alignment.
11. The Bypass be planned and developed by ODOT as a two-tiered project in which the corridor will first be approved and then the design of the facility will be approved. Therefore, for purposes of City compliance with the Transportation Planning Rule (OAR 660-012-0060), the City will not consider or rely on the Bypass (including the proposed East Dundee Interchange) for providing additional planned capacity as "planned transportation facilities" until the Oregon Transportation Commission approves a financing plan for the Bypass. Upon

adoption of a Bypass financing plan by the Oregon Transportation Commission, those portions of the Bypass identified to be constructed within the 20-year planning horizon by the financial plan can be considered planned improvements pursuant to OAR 660-12-0060.

12. The City will coordinate with ODOT, Yamhill County and affected property owners in participating, preparing, and adopting an Interchange Area Management Plan (IAMP) for the East Dundee Interchange. The IAMP will address the following at a minimum: state access management standards, road connections and local street circulation, and compatible land uses. The IAMP will be designed to protect the function and capacity of the East Dundee Interchange for a 20-year planning period.
13. The City will help protect the function of the Bypass and help protect agricultural and rural lands from development pressures that could result from improved proximity, visibility and travel times associated with the interchanges to the Bypass by retaining existing zoning to land located in the City and within approximately ¼ mile of the connector road intersection to Oregon 99W as identified in Figure 1 "Area of Applicability of Dundee Comprehensive Plan Policies 13 & 14." This policy will remain in effect until the IAMP for the East Dundee Interchange is adopted by the City of Dundee, Yamhill County and ODOT.
14. For the area within the city limits and shown in Figure 1, the City will continue to review development applications for permitted and conditional uses that are authorized in adopted underlying zones.
15. The City recognizes that the Oregon Highway Plan seeks to avoid UGB expansions along Statewide Highways and around interchanges unless ODOT and affected cities and counties agree to an Interchange Area Management Plan to protect interchange operation or access management for segments along the highways. (OHP Action 1B.4). Therefore, the City will not expand its UGB toward the East Dundee Interchange into the area identified in Figure 1 as "Area of Applicability of Yamhill County Policies & Interchange Overlay District" until the IAMP for the interchange is prepared and adopted by ODOT, Yamhill County and the City. This policy shall not preclude expansion of the Dundee UGB to include land within the existing city limits.

Newberg-Dundee
TRANSPORTATION IMPROVEMENT PROJECT

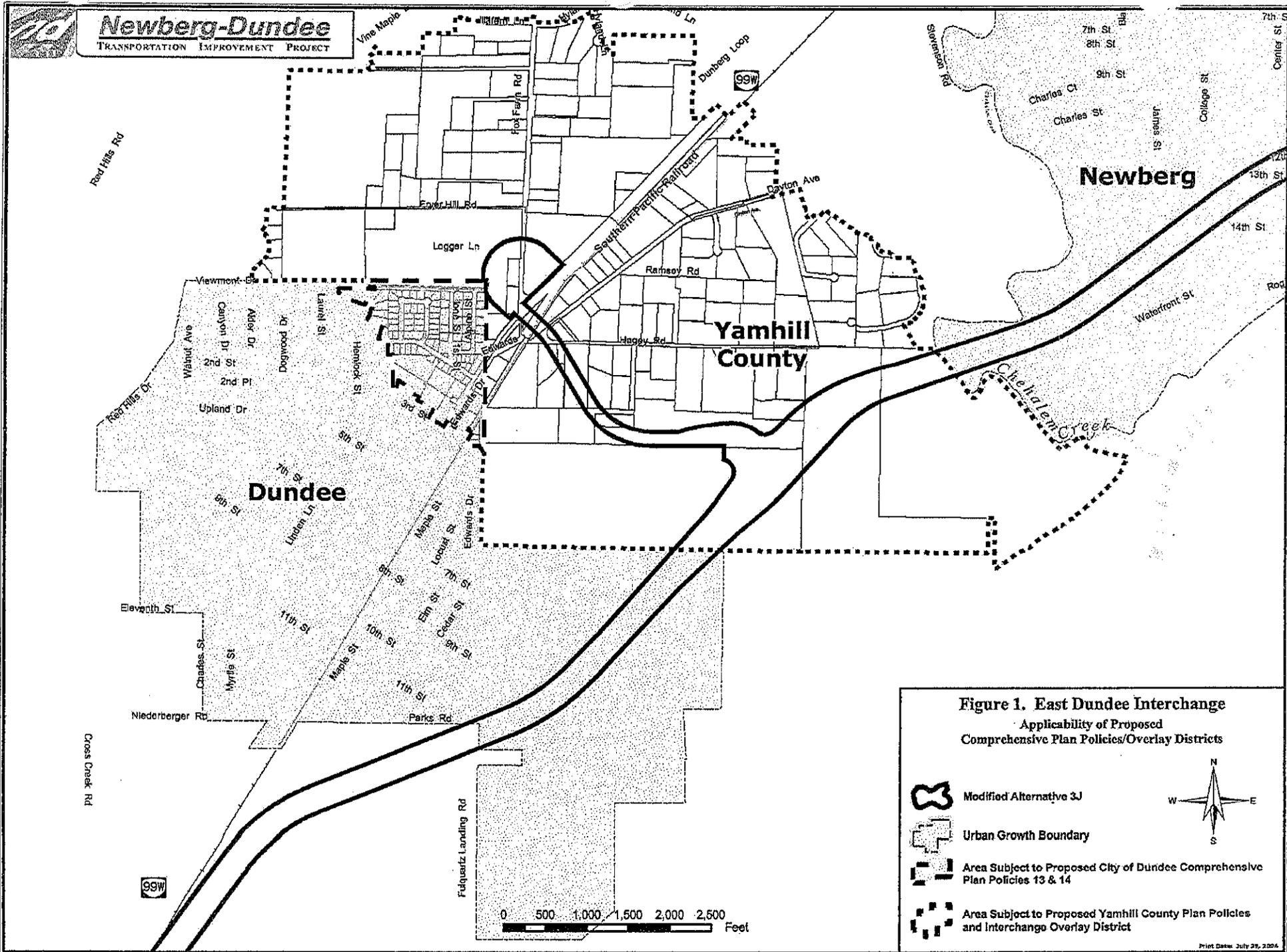


Figure 1. East Dundee Interchange
Applicability of Proposed
Comprehensive Plan Policies/Overlay Districts



Modified Alternative 3J



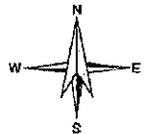
Urban Growth Boundary



Area Subject to Proposed City of Dundee Comprehensive Plan Policies 13 & 14



Area Subject to Proposed Yamhill County Plan Policies and Interchange Overlay District



0 500 1,000 1,500 2,000 2,500
Feet

EXHIBIT "B"

FINDINGS AMENDMENTS TO DUNDEE COMPREHENSIVE PLAN

The following findings support the adoption of amendments to the Dundee Comprehensive Plan to provide measures to protect the function of the Newberg-Dundee Bypass. The findings are organized to address relevant goals and policies of the Dundee Comprehensive Plan (Section I) and the relevant Statewide Planning Goals (Section II). Text from the relevant documents is presented in bold, italic type.

I. DUNDEE COMPREHENSIVE PLAN FINDINGS

The Dundee Comprehensive Plan was initially adopted in May 1977. The City was involved in a periodic review and update of the Comprehensive Plan from 1987 – 1990. A few amendments to plan policies were adopted at periodic review. Most notably, the City of Dundee ~~deleted~~ the following two policies from the Comprehensive Plan as part of the periodic review order:

- Special setback requirements will be developed along Highway 99W to reflect probable future expansion of the right-of-way between 5th and 12th Streets.
- The City supports the concept of expanding Highway 99W to four lanes in the future.

The Dundee City Council adopted the Dundee Transportation System Plan (TSP) in 2003. As a component of the TSP, the City Council adopted specific goals, objectives and policies to be incorporated into the Transportation Chapter of the Dundee Comprehensive Plan, including six policies specific to the Newberg-Dundee Bypass. The transportation policies are most relevant to the proposed adoption of new policies to protect the function of the Newberg-Dundee Bypass. Key policies are highlighted below.

Transportation Chapter

A. *General Transportation Network (Dundee TSP, page 152-153)*

- 2. *The City of Dundee shall protect the function of existing and planned roadways as identified in the Transportation System Plan. This policy recognizes the proposed new street locations are conceptual in nature and the actual dedication and installation of improvements shall comply with applicable regulations, including environmental provisions.***

Finding: Figure 6-1 of the Dundee TSP presents the functional classifications for all existing and future streets within the Dundee planning area. The proposed Bypass was given a classification of its own – Statewide Expressway – in recognition of its unique function (Dundee TSP, page 102). While Figure 6-1 shows three general alternatives for the Bypass corridor through Dundee, the "Avoid Residential Alternative with an Intermediate Connection" is shown on the map and described in the TSP text as the alternative preferred by the City.

Plan policy #7 reinforces the City support for development of the Bypass in the southern location corridor described as Alternative 3J (Modified) in the Location Draft Environmental Impact Statement (LDEIS).

In public testimony and a letter dated July 21, 2004, 1000 Friends of Oregon argued that policies 7 and 9 presuppose the location and speed of the facility and presuppose the outcome of the EIS process, before a final decision has been made.

Relative to the timing of the location decision, there are two processes that are relevant: the National Environmental Policy Act (NEPA) and the State Agency Coordination Agreement. NEPA (40 CFR Section 1502.14.e) requires that the agency identify its preferred alternative in the draft document. It is the responsibility of the lead agency – ODOT – to identify the Agency's preferred alternative. This has occurred with the Project Oversight Steering Committee (POST) and Oregon Transportation Commission (OTC) endorsement of 3J Modified as the preferred alternative following the public hearings on the Location DEIS.

The State Agency Coordination Agreement (OAR 731-015-0075) identifies the coordination procedures for adoption of Class 1 and Class 3 projects (Environmental Impact Statements and Environmental Assessments). Subsection 3 states that ODOT will obtain all plan amendments and zone changes necessary to achieve compliance with the statewide planning goals and compatibility with local comprehensive plans AFTER completion of the draft environmental document and BEFORE completion of the final environmental impact statement. Therefore, the Council finds that the adoption of Policy 7 to support development of the Bypass in the southern location corridor described as 3J Modified is consistent with the timing outlined in NEPA and the State Agency Coordination Agreement.

Therefore, the City finds that the modifications to the wording of Policy 7 as proposed by 1000 Friends of Oregon is not warranted.

Relative to Policy 9, the Location DEIS clearly documents that the Bypass would be designated as a high-speed expressway. The following description is taken from page S-1 of the LDEIS:

Each of the Build Alternatives would include a four-lane Bypass "expressway." Expressways provide for high-speed, high-volume travel between cities...The Bypass alternatives assume a typical operating speed of 55 miles per hour, except for Southern Bypass 3i, which would operate at a lower speed.

There are instances where expressways in urban areas are designated for moderate speeds. However, this circumstance reflects situations where there may be direct accesses to the facility and design and safety considerations dictate moderate speeds. The Newberg-Dundee Bypass will be designed as a fully access controlled facility with no direct access. In addition, the Oregon Highway Plan was amended in March 2003 to add a Bypass policy. Policy 1G says that for new alignments, ODOT will design Bypass facilities at freeway or expressway standards for regional and statewide traffic. Freeways and Expressways are defined as high-speed facilities in the OHP.

Following consideration of the comments from 1000 Friends of Oregon and repeated attention to the high-speed issue in community forums – the City Council directed staff to modify the wording of Policy 9 to delete the reference to “high speed” and to clarify that the City “recognizes” rather than “supports” the designation of the Bypass as a statewide expressway and freight route as defined the Oregon Highway Plan. Policy 9 has been so modified as shown in Exhibit A.

The location corridor (about 300 feet wide) is still recognized as conceptual in nature. The precise alignment for the Bypass will be defined during the Design phase of the environmental process, and will comply with applicable regulations and environmental provisions.

The new policies reinforce and strengthen the City’s commitment to protect the function of existing and planned roadways identified in the Transportation System Plan, as required by Policy A.2.

- 6. *The City of Dundee shall protect the function of existing or planned roadways or roadway corridors through the application of appropriate land use regulations, exactions, voluntary dedication, or setbacks.***

Finding: The portion of the Bypass corridor within the Dundee Urban Growth Boundary (UGB) generally traverses relatively large, undeveloped properties. While the Dundee Comprehensive Plan anticipates that this East Dundee area will be developed for residential use when need is documented, the larger properties are currently in an “Agricultural Holding” Zone and will have to be rezoned prior to development. Through the zone change process, the City will have the opportunity to protect the Bypass corridor through appropriate land use regulations or setbacks.

Policy #10 notes that the City will consider adopting additional setback requirements to maintain appropriate area for the approved Bypass alignment. This policy would be implemented through the Dundee Development Ordinance after the Design phase when a precise centerline alignment is established for the expressway, consistent with the mandate of Policy A.6 to protect the function of existing or planned roadways or roadway corridors.

- 8. *The City shall coordinate development and revisions of its transportation system plan with the Oregon Department of Transportation and Yamhill County. Improvements listed in ODOT’s Statewide Transportation Improvement Program that affect Dundee shall be consistent with the City’s Transportation System Plan and Comprehensive Plan.***

Finding: The Dundee TSP was developed on a parallel track with the Location DEIS for the Bypass, and was closely coordinated with the Oregon Department of Transportation and Yamhill County as required by Policy A.8. Citizens and public officials in Dundee provided extensive input to the Newberg Dundee Transportation Improvement Project as the process advanced through selection of a preferred Bypass corridor by the Project Oversight Steering Committee.

- 13. *Through the refinement plan process, the City of Dundee will investigate the potential of developing a unique streetscape plan for the community’s***

downtown, including the potential for establishing a Special Transportation Area consistent with ODOT regulations.

Finding: The City of Dundee and ODOT have already moved forward to develop a streetscape plan for Oregon 99W thorough downtown as anticipated in Policy A.13. Improvements to the OR 99W corridor through Dundee are not precluded by City support of the Bypass.

B. *Newberg –Dundee Bypass (Dundee TSP, page 153-154)*

1. *The City shall coordinate with the Oregon Department of Transportation, Yamhill County and other affected agencies regarding the location and construction of the Newberg-Dundee Bypass.*

Finding: As noted earlier, the City of Dundee adopted an extensive package of transportation policies and objectives as part of the Dundee TSP. The City incorporated the policies into the Transportation Chapter of the Dundee Comprehensive Plan through a plan amendment in 2003. The acknowledged plan includes six policies specific to the Newberg-Dundee Bypass. The new policies 7-15 are intended to supplement the existing policies on the Newberg-Dundee Bypass. Policies 12-15 will remain in effect until an interchange area management plan is adopted for the East Dundee Interchange.

The term "East Dundee Interchange" as used in these findings and the policies in Exhibit "A" includes the interchange at the Bypass, the connector road extending between the Bypass and OR 99W, and the connector road intersection with OR 99W. The study area for the Interchange Area Management Plan (IAMP) will include all of these facilities, with some of the study area under city jurisdiction and some under county jurisdiction. The interim limitation on zone changes applies only to the area within the city near the connector road intersection with OR 99W identified in Figure 1 of Exhibit "A".

Development of the policies for the location of the Newberg-Dundee Bypass has been coordinated between ODOT, Yamhill County, the Cities of Dundee, Newberg and Dayton, and other agencies and interest groups as required by Policy B.1. Because the recommended Bypass crosses four different jurisdictions, a coordinated and consistent package of comprehensive plan policies has been recommended for adoption by all four jurisdictions of Yamhill County, Dundee, Newberg and Dayton. The following themes are included in all of the policies:

- Support of Alternative 3J (Modified) Corridor
- Support of designation of the Bypass as an expressway with full access control
- Commitment to coordinate in preparing and adopting Interchange Area Management Plans (IAMPs) for the four interchanges
- Commitment to limit UGB expansion and zone changes within ¼ to ½ mile of the interchanges in the interim period before adoption of the respective IAMPs

2. *The City shall encourage the selection of a Bypass alternative that ensures sufficient traffic is diverted from Ore 99W through Dundee to allow the remaining traffic to be served by two travel lanes (or three including a center left turn lane) within the Transportation Plan's planning horizon.*

Finding: The City's support of Alternative 3J(Modified) is consistent with Policy B.2 because the transportation analysis indicates that the alternatives with an intermediate interchange between Dundee and Newberg would only require a three-lane cross-section on Oregon 99W through Dundee. Alternative 3K would not meet the City's longer-term community development and livability objectives due to the need to widen Oregon 99W to a five-lane cross-section through the downtown. (Dundee TSP, page 102) It is currently planned that this project will be completed within the 15-20 year time horizon.

3. The City shall encourage the new Bypass design to provide adequate public access – including pedestrian, bicycle, vehicle and recreational – to the Willamette River.

Finding: Maintaining community access to the Willamette River has been highlighted as a critical issue for the design phase of the Bypass by the City of Dundee. This issue was also raised in public testimony at the July 21, 2004 public hearing and during City Council deliberation on August 2, 2004. The Dundee Comprehensive Plan and Vision Statement emphasize the importance of the Willamette River as an open space resource and amenity for community identity and character. Dundee's adopted TSP (Figure 6-1) illustrates the conceptual extension of a collector street system across the Bypass to provide local circulation and access to the riverfront. A note on Figure 6-1 states:

Note: Collector street systems shown in the undeveloped area are for illustrative purposes only. These are not officially planned facilities, and do not necessarily prescribe exact locations of new collector streets.

During the design phase of the project, ODOT will coordinate with the City of Dundee and the affected property owner(s) to define the precise location for extension of a collector street system across the Bypass to provide local circulation and access to the riverfront. This effort will be coordinated with master planning for the undeveloped East Dundee area.

Policy #8 provides additional attention to the Willamette River as follows:

"The City affirms its support for a Bypass location and design that recognizes existing Comprehensive Plan policies, including Recreation and Willamette River Greenway policies, and which includes providing public access to the Willamette River and the City's waterfront for park and recreational development."

The City of Dundee and ODOT have negotiated and approved an Intergovernmental Agreement (IGA No. 21,365) for the Newberg-Dundee Transportation Improvement Project to outline ODOT and City actions at the design level of the project. Specific to the riverfront, the IGA outlines the following design level actions:

Design alternatives for the roadway alignment within the approved location corridor and review with stakeholders including City. The alternatives will reflect more detailed environmental analysis within the approved corridor. This analysis will include (and is not limited to) ensuring the development of collector access to Dundee Riverfront area. (IGA, Section IIIB2, at page 5).

Access and circulation alternatives for the East Dundee Interchange will be analyzed during the Design-level EIS phase of the project. Among other circulation and access issues, this analysis will include consideration of a grade separated crossing(s) within the interchange area to provide for collector road access to the Dundee riverfront area (direct collector road access will not be provided to the Bypass, Bypass interchange, or connector road). (IGA, Section III B5 at page 6)

In summary, the design of the Bypass will have to be coordinated with and consistent with adopted plans and policies. Provisions in adopted comprehensive plans, transportation system plans and IGAs will ensure that Dundee will maintain access to the river with construction of the Bypass.

4. *The City shall encourage the new Bypass design to incorporate adequate buffering and physical separation between the new highway, and, public access to the Willamette River and existing residential neighborhoods.*

Finding: In supporting Alternative 3J as the preferred corridor for the Bypass in the Dundee TSP, the City Council advocated for a location as far east as possible to increase separation from developed neighborhoods, while recognizing the need to avoid steep slopes and floodplain areas closer to the Willamette River. Policy B.4 applies specifically to the Design phase of the project.

5. *Improvements for street connectivity within the City that may provide alternative routes to avoid Ore 99W congestion through Dundee, including alternative linkages to adjacent communities, shall not occur until such time the Bypass is in operation.*

Finding: A number of short-term alternatives – most of which rely heavily upon the utilization of County and City roads – surfaced during the development of the Newberg-Dundee Transportation Improvement Project. These alternatives were either incapable of meeting the long-term statewide and freight functions that must be served in the corridor, or their traffic impacts on rural residential areas (prior to Bypass construction) were too great, e.g., a Dayton-Edwards Road connection. That said, ODOT has committed to continue to work with staff from the local jurisdictions during the Design phase of the Bypass project to research and evaluate feasible short-term improvements. Much of the public testimony at the July 21, 2004 hearing also emphasized the importance of short-term improvements to OR 99W to improve safety and relieve congestion. The City supports continued exploration of feasible short-term improvements, but concludes that such short-term improvements will not be alternatives to the Bypass itself for relieving congestion on a long-term basis.

On page 156 of the Dundee TSP, the City of Dundee strongly recommends that Yamhill County provide for the following improvements (outside the Dundee city limits) and commits City support to the County in implementing these recommendations:

- Edwards Road extension to Dayton Avenue (not to be made until after Bypass is operational).
- Worden Hill Road improvements to provide an east-west connection between the City of Dundee and Highway 240.

- Realign Fox Farm Road to improve its approach to Oregon 99W.
- Adopt operational roadway and intersection performance standards as described in Section 3.3.8 – Intersection Operations, first paragraph.

The policies in Exhibit A are consistent with the adopted TSP Policy B.5 above.

6. ***The land use decisions regarding the location of the proposed Newberg-Dundee Bypass shall be made through a subsequent amendment to the Dundee TSP. As part of this process, the City recognizes Newberg and Yamhill County will need to amend their TSPs to authorize a Bypass corridor, and, Yamhill County must take an exception to Statewide Planning Goal 12 to authorize a new transportation facility in rural lands.***

Finding: The policies in Exhibit A supplement the specific policies that have already been included in the Dundee Comprehensive Plan (Transportation Chapter) as a component of the Dundee TSP. Policy #7 reinforces the stated City of Dundee preference for a southerly location corridor that “avoids residential” and includes an intermediate interchange between Dundee and Dayton. ODOT has submitted an application to Yamhill County for exceptions to Statewide Goals 3 (Agricultural Lands), 11 (Public Facilities & Services) and 14 (Urbanization) to construct new road segments and interchanges on designated Agricultural and Rural Residential lands outside of UGBs. To support the goal exception process, a coordinated package of plan policies are recommended for adoption by the Cities of Dundee, Newberg and Dayton.

The Newberg TSP already authorizes the Bypass within its urban area. The Dundee TSP anticipates the Bypass, and with these amendments, will fully authorize the Bypass as a land use decision. Through the goal exception and new policies in the Yamhill County and Dundee, Dayton and Newberg plans, the location of the Bypass corridor will be authorized as a land use decision and coordinated and linked across the four jurisdictions, consistent with the policy direction outlined in Policy B.6 above.

Much of the testimony (Friends of Yamhill County, Jack Kriz, 1000 Friends of Oregon) submitted at the July 21, 2004 public hearing raised issues that pertain to the Yamhill County goal exception. For example, considering alternatives that minimize impacts to agricultural lands, improvements to OR 99W between Dundee and Dayton as an alternative to Bypass segments, eliminating or moving proposed interchanges, etc. The City finds that those types of issues are relevant to the Yamhill County goal exception process and the final LEIS process, but are not relevant to Dundee’s adoption of policies included in Exhibit “A”.

***Other Relevant Comprehensive Plan Chapters
Amending the Plan (Comprehensive Plan, page 92)***

The citizens of Dundee and any affected governmental units will be given an opportunity to review and comment on any proposed plan changes. A public hearing on the proposed change will be held and at least 30 days notice of the hearing will be given to all owners and renters within 500 feet from the boundary of the property where the change is proposed. Major revisions to the plan will be treated differently from minor changes.

Major revisions include land use changes that have wide-spread and significant impact beyond the immediate area such as quantitative changes producing large volumes of traffic; a qualitative change in the character of the land use itself, such as conversion of residential to industrial use; or a spatial change that affects large areas or many different ownerships. A complete rethinking of the plan and the needs of the public will be needed before major revisions are approved.

Finding: The policies constitute a "major revision" as defined in the Comprehensive Plan. The plan amendments is classified as a Type IV action by the Dundee Development Ordinance, it has been initiated by the City Council as required, and public notice has been provided as outlined in the Comprehensive Plan and Development Ordinance. The IGA between ODOT and Dundee that was adopted on June 21, 2004 was not a land use decision and consequently did not require notice as a Type IV action.

The policies build on a major comprehensive planning project to develop a Transportation System Plan for Dundee. As noted earlier, the Dundee TSP was developed parallel with the Location DEIS for the Bypass – and public workshops and public hearings on the TSP clearly articulated a City preference for a southerly Bypass location that included an intermediate interchange between Dundee and Newberg.

The additional policies contained in Exhibit "A" that are adopted now set the framework for the Design phase of the Bypass project, and establish interim limits on UGB expansion and zone changes within ¼ mile of the East Dundee Interchange in order to provide time for the City, County, ODOT and affected property owners to work together to develop a specific interchange area management plan.

The City of Dundee provided 45-day notice of the proposed amendments to the Department of Land Conservation and Development Commission. Additionally, the findings address compliance with relevant policies in the Dundee Comprehensive Plan and relevant Statewide Planning Goals.

Urbanization Policies (Comprehensive Plan, page 27)

- 1. The city's urban growth boundary has been established to reflect the need for additional land by the year 2000. 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 reexamined at least every five years.***

Finding: When the City of Dundee completed its last periodic review in 1990, the City concluded that adequate land remained in the UGB to accommodate projected population and employment needs. The portion of the Bypass within the Dundee UGB crosses land that is identified in the plan for residential use. However, the land is still in agricultural use and will need to be rezoned prior to development. The LDEIS acknowledges that the Bypass will displace some urban lands that are designated to accommodate projected land needs for housing, commercial, industrial or public uses. Findings on page 5 of the July 14, 2004 staff report stated: "Recent studies indicate there is a surplus of land within the UGB to meet anticipated demand within the 20-year planning horizon. The loss of land to accommodate the Bypass will not impact the City's ability to address future land requirements."

In written and oral testimony (Michael Gunn, Miller Nash, 1000 Friends of Oregon) presented at the July 21st public hearing, it was argued that there was inadequate information in the record to support this conclusion and finding. The record was left open until 5 pm on July 26th for submittal of the following information:

- Geographic information system (GIS) data on the number of acres within the Dundee UGB that could potentially be displaced by the Bypass (data for full location corridor and narrower roadway corridor)
- Updated information on buildable lands analysis and projected land need requirements from staff

The requested information was submitted and has been included in the record along with the Location Draft EIS (September 2002) that was submitted into the record on July 21, 2004. The GIS analysis shows that the Bypass location corridor encompasses 27.54 acres planned for residential use in the Dundee UGB. It is estimated that the roadway would directly displace 16.52 acres of residential land. The 0.6 factor used to estimate impacts is consistent with the methodology used in the Location DEIS (page 4-1).

The staff planner submitted two staff reports (July 26, 2004 and April 9, 2003) into the record to address the buildable lands inventory. The following information was extracted from these two reports:

- The City received a Transportation and Growth Management (TGM) grant to conduct a land needs analysis. The material was presented to the City in 1999 as the *Buildable Lands Inventory and Urbanization Project* (referred to as the Project Report). The City did not accept the Project Report's population estimate of 6,673 for the year 2020. Instead, a lower figure of 5,744 was recommended by the Planning Commission, coordinated with Yamhill County and eventually adopted by the City Council. Due to the reduction in the population estimate, it was necessary to revise the land needs analysis.
- City staff began the revised analysis in the fall of 2001 and prepared seven separate memorandums addressing anticipated land needs with the reduced population estimate. These memorandums addressed issues of housing demand, commercial and residential land needs, public land requirements and outlined potential alternative growth management scenarios.
- The memorandum titled "Buildable Lands Inventory – *Project Summary and Pending Issues*" and dated April 9, 2003 provides a summary of the findings and conclusions based on revised land estimates resulting from a lower population. A copy of this memorandum was also submitted into the record on July 26, 2004. Page 4 of that memo provided three development options:

Option 1 – This "base case" option assumed no change in the current land use pattern or densities. Under this scenario, the City retains a 97-acre surplus of residential land and a 52-acre surplus for all land requirements (housing, commercial, industrial and public)

Option 2 – This "medium" option assumed increases in housing density and an increased demand for commercial and industrial activities. Under this scenario,

the City retains a 147-acre surplus of residential lands and a 50-acre surplus for all land requirements.

Option 3 – this “compact growth” option assumed significant increases in housing density and specific land requirements for targeted industries for commercial/industrial development. Under this scenario, the City retains a 155-acre surplus of residential land and a 56-acre surplus for all land requirements.

Based on the additional information that the Bypass will directly displace about 16 ½ acres of residential land, and the information that the City has a 97-acre surplus of residential land within the UGB to meet housing requirements to the year 2020 based on the adopted population forecast of 5,744 and continuation of existing development trends (“Base Case”) – the City finds that the policies in Exhibit “A” that support development of the Bypass (3J Modified) are consistent with City of Dundee comprehensive plan policies and statewide planning goals that address Housing (Goal 10) and Urbanization (Goal 14).

- 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.***

Finding: The East Dundee Interchange is located outside of the Dundee UGB and between the cities of Dundee and Newberg. As outlined in Policy #15, the City recognizes that the Oregon Highway Plan seeks to avoid UGB expansions along Statewide Highways and around interchanges unless ODOT and affected cities and counties agree to an Interchange Area Management Plan to protect interchange or access management for segments along the highways. In Policy #15, the City agrees not to expand its UGB toward the East Dundee Interchange until the IAMP for the interchange is prepared and adopted by ODOT, Yamhill County and the City. This interim policy is consistent with the stated intent of Policy 2 to preserve and enhance the character of the Dundee community by not combining with Newberg.

Open Spaces, Natural and Cultural Resources Policies (Comprehensive Plan, page 30-37)

- 1. The city supports the use of the old log dump as a potential park site.***
- 3. Fish and wildlife habitat, water resources and groundwater sources will be protected and preserved.***

Findings: Figures in Dundee’s Comprehensive Plan illustrate that multiple resources (riparian area, floodplain, fish and wildlife habitat and open space) are concentrated in the lowland area along the Willamette River. The Dundee city limits extend to the river; however, the UGB ends on the upper terrace and does not extend to the river. The lowland area adjacent to the river (within the city limits) is zoned Exclusive Farm Use.

The Bypass location corridor (Modified 3J) does not encroach into the lowland area that is currently outside of Dundee’s UGB. The specific alignment of the roadway within the wider location corridor will include a more detailed analysis of site-specific environmental resources and will avoid, minimize or mitigate for impacts to comply with environmental laws and Goal 5 policies in the Dundee Comprehensive Plan.

Air, Water and Land Resources Policies (Comprehensive Plan, page 38-40)

- 1. The city will do what is necessary to improve the sewage treatment system.***

Finding: The city's sewage treatment lagoons are located east of the Bypass location corridor toward the river. During the design phase, the City will coordinate with ODOT to ensure that the specific Bypass alignment preserves options for expansion of the sewage treatment system as required by Policy 1 above.

Natural Hazards Policies (Comprehensive Plan, page 41-43)

- 1. The City will prevent development in the areas of natural hazard, unless special design features adequately insure the safety and protection of life and property.***
- 2. Uses that do not require protection through dams, dikes, or levies, will be given priority over other uses in the flood plain. No development will be allowed in the exclusive farm use zone (and flood plain) adjacent to the Willamette River other than farm uses.***

Findings: Figure 3 of the Comprehensive Plan illustrates areas within the city limits that are within the 100-year flood plain; areas of slope, flood hazard and drainage problems; and one area subject to occasional flooding. The majority of the natural hazard areas are concentrated in the lowland area adjacent to the Willamette River. While these properties are within the city limits of Dundee, they are currently located outside of the UGB and are designated for exclusive farm use. The portion of the Bypass within Dundee is located within the UGB above the lowland area. However, there are two locations where the Bypass could impact or cross flood hazard areas (drainageways) within the UGB. Through the design phase of the Bypass project, the more specific alignment of the roadway will include consideration of special design features for areas of flood hazard and steep slopes as required by plan policies on Natural Hazards.

Recreation and Willamette River Greenway Policies (Comprehensive Plan, page 44-50)

- 1. The City supports the 150-foot line from the ordinary low-water mark for the Greenway.***
- 3. Creeks and natural drainage channels will become increasingly important for storm drainage as development increases. Major alterations to these stream courses or building in their flood plains will be prohibited. At a future date, pedestrian-ways or bicycle paths might be developed along these creeks.***

Findings: The recommended Bypass corridor is located outside of the Greenway boundary. As noted earlier in these findings, public access across the Bypass to the Willamette River is recognized as an important priority for the City. Policy #8 affirms the City's support for a Bypass location and design that recognizes existing Comprehensive Plan policies, including Recreation and Willamette River Greenway policies, and which includes providing public access to the Willamette River and the City's waterfront for park and recreational development. Access to the riverfront, compliance with recreation

and greenway policies and protection of creeks and natural drainage channels for storm drainage will all be addressed during the Design phase of the Bypass project as required by the City's Comprehensive Plan policies.

Dundee's adopted and acknowledged TSP (Figure 6-3) shows the City preferred alternative for the Bypass and also identifies three conceptual locations for local street connections across (over or under) the Bypass to link with a new riverfront drive. Therefore, the City clearly anticipated that a Bypass could be developed in a southerly location corridor in a manner that supports recreation and greenway policies.

Economy Policies (Comprehensive Plan, page 51-55)

- 2. The city should preserve and upgrade the businesses along 99W by supporting highway improvements that will alleviate traffic congestion, by requiring off-street parking and by requiring high design standards in new developments.***
- 3. Strip commercial development shall be controlled in areas not designated in the Plan as commercial.***

Findings: The City's support of the Bypass in a southerly corridor (3J Modified) provides the opportunity to alleviate traffic congestion and preserve and upgrade the businesses along 99W as called for in Policy 2 above. This alternative ensures that 99W sufficient regional and statewide trips are diverted off of 99W to the Bypass and allows retention of a 2-3 lane cross section through Dundee's downtown. The City is also working with ODOT on a plan for "main street" type improvements in the downtown area, which will help to preserve and upgrade the design, amenities and livability of the downtown area.

The Bypass traverses areas within Dundee that are not designated on the Dundee Comprehensive Plan for commercial development. Policies #13 and #15 will ensure that speculative development pressures do not lead to zone changes for commercial development around the East Dundee Interchange. These policies will restrict UGB changes and zone changes in the interchange area for an interim period (estimated 3 years) until an interchange area management plan is prepared and adopted. The new policies are needed to protect the function of the Bypass and comply with the Oregon Highway Plan, and are also appropriate to comply with Dundee's plan policy to avoid strip commercial development.

Housing Policies (Comprehensive Plan, page 56-63)

- 3. Highway uses will be kept from intruding into adjacent neighborhoods.***
- 5. The priority area to develop for new residential use is the western part of the city. The eastern part of the city will be developed when public need is established.***

Findings: In recommending Alternative 3J (Modified) as the preferred location corridor for the Bypass, the City Council of Dundee was striving to move the corridor as far to the east as possible to avoid established residential neighborhoods, consistent with Policy 3 above. As noted earlier, the Dundee Comprehensive Plan identifies the eastern part of

the city for residential development. The larger parcels in East Dundee are currently included in an "Agricultural Holding" zone and will need to be rezoned prior to development when public need is established as required by Policy 5 above. The Bypass will displace some land within the Dundee UGB that is identified for residential use. However, because the properties affected are large and undeveloped, the City has the opportunity to coordinate the specific design of the Bypass to assure local circulation and compatibility with anticipated neighborhood development.

Public Facilities and Services Policies (Comprehensive Plan page 64-70)

- 1. The city supports construction of upgraded sewerage services to facilitate orderly growth and preserve and enhance water quality.***
- 2. The city supports the eventual phasing out of existing sewage treatment services if (when) it becomes cost-effective to connect to Newberg's treatment facilities.***

Findings: The city's sewage treatment facilities and lagoons are located east of the Bypass location corridor toward the Willamette River. During the Design phase of the project, the City will coordinate with ODOT to ensure that the specific alignment maintains adequate area and access for upgraded sewerage facilities as required by Policy 1 above.

Energy Policies (Comprehensive Plan, page 79-81)

- 1. The City will promote alternative transportation modes to private auto use, including car-pooling, pedestrian traffic, and bicycling.***

Finding: The Newberg Dundee Transportation Improvement Project is evaluating a variety of alternate mode and land use actions that could provide more transportation choices to area travelers. Among the potential actions to be evaluated during the Design phase are state and local roadway improvements, regional and local transit services, carpooling, staggered work hour programs, bicycle and pedestrian improvements, and changes to land use patterns.

The transportation analysis from the LDEIS shows that successful implementation of transit services, demand management programs, and land use changes will not eliminate the need for a Bypass. However, successful implementation of an alternate mode and land use program will enable the Bypass to provide additional years of good service to travelers in Yamhill County and afford numerous other community livability benefits, consistent with Policy 1 above.

II. STATEWIDE PLANNING GOALS FINDINGS

The Land Conservation and Development Commission (LCDC) has acknowledged that the Dundee Comprehensive Plan and implementing ordinances comply with the statewide planning goals. However, because new comprehensive plan policies are proposed, the findings must address compliance with relevant statewide planning goals. The proposed policies do not affect or change the plan designations or zoning of any properties. Statewide goals that are relevant to the new policies in Exhibit A amendment include Goal 1 (Citizen Involvement), Goal 2 (Land Use Planning), Goal 9 (Economic

Development), Goal 10 (Housing), Goal 12 (Transportation), 13 (Energy Conservation) and Goal 14 (Urbanization).

GOAL 1: CITIZEN INVOLVEMENT

Goal 1 requires opportunity for citizens to be involved in all phases of the planning process.

Finding: Generally, Goal 1 is satisfied when a local government follows the public involvement procedures set out in its acknowledged comprehensive plan and land use regulations.

Dundee's regulations for legislative amendments to the comprehensive plan and development code include notice to the public and 45-day notice to DLCD, public hearings before the Dundee Planning Commission (which makes a recommendation to the City Council), and public hearings before the Dundee City Council. Compliance with established regulations relating to public notice and opportunities to participate in the public hearing process results in compliance with Goal 1.

A joint public hearing of the Dundee Planning Commission and City Council was held on July 21, 2004 and written and oral public testimony was accepted into the record. The hearing record was kept open until 5 pm on July 26, 2004 for submittal of GIS data on estimated residential land displacement and staff memorandums on buildable lands. The Planning Commission recommended that the City Council approve the new policies in Exhibit A, based on the inclusion of the additional data in the record to support the findings. The City Council continued the public hearing on August 2, 2004 to deliberate on the policies in Exhibit A. The City Council passed a motion directing staff to modify the wording of Policy 9 to change the word "support" to "recognize" and to delete the reference to "high-speed." Council also directed staff to prepare an ordinance and final findings for adoption on August 16, 2004. Therefore, the City has followed the public notice and public hearing and recommendation procedures set out in its acknowledged comprehensive plan in compliance with Goal 1. Citizens will have continued opportunities to be involved in the design phase of the Bypass project.

GOAL 2: LAND USE PLANNING

Part I of Goal 2 requires that actions related to land use be consistent with acknowledged comprehensive plans of cities and counties. Goal 2 Part I also requires coordination with affected governments and agencies, evaluation of alternatives, and an adequate factual base.

Finding: The amendments are consistent with the Dundee comprehensive plan and TSP because those plans authorize the Bypass. Additionally, planning for the Bypass has involved extensive coordination between affected governments and agencies, evaluation of alternatives, and an adequate factual base.

In developing the Location EIS and selecting the recommended alternative (Modified 3J), ODOT (the lead agency) engaged in significant coordination efforts over an approximately seven year period with Yamhill and Marion County officials, officials from the cities of Newberg, Dundee, Dayton, and McMinnville, representatives of the Oregon

Department of Land Conservation and Development, the Federal Highway Administration, and other agency and local officials.

The Location EIS included an analysis of alternatives as required by Goal 2, including a No Build Alternative and a transportation system alternative. Moreover, the Yamhill County goal exceptions, together with the supporting documents and evidence submitted in support of the exceptions, provide an adequate factual basis to support the recommended plan policies. For these reasons, Goal 2 Part I is met.

GOAL 9: ECONOMIC DEVELOPMENT

Goal 9 requires local governments to adopt comprehensive plans and policies that "contribute to a stable and healthy economy in all regions of the state."

Finding: The Bypass will have generally positive long-term economic impacts to areas that are subject to Goal 9. In particular, the Bypass and the Dundee interchange will reduce travel times for freight movement through the corridor and improve commercial/industrial access to the Portland metropolitan area. Additionally, by diverting longer-distance through trips from Oregon 99W to the Bypass, the City of Dundee will have an opportunity to reclaim the segment of 99W through the downtown area as a main street for the community.

The City of Dundee has an opportunity to leverage the Oregon 99W improvements in the downtown area to enhance access and local circulation for residents and businesses and help facilitate economic development consistent with Dundee's vision of becoming a center for the wine & tourist industries.

GOAL 10: HOUSING

Goal 10 requires local governments to do their fair share to provide for the housing needs of people of all income levels. Under Goal 10, cities and counties must inventory "buildable lands" for residential use and encourage the availability of adequate numbers of needed housing units at price ranges and rent levels that are commensurate with the financial capabilities of Oregon households.

"Buildable lands" are defined in Goal 10 as lands inside urban growth boundaries that are suitable, available, and necessary for residential use.

Finding: The Bypass location corridor through the Dundee UGB will impact lands in East Dundee that are identified in the Comprehensive Plan for future residential use. However, the larger parcels are currently farmed and included in an "Agriculture Holding" zone until need is shown and a zone change approved. Prior to recommending that the City Council approve the proposed policies on July 21, 2004, the Planning Commission concluded that the adequacy of available lands for housing was established in the recent buildable lands inventory and analysis. (See memorandums from City Planner Walt Wendolowski dated July 26, 2004 and April 9, 2003 that were submitted into the record).

Within the past few years, the City of Dundee has updated population projections, buildable land inventories, and land need projections for various categories of land use.

While these studies have not yet been incorporated into the Dundee Comprehensive Plan, the City Council has coordinated with Yamhill County and adopted a population projection of 5,744 for the year 2020 and concluded that adequate land is available within the existing UGB to accommodate projected 20-year land needs. Based on GIS information submitted to the record, ODOT estimates the location corridor impacts 27.54 acres of designated residential land within the City's UGB, while the roadway will directly displace about 16.52 acres. Subtracting this amount from the "base case" scenario (no change in development patterns or densities) – the City will still retain a surplus of 80 acres of residential land to meet projected housing needs to the year 2020.

Therefore, in specifically addressing testimony presented at the hearing, the Council concludes that the Bypass policies will not impact the City's ability to meet its housing land needs.

GOAL 12: TRANSPORTATION

Goal 12 requires local governments to "provide and encourage a safe, convenient and economic transportation system." Goal 12 is implemented through the Transportation Planning Rule (TPR), OAR 660, and Division 12. TRANSPORTATION PLANNING RULE

OAR 660-012-0010(1) divides transportation planning into two phases, (a) transportation system planning and (b) transportation project development. Transportation system planning establishes land use controls and a network of facilities and services to meet overall transportation needs. Transportation project development implements the TSP by determining the precise location, alignment, and preliminary design of improvements included in the TSP.

Finding: The amendments to Dundee's comprehensive plan support the location of the Bypass and interchanges based on the LDEIS (Modified 3J), and also establish interim land use controls for the East Dundee interchange area. However, additional work is required to determine the precise alignment and design of these facilities and to allow their construction to proceed. That additional work will constitute the project development phase of the Newberg Dundee Transportation Improvement Project.

OAR 660-012-0015 provide for coordination between the State of Oregon and affected cities and counties in developing transportation system plans.

Finding: As the LDEIS and its supporting documents show, the Bypass project has been coordinated among ODOT, Yamhill County, and the cities of Newberg, Dundee and Dayton. Coordination has also extended to Marion County and the Federal Highway Administration.

The Newberg TSP already provides for the Bypass. The Dundee TSP anticipates the Bypass, and with these amendments, will fully authorize the Bypass as a land use decision. Through the goal exception and new policies in the Yamhill County and Dayton, Dundee and Newberg plans, the location of the Bypass corridor will be authorized as a land use decision and coordinated and linked across the four jurisdictions.

OAR 660-012-0020(1) requires that a TSP establish a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs.

Finding: As described in detail in the LDEIS, the Bypass would serve state and regional transportation needs and would free up capacity on existing Oregon 99W to serve local and regional travel needs. Again, Newberg already authorizes this new facility within its urban area. With these amendments, Dundee will also fully authorize the Bypass as a land use decision. By adopting goal exceptions, Yamhill County's transportation network would be coordinated with those of Newberg and Dundee. By adopting specific plan policies that support Modified 3J, all four jurisdictions would assure development of a coordinated Bypass corridor.

OAR 660-012-0035(3) requires consideration of various factors in evaluating and selecting alternatives. Those factors include the provision of appropriate types and levels of transportation facilities and services; compliance with air, land and water quality standards; minimizing adverse economic, social, environmental and energy consequences; and minimizing conflicts and facilitating connections between modes of transportation.

Finding: All of the factors cited above were considered in the LDEIS evaluation of alternatives and the selection of Modified 3J as the recommended alternative. Because the southerly Bypass is already allowed where it is located inside urban growth boundaries, the consideration and evaluation of alternatives is most relevant to the Yamhill County goal exception. Testimony submitted at the public hearing on July 21, 2004 relating to alternatives that must be considered and evaluated in the goal exception process are not relevant to Dundee's adoption of plan policies included in Exhibit "A".

OAR 660-012-0040 requires that the TSP include a financing program, including a general estimate of the timing for planning transportation facilities and major improvements and a determination of their rough cost estimates.

Finding: The preliminary cost estimate for the Bypass is approximately \$311 million as referenced in the goal exception application to Yamhill County. Funding for the Bypass will come from a variety of sources, including federal, state, and local governments. Innovative financing methods, including but not limited to tolling and various forms of public/private partnerships, are also being explored. This project currently shares with the proposed Woodburn Interchange the number one priority ranking for funding as determined by the Mid-Willamette Valley Area Commission on Transportation.

A formal financing plan is currently being prepared and will be finalized prior to seeking a Record of Decision (ROD) on the Design-level EIS that will be prepared after the Location-level EIS is completed.

To date, ODOT has identified approximately \$9.8 million for project development and right-of-way acquisition. Given the priority of this project and the on-going efforts to secure funding, ODOT is hopeful that full funding can be secured upon completion of final design in the 2008-2010 timeframe and construction likely completed within the 15-20 year time horizon.

OAR 660-012-0045 requires that local governments adopt regulations to protect transportation facilities for their identified functions.

Finding: This provision of the TPR provides the key impetus for the cities of Dundee, Dayton, and Newberg to amend their comprehensive plans to protect the Bypass and interchanges to accommodate primarily longer-distance through traffic. Moreover, as part of project development following preliminary design – ODOT, Yamhill County, and the cities of Dundee, Dayton and Newberg will prepare and adopt Interchange Area Management Plans also aimed at protecting these functions. The recommended plan policies will restrict UGB amendments and zone changes near the interchanges in the interim period before the interchange area management plans are adopted. The interim limitation on zone changes in Dundee will only apply to the area shown on Figure 1 of Exhibit A as “subject to Dundee Comprehensive Plan Policies 13 & 14”. This provision will provide ODOT and the local jurisdictions with the time needed (estimated 3 years) to plan land uses and local circulation that support the function of the interchanges.

GOAL 13: ENERGY CONSERVATION

Goal 13 directs cities and counties to manage and control land and uses developed on the land to maximize the conservation of all forms of energy, based on sound economic principles.

Finding: Highways are not generally synonymous with the notion of energy conservation. However, Goal 13 does not prohibit new highways or improvements to existing highways. Indeed, such an interpretation would conflict with provisions in Goal 12 and the TPR authorizing highway facilities and improvements as part of an overall multimodal transportation plan.

The Bypass is intended to improve statewide and mobility through the area and to make existing Oregon 99W more accessible for local and regional traffic. The Bypass will relieve the substantial traffic congestion that already exists along Oregon 99W and that will deteriorate further in the absence of the Bypass. Providing safe and convenient travel through an area and facilitating the efficient movement of people, goods, and services in that area serves the growth needs and objectives of the region and the state and follows sound economic principles. Facilitating the smooth flow of traffic at acceptable levels of service also helps conserve fuel by avoiding the wasteful burning of fuel at intersections already above capacity or expected to exceed capacity during the planning period.

GOAL 14: URBANIZATION

Goal 14 requires local governments to establish urban growth boundaries in accordance with seven factors listed in the goal in order to separate urban and urbanizable lands from rural lands. Goal 14 also mandates the orderly and efficient conversion of urbanizable land to urban uses.

Finding: Under Goal 14, urban and urbanizable lands are available for urban uses. However, Goal 14 prohibits urban uses on rural lands. To locate urban uses on rural lands, local governments either must expand the UGB to include the subject property or take a Goal 14 exception setting forth reasons why urban development should be

allowed on rural land and explaining why the urban uses cannot reasonably be located inside the UGB.

A four-lane limited access facility is considered to be an urban use because it serves transportation needs well beyond those of the affected rural area. This causes no problem inside a UGB, where urban uses are authorized. Hence, the Bypass, where located inside the Dundee and Newberg UGBs, complies with Goal 14. Outside of the UGBs, the Bypass is permitted only through an exception to Goal 14. The justification for an exception to Goal 14 (and Goals 3 and 11) is provided in the Yamhill County goal exception document.

The amendments to the Dundee Comprehensive Plan (Policies #13 and #15) limit UGB expansions and zone changes around the East Dundee interchange in the interim period before an interchange area management plan is prepared and adopted. The policies will reduce pressures to prematurely convert land from rural to urban land uses on the basis of the planned Bypass and interchange location.

GOAL 15: WILLAMETTE RIVER GREENWAY

The proposed Bypass does not directly impact lands inside the Willamette River Greenway boundary as shown on the Dundee Comprehensive Plan. However, as outlined in the IGA between ODOT and the City of Dundee, the design phase of the project will include detailed planning for local access (auto, bike and pedestrian) across the Bypass to the Willamette River Greenway and the Dundee Riverfront. Additionally, Policy #8 emphasizes the City's support for a Bypass location and design that provides access to the Willamette River and the City's waterfront for park and recreational development.

EXHIBIT "C"
COMPREHENSIVE PLAN TEXT AMENDMENTS

TRANSPORTATION

GOAL

To provide and encourage a safe, convenient, aesthetic and economical transportation system, addressing the needs of all citizens within the community.

OBJECTIVES

- A. The development of a well-connected street network that is safe, accessible and efficient for motorists, pedestrians, bicyclists and the transportation disadvantaged.
- B. Preserve the aesthetic quality of the community.
- C. The construction of a safe, continuous and direct network of streets, accessways, and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within Dundee.
- D. Develop policies for the location and improvement of arterials, collectors, local streets and sidewalks.
- E. Improve the transportation links within the region as well as other regions of the state, while encouraging alternative transportation mode for commuters.

POLICIES

A. General Transportation Network

- 1. The designated arterial and collector streets of the street network will be used to assist in prioritizing street development and maintenance.
- 2. The City of Dundee shall protect the function of existing and planned roadways as identified in the Transportation System Plan. This policy recognizes the proposed new street locations are conceptual in nature and the actual dedication and installation of improvements shall comply with applicable regulations, including environmental provisions.

3. All development proposals, plan amendments, or zone changes shall conform with the adopted Transportation System Plan.
4. The City of Dundee shall include a consideration of their impact on existing or planned transportation facilities in all land use decisions.
5. Transportation facility siting and design shall be done in a manner that will minimize adverse effects on the existing land uses and natural features.
6. The City of Dundee shall protect the function of existing or planned roadways or roadway corridors through the application of appropriate land use regulations, exactions, voluntary dedication, or setbacks.
7. New direct access to Highway 99W shall be granted only after consideration is given to Oregon Department of Transportation access management standards, land use and traffic patterns in the area of development, and not just at the specific site. Common driveways and other access management techniques shall be encouraged to coordinate traffic and land use patterns and these shall be implemented wherever feasible.
8. The City shall coordinate development and revisions of its transportation systems plan with the Oregon Department of Transportation and Yamhill County. Improvements listed in ODOT's Statewide Transportation Improvement Program that affect Dundee shall be consistent with the City's Transportation System Plan and Comprehensive Plan.
9. Off-street parking shall be provided by all land uses to improve traffic flow, promote safety, and lessen sight obstruction along the streets.
10. The City shall develop a Capital Improvement Program to identify and prioritize transportation projects.
11. All City streets shall operate at a Level of Service standard "D" or better during the 20-year planning period. When the LOS drops to "E," actions will be initiated to return the street to LOS D.
12. The City of Dundee shall work with Oregon Department of Transportation on a continual basis to have a traffic signal installed at the Parks Road/Highway 99W and 10th Street/Highway 99W intersections as soon as possible.

13. Through the refinement plan process, the City of Dundee will investigate the potential of developing a unique streetscape plan for the community's downtown, including the potential for establishing a Special Transportation Area consistent with ODOT regulations.

B. Newberg-Dundee Bypass

1. The City shall coordinate with the Oregon Department of Transportation, Yamhill County and other affected agencies regarding the location and construction of the Newberg-Dundee Bypass.
2. The City shall encourage the selection of a bypass alternative that ensures sufficient traffic is diverted from Highway 99W through Dundee to allow the remaining traffic to be served by two travel lanes within the Transportation Plan's planning horizon.
3. The City shall encourage the new by-pass design to provide adequate public access - including pedestrian, bicycle, vehicle and recreational - to the Willamette River.
4. The City shall encourage the new bypass design to incorporate adequate buffering and physical separation between the new highway, and, public access to the Willamette River and existing residential neighborhoods.
5. Improvements for street connectivity within the City, including alternative linkages to adjacent communities, shall not occur until such time the bypass is in operation.
6. The land use decisions regarding the location of the proposed Newberg-Dundee Bypass shall be made through a subsequent amendment to the Dundee TSP. As part of this process, the City recognizes Newberg and Yamhill County will need to amend their TSPs to authorize a bypass corridor, and, Yamhill County must take an exception to Statewide Planning Goal 12 to authorize a new transportation facility in rural lands.

C. Pedestrian and Bicycle Facilities

1. In areas of new development the City of Dundee shall investigate the existing and future opportunities for bicycle and pedestrian accessways. Existing accessways such as user trails established by school children distinguish areas of need and should be incorporated into the transportation system.

2. Bikelanes and/or sidewalks shall be included on all new arterials and collectors within the Urban Growth Boundary, as referenced by the Transportation System Plan.
3. Sidewalks shall be included on all new streets within the Urban Growth Boundary, as referenced by the Transportation System Plan.
4. Where feasible, bikeways and pedestrian accessways shall connect to local and regional travel routes.
5. Bikeways and pedestrian accessways shall be designed and constructed to minimize potential conflicts between transportation modes. Design and construction of such facilities shall follow the guidelines established by the Oregon Bicycle and Pedestrian Plan.
6. Maintenance and repair of existing bikeways and pedestrian accessways (including sidewalks) shall be given equal consideration to the maintenance and repair of motor vehicle facilities.
7. To achieve a safe, continuous and direct network of sidewalks and bikeways, one of the City's priorities is to construct these facilities on the streets depicted on the Pedestrian/Bicycle Plan Map as incorporated within the Transportation System Plan.
8. The City of Dundee shall consider the potential to establish or maintain accessways, paths, or trails prior to the vacation of any public easement or right-of-way.
9. Where possible and financially feasible, the City will upgrade existing substandard sidewalks.

D. Public Transportation

1. The City shall encourage the creation of a customer-based and oriented regionally coordinated public transit system that is efficient, effective, and founded on present and future needs.
2. Promote regional planning of public transportation services and encourage the use of innovative technology to maximize efficiency of operation, planning and administration of public transportation.

3. The City encourages the development of a daily transit shuttle service to the major activity centers in Newberg and McMinnville as well as the Portland and Salem metropolitan areas.

E. Rail and Pipeline Transportation

1. The City shall coordinate land use planning adjacent to the Willamette and Pacific Railroad facilities in order to promote industrial development with rail access.
2. The City will work with the local rail operator, the Oregon Department of Transportation and other affected agencies or businesses to improve the at-grade railroad crossings within the community.
3. The City supports the concept of commuter rail service serving the West Valley and providing connections with the Portland metropolitan area. If passenger rail service does become a reality, the City will encourage the development of a passenger rail depot in Dundee, including necessary Development Ordinance revisions to permit construction.
4. The City supports activities that maintain adequate pipeline operations such as natural gas service into, within and through Dundee.