ORDER OF RECOMMENDATION
DUNDEE PLANNING COMMISSION
FILE NO. LURA 15-10/CPA 15-09

AN ORDER RECOMMENDING THAT CITY COUNCIL ADOPT THE UPDATED TRANSPORTATION SYSTEM PLAN AND ASSOCIATED AMENDMENTS TO THE DUNDEE COMPREHENSIVE PLAN AND DEVELOPMENT CODE

RECITALS:

1. The city began the Transportation System Plan (TSP) update process with the Oregon Department of Transportation (ODOT) and consulting firm DKS Associates in early 2012. The Dundee TSP Update project has been a collaborative process among various public agencies, key stakeholders, and the community, and has resulted in an updated TSP and associated Comprehensive Plan and Development Code amendments necessary for its implementation.The proposed Comprehensive Plan amendments and Development Code amendments are attached as Exhibit "B".

2. The draft TSP is divided into two volumes: Volume 1, which is a comprehensive overview of current and future transportation in Dundee, typical standards for various street types, and categories, funding, and prioritization of future transportation projects; and Volume 2, which is the technical appendix composed of the background memos and technical data used for the TSP update. The draft TSP is attached as Exhibit "A".

3. Notice of the Planning Commission hearing was published in the Newberg Graphic on May 6, 2015.

THE DUNDEE PLANNING COMMISSION ORDERS AS FOLLOWS:

1. The Planning Commission recommends the Dundee City Council adopt the updated draft Transportation System Plan and the associated amendments to the Dundee Comprehensive Plan and Development Code. The draft Transportation System Plan is attached as Exhibit "A". The proposed Comprehensive Plan and Development Code amendments are attached as Exhibit "B". The Findings are attached as Exhibit "C".

2. This order is based on the staff report, findings shown in Exhibit "C", and public testimony.

APPROVED BY THE DUNDEE PLANNING COMMISSION THIS 20th DAY OF MAY, 2015:

AYE: NAY: ABSTAIN: ABSENT:

SIGNED: _____

Gerald Fiedler Date
Planning Commission Chair

ATTEST: _____

Robert Daykin Date
City Administrator

ATTACHED:
Exhibit “A”: Draft Transportation System Plan
Exhibit “B”: Comprehensive Plan and Development Code Text Amendments
Exhibit “C”: Findings

Dundee
Transportation System Plan

Update Volume 1

Prepared for CITY of DUNDEE Oregon

Prepared by DKS

In association with Angelo Planning Group

March 2015

Acknowledgements

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Volume 2 Contents

Volume 2 of the TSP includes all background memos and technical data that was the basis for the Dundee TSP Update.

Memo 1: Public Involvement Plan

Memo 2: Background Document Review

Memo 3: Goals, Objectives, & Evaluation Criteria

Memo 4: Existing Conditions

Memo 5: Future Forecasting

Memo 6: Future Needs Analysis

Memo 7: Stakeholder Interviews #1

Memo 8: Alternatives Evaluation

Memo 9: Stakeholder Interviews #2

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Useful Abbreviations and Acronyms

30 HV – 30th Highest Hourly Volumes
AASHTO – American Association of State Highway and Transportation Officials
ADA – Americans with Disabilities Act
ADT – Average Daily Traffic
ATR – Automatic Traffic Recorder
FHWA – Federal Highway Administration
HCM – Highway Capacity Manual
HDM – Highway Design Manual
LOS – Level of Service
NTM – Neighborhood Traffic Management
ODOT – Oregon Department of Transportation
OHP – Oregon Highway Plan
PAC – Project Advisory Committee
PMT – Project Management Team
ROW – Right of Way
SLM – Shared Lane Marking
TAZ – Transportation Analysis Zone
TDM – Transportation Demand Management
TSP – Transportation System Plan
UGB – Urban Growth Boundary
V/C – Volume to Capacity
VMT – Vehicle Miles Traveled
VPH – Vehicles Per Hour
YCTA – Yamhill County Transit Area

Introduction

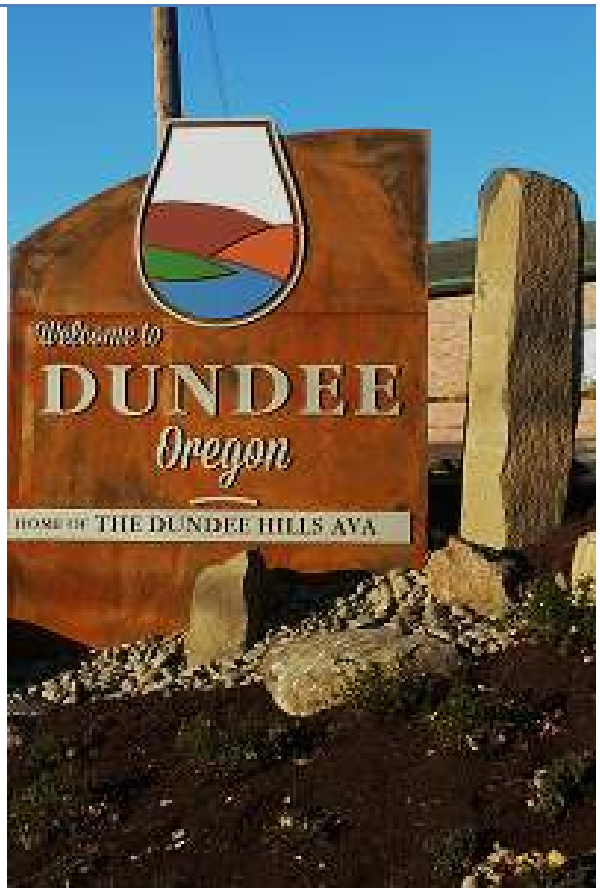
Dundee, Oregon is a small city of approximately 3,000 residents located in the Willamette Valley, 30 miles southwest of Portland. Located between the Dundee Hills and the Willamette River, Dundee is a growing tourism and vacation destination. The Dundee Hills American Viticultural Area is the largest producer of Pinot Noir in Oregon, and numerous wineries populate the hills around Dundee and operate tasting rooms in downtown Dundee.

Dundee will see some big changes over the next 20 years that will impact the transportation system. Phase one of the Newberg-Dundee Bypass will provide a new route for traffic between the northern end of Newberg and areas south of Dundee. The Bypass is expected to help relieve some of the traffic congestion that has historically been associated with Highway 99W through the City.

Dundee recently adopted the Riverfront Master Plan, which covers 360 acres in the Riverside District along the Willamette River. This area is planned to develop with a mix of residential, commercial, tourism, open space, and recreational uses.

What is a Transportation System Plan?

The Transportation System Plan (TSP) provides a long term guide for City transportation investments by incorporating the vision of the community into an equitable and efficient transportation system. The plan evaluates the current transportation system and outlines policies and projects that are important to protecting and enhancing the quality of life in



Dundee through the next 20 years. The TSP represents a collection of past and current ideas, incorporating projects, decisions, and standards from past plans into a single document.

A TSP is required by the State of Oregon to help integrate local plans into the statewide transportation system. The plan balances the needs of walking, bicycling, driving, transit, freight, and rail into an equitable and efficient transportation system.

Engaging the Public

The Dundee TSP Update was a collaborative process among various public agencies, key stakeholders, and the community. Throughout this process, the project team took time to understand multiple points of view, obtain fresh ideas and resources, and encourage participation from the community through community meetings and the project website. Figure 1 provides an overview of the public review process.

Project staff hosted five Project Advisory Committee (PAC) meetings, met individually with twelve project stakeholders at two key stages during the process, held regular meetings with decision makers, and conversed informally with members of the community.

Project staff held three community meetings at key stages of the TSP process that gave residents an opportunity to learn about the project, advise project staff of their concerns about the transportation system, and provide feedback on possible transportation solutions.

The Public Review Process

The development of the TSP involved gathering information and ideas from residents, business owners, and stakeholders in Dundee. The process was broken down into 12 manageable pieces. Each piece culminated in a Technical Memorandum discussing specific topic areas and key findings.

The TSP also received input from a Project Advisory Committee comprised of agency technical staff, local residents, and business representatives. Committee members represented the interests and perspectives of their constituencies by reviewing and commenting on each of the memoranda and meeting with the project team at key stages. The PAC helped the project team find agreement on project issues and alternatives. The project team then revised the memoranda based on this feedback and posted the documents to the TSP website.

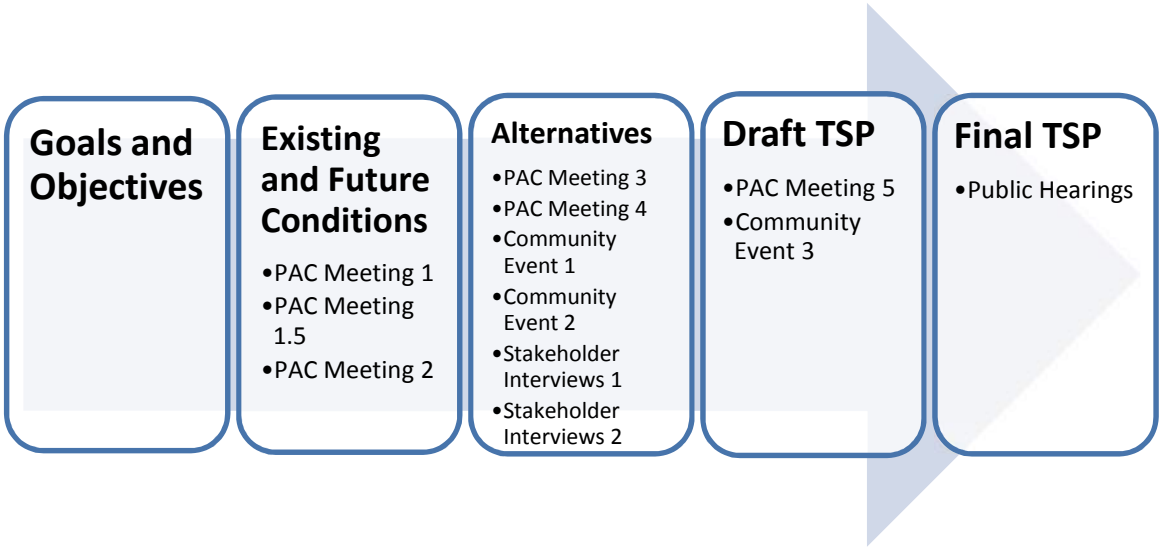


Figure 1: Public Review Process

Public Website

Throughout the project, a website, www.dundeetsp.org, was maintained for the TSP where all project news, documents, and meeting notices were posted. The website also featured a comment map where residents could tell the project team what they thought about the transportation system in the City.

Compliance with Title VI Outreach Requirements

Public Involvement for the TSP was subject to requirements and guidance found in ODOT's Title VI (1964 Civil Rights Act) Plan. Specifically, Title VI identifies measures to reach and solicit comments from disadvantaged populations within a community. Although Dundee has relatively limited concentrations of minorities and low-income residents, these populations are present in the city.

Based on 2000 census data, the racial makeup of the city was about 92% Caucasian with about 8% of the population classified as Hispanic. This is a higher percentage of Caucasian and lower percentages of nearly all other ethnic groups compared to Oregon as a whole. Materials were made available by request for Spanish-speaking community members.

Approximately 6.6% of individuals in the city were below the poverty line in 2000, compared to 7.6% for the state as a whole. Although over a decade old, the 2000 figures are still considered relatively accurate, although poverty across the state can be assumed to have increased as a result of the recent recession.

Plan Goals

The City's Comprehensive Plan (1977) includes a set of goals, objectives, and policies that direct development of the City's transportation system. The City of Dundee proposed updates to these goals in TM #3: Goals, Objectives, and Evaluation Criteria. The City identified nine transportation-related goals and objectives to guide development of the transportation system. The goals are broad, high-level statements describing the community's intentions for the future. The City evaluated each proposed transportation program and improvement to determine its level of benefit relative to the goals and objectives. Each new capital improvement project, land use application, or implementation measure must be consistent with the goals and objectives.

Transportation projects were selected and prioritized with consideration given to the nine goals and objectives described on in this section. Each project was scored based on evaluation criteria developed for each goal and objective. Project alternatives were compared by summing and weighting the scores for each potential project. Scores for each criterion ranged from +2 to -2 with +2 representing a clear positive impact, 0 indicating no impact, and -2 representing a clear negative impact.

Goal 1: System Capacity and Mobility

Objectives

- Improve system connectivity
- Conduct facility management
- Minimize congestion
- Provide and support travel choices

Goal 1: System Capacity and Mobility

The City will provide and maintain a transportation system that serves the travel needs of all Dundee residents, businesses, and visitors, and minimizes the adverse impact of through travelers on Dundee.

The evaluation criteria for implementing the goal and objectives include:

- Increases system connectivity
- Improves roadway operations

Goal 2: Livability

Goal 2: Livability

The City will provide and maintain a transportation system that fosters a pleasant, small city and preserves and enhances existing neighborhoods and businesses.

The evaluation criteria for implementing the goal and objectives include:

- Improves street aesthetics
- Reflects unique city character
- Provides street classifications that are consistent with residents' travel needs

Objectives

- Improve mobility
- Minimize disruptions to neighborhoods and businesses
- Enhance economic vitality
- Manage transportation facilities
- Minimize energy, social, environmental, and economic impacts
- Improve pedestrian facilities
- Improve bicycle facilities
- Design streets to support a wide range of users and enhance quality of life and sense of place
- Incorporate sidewalk and vegetation improvements
- Incorporate street furnishings that reflect the city's unique character

Goal 3: Coordination

Objectives

- Support adopted local land use plans
- Provide for appropriate interjurisdictional communication
- Achieve consistency with State and County plans
- Practice public outreach

Goal 3: Coordination

Develop and maintain a transportation system that is consistent with and supports the goals, objectives, and visions of the Dundee community, participating and affected agencies, the county, and the state.

The evaluation criteria for implementing the goal and objectives include:

- Compatible with regulatory documents
- Demonstrated public and/or decision-maker support

Goal 4: Travel Options

Goal 4: Travel Options Develop and maintain a transportation system that encourages, supports, and incorporates a variety of multi-modal travel options.

The evaluation criteria for implementing the goal and objectives include:

- Improves pedestrian/bicycle access to key destinations
- Improves pedestrian comfort
- Improves freight access/connectivity
- Increases alternatives to single-occupant vehicle travel
- Increases attractiveness of walking and bicycling

Objectives

- Improve pedestrian facilities
- Improve bicycle facilities
- Support transit and rail system development
- Improve truck access and circulation
- Encourage walking and bicycling for trips within the city

Goal 5: Accessibility

Objectives

- Link recreation and other local destination
- Comply with Americans with Disabilities Act requirements
- Support local land use plans
- Manage transportation facilities
- Provide and support travel choices
- Provide adequate access to properties

Goal 5: Accessibility Provide and maintain a well-connected transportation system that serves the needs of all members of the community and ensures adequate and efficient accessibility for all acknowledged land uses and available modes of travel.

The evaluation criteria for implementing the goal and objectives include:

- Improves connections to recreation facilities and other local destinations
- Compatible with ADA requirements
- Supportive of local land use plans
- Maintains or improves access to properties

Goal 6: Environment

Goal 6: Environment Provide and maintain a transportation system that preserves, protects, and supports the social, natural, and cultural environment of the Dundee community.

The evaluation criteria for implementing the goal and objectives include:

- Protects environmentally sensitive areas
- Reduces vehicle miles traveled
- Minimizes impacts to historic structures and subsurface archeological resources
- Promotes opportunities for positive social interaction

Objectives

- **Minimize energy, social, environmental, and economic impacts**
- **Prioritize environmentally sustainable transportation improvements**

Goal 7: Funding

Objectives

- Identify full range of potential funding sources
- Match fund sources to system improvement and maintenance needs
- Prioritize improvement needs
- Phase needed improvements
- Acquire and preserve right-of-way needed for system improvements
- Require mitigation of public and private development transportation impacts

Goal 7: Timely Provision and Funding of Transportation Facilities
Develop reasonable and effective funding and financing strategies and priorities to ensure that the future transportation facilities and services called for in the TSP are provided to support community development and acceptable transportation operations and safety.

The evaluation criteria for implementing the goal and objectives include:

- Eligible for a variety of funding opportunities
- Addresses a transportation need or deficiency identified in the TSP

Goal 8: Safety

Goal 8: Safety Develop and maintain a transportation system that protects the health and safety of transportation system users.

The evaluation criteria for implementing the goal and objectives include:

- Improves intersection/bicycle/pedestrian/railroad crossing safety

Objectives

- **Reduce vehicle crashes**
- **Reduce transportation-related injuries**
- **Improve pedestrian facilities**
- **Improve bicycle facilities**
- **Reduces pedestrian/motor vehicle conflicts**
- **Reduces bicycle/motor vehicle conflicts**

Goal 9: Economic Development

Objectives

- Accommodate freight movement to support local businesses
- Provide for convenient parking and access to local business and other key destinations
- Provide economic development opportunities
- Provide transportation choices that support employers and employees
- Minimize transportation conflicts between neighborhoods and businesses
- Improve pedestrian and bicycle circulation

Goal 9: Economic Development Provide and maintain a transportation system that supports the economic vitality of the Dundee community.

The evaluation criteria for implementing the goal and objectives include:

- Minimizes negative impacts to existing land uses
- Increases attractiveness to investment and development
- Minimize impacts to on-street parking
- Provides access to commercial and "destination" (recreation, wineries, tourism, etc.) uses

Travel Trends

The City of Dundee's travel patterns and system operating conditions were reviewed, and forecasts were made to illustrate how conditions will change by 2035.

Dundee Today

Understanding where Dundee residents want to go is vital for planning a transportation system that meets the City's needs. This requires an understanding of key travel destinations – locations that create demand for travel because they are where people go to work, school, or take care of other daily needs. These key destinations can be thought of as activity generators or trip attractors. The most common types of activity generators in Dundee are:

- Recreational
- Schools
- Places of employment
- Shopping
- Public transportation

As seen in Figure 2, the majority of Dundee residents travel outside of Dundee for work, most to Newberg or the Portland metro area. Dundee residents typically have a longer commute with an average commute time of 29 minutes compared with an average commute time of 22 minutes for all Oregon workers. Dundee workers are more likely to drive alone to work than typical Oregon workers, and are less likely to commute by walking, biking, or public transportation, probably in part due to longer commutes.

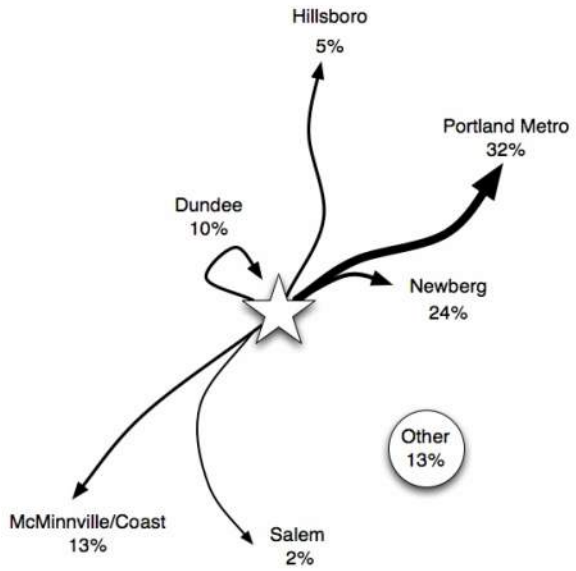


Figure 2: Dundee Commute Patterns

While driving may be the predominant mode choice for work trips in Dundee, trips to other activity generators like schools, recreation, and shopping tend to be much shorter. Non-motor vehicle modes are more feasible for these shorter trips.

Transportation Modes

Planning for an effective transportation system means understanding how Dundee residents choose to travel to and from destinations, whether by foot, bicycle, public transportation, motor vehicle, or other mode. Understanding mode choice includes assessing existing travel patterns and activity levels and looking at the underlying factors particular to Dundee that inform mode choice.

Walking and Biking

Because Dundee is small and compact, most of the City's destinations are within reasonable walking or bicycling range of just about any residence. Even so, pedestrian and bicycle activity in Dundee is currently moderate to low.

Many streets lack pedestrian and bicycle facilities, and Highway 99W creates a barrier through the middle of town that likely discourage walking and biking for some residents. West of 99W the City rises into the Dundee Hills, which may also present a deterrent to walking and biking.

Transit

Transit service in Dundee is provided by Yamhill County Transit Area (YCTA), which provides two fixed bus routes connecting Dundee to destinations along the 99W corridor, including McMinnville, Newberg, Sherwood, and Tigard.

Route 44, which runs from McMinnville to Tigard Transit Center with one stop in Dundee, runs at one-hour frequencies during the peak hour and two-hour frequencies midday between 6:00 a.m. and 7:00 p.m. This line also provides four trips per day between 8:00 a.m. and 7:00 p.m. on Saturdays.

Route 4, which provides bus service within Newberg and Dundee, provides service at one-hour frequencies between 7:00 a.m. and 7:00 p.m.

Motor Vehicle

Highway 99W is by far the busiest street in Dundee, with daily volumes of ranging from 25,000 to 30,000 vehicles at the north end of the City. 99W is the main roadway residents use to connect to locations outside the City, and it is the roadway that visitors use to reach and travel through Dundee.

Capacity analysis indicates that intersections on 99W perform poorly on the north end of Dundee. The intersection of 99W/Fox Farm Road exceeds the ODOT mobility target. Stop-controlled intersections at 1st, 7th, and 9th Streets experience high delays and exceed City Level of Service (LOS) standard. Of these intersections, the eastbound 7th Street approach has the most delay with and average wait time of 45 seconds for a vehicle to make a left turn onto 99W.

The signalized intersection at 99W/5th Street meets the ODOT mobility target. However, field observations reveal long southbound queues leading up to this intersection in the p.m. peak hour, typically extending past the intersection of 1st Street. This results in vehicles often waiting through multiple cycles to advance through the 5th Street signal.

Additional operational issues upstream of the 5th Street intersection compound the driver's perception of queuing and delay, and disrupt flow to the intersection. The net effect is that the vehicle carrying capacity of this segment is less than the capacity at the 5th Street intersection, and forms a bottleneck, which restricts traffic flow.

Dundee also has a network of local and collector streets that connect neighborhoods to 99W. Capacity analysis indicates that all of the study intersections on Dundee's local and collector streets are meeting mobility targets.

Freight

ODOT classifies Highway 99W as a Statewide Freight Route through Dundee. The percentage of heavy trucks in mid-day off-peak hours (9:00 a.m. to 4:00 p.m.) is generally 11-13% of all traffic on 99W.

Rail

The Willamette & Pacific Railroad (WPRR) operates a rail line that runs parallel to 99W through Dundee. The line is used for freight movement, and has one train operating daily in

each direction. There are no passenger rail services near the City.

Air

No public airports are located within Dundee. The closest airport is Sportsman Airpark in Newberg, four miles north of Dundee. McMinnville has a larger airport located eight miles to the south of Dundee.

Dundee in 2035

Today, Dundee is home to over 3,100 residents, but only 200 jobs. Between now and 2035, population is expected to grow to approximately 5,000 residents and 1,050 jobs. With more people and more jobs in Dundee, the transportation network will face increased local demand through 2035. The increase in people and jobs in Dundee, together with the effects of the Newberg-Dundee bypass, will change the travel patterns between 2012 and 2035.

While the overall number of trips on 99W is expected to increase, these trips will be split between 99W and the Phase 1 Bypass. Southbound traffic on 99W is expected to decrease from current levels because of this effect, while northbound traffic is expected to remain relatively constant.

Internal trips within Dundee are also expected to increase due to employment growth in the Riverside area.

Population and Employment Growth

Much of the population and employment growth in Dundee is expected to occur in the Riverside area, as shown in Figure 3. This is the result of the City of Dundee's recent effort to create more employment lands in the Riverside growth area between Highway 99W and the Willamette River. Development of the area as planned is expected to improve the City's jobs-housing balance.

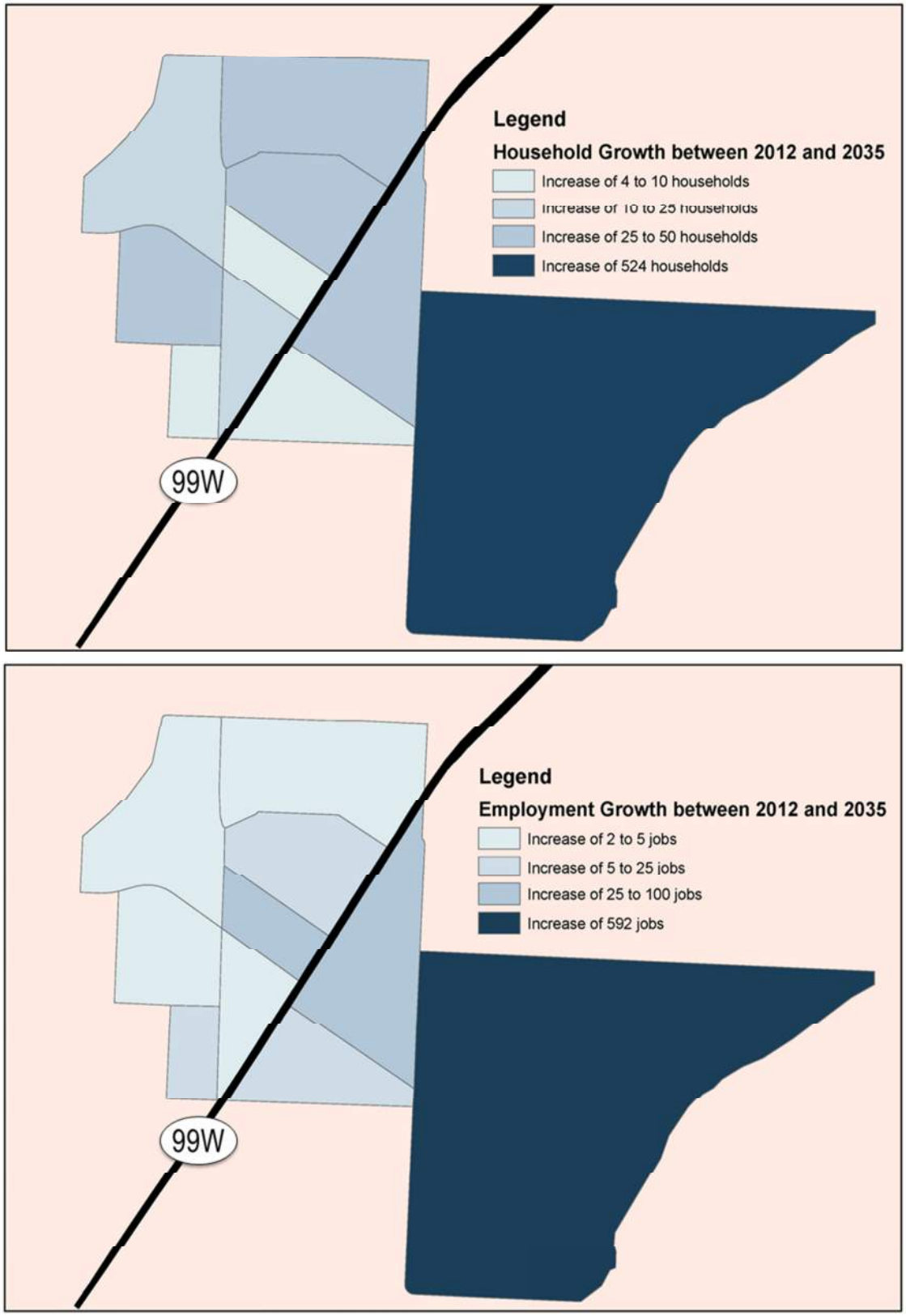


Figure 3: Household and Employment Growth

Figure 4: Newberg-Dundee Bypass Alignment

Newberg-Dundee Bypass

With the forecast increase in population and employment in Dundee and the surrounding region, the transportation infrastructure needed to support growth is significant. The programmed Phase 1 Newberg-Dundee Bypass shown in Figure 4 is a key improvement that will serve much of the traffic currently passing through the Newberg-Dundee area on Highway 99W.

Although local traffic in Dundee is expected to increase, the Newberg-Dundee Bypass is expected to reduce some of the traffic going through Dundee on Highway 99W. The overall effect of the increased local traffic on Highway 99W resulting from higher population and employment in Dundee is largely offset by the decrease in through traffic due to the Bypass.

Future Needs

Despite the reduction in traffic along Highway 99W that will initially occur after Phase 1 of the bypass is opened, traffic on Highway 99W is expected to grow back to current volumes by the end of the planning horizon if no additional bypass phases are constructed. Similar conditions to those seen today with long southbound queues leading up to the 5th Street intersection and vehicles waiting through multiple cycles to get through the intersection are likely to return.

Dundee's transportation system will need some improvements to accommodate new growth and shifts in travel patterns and modes.

Connectivity

The ability to travel between different parts of the city conveniently is an important part of system planning. The following issues may need to be addressed in Dundee in the future:

- Dundee will require better connections from Highway 99W to the Riverside area. It will be important to provide a relatively direct route that minimizes traffic impacts on local residential streets.

- Highway 99W (and soon the Newberg-Dundee Bypass) is the only facility that serves trips between Dundee and destinations to the north. Additional connections, particularly for non-motorized travel, will become more important as Dundee grows.
- 5th Street and Niederberger Road/Parks Drive are currently the only streets that offer a direct connection between east and west Dundee.

Safety

Highway 99W through Dundee has a higher collision rate than the statewide average for similar facilities. Due to the bypass, traffic volumes on 99W are expected to drop by about 40% when Phase 1 of the bypass opens in 2016 and then grow back to current levels by 2035. However, due to local growth, traffic on the side streets is expected to increase. It is likely that the initially decreased traffic volumes on 99W may lead to larger and more frequent gaps in traffic, improving safety conditions for vehicles attempting to cross the highway or turn left and reducing congestion-related rear-end collisions. However, increased traffic volume on side streets may temper this effect. Improved bike and pedestrian facilities that will be built in 2015 and 2016 as part of the Highway 99W 1st Street to Parks Drive Streetscape Project should also improve safety along the Highway 99W corridor in Dundee.

Walking, Biking, and Transit Use

Currently, 80% of Dundee's residents commute to work in single occupancy vehicles despite the various travel options available. As employment grows in Dundee, walking, biking, and taking transit to work will likely become more viable options for some commuters.

Pedestrian activity in Dundee is expected to increase significantly as population and employment grows. Downtown Dundee will likely see an increase in pedestrian traffic as a result of the Highway 99W 1st Street to Parks Drive Streetscape Project. This project will provide a more comfortable pedestrian environment in downtown, along with the initial reduction in non-local automobile traffic diverts to Phase 1 of the bypass. As pedestrian activity increases, further improvement to the pedestrian network will become even more important. Pedestrian crossing improvements on 99W, in particular, are advisable and should be coordinated with Yamhill County Transit Area (YCTA) to ensure that transit riders have access to improved crossings.

As employment increases in the Dundee area, more residents are expected to live closer to work, which will likely result in more commuters biking and walking to work. Currently, about one in four Dundee residents who commute to another city for work are headed to Newberg. The commute to Newberg is a 2-to-4 mile trip, a distance that is appropriate for bicycle commuting. A proposed regional trail system connecting Newberg and Dundee would make bicycling between the cities more comfortable and accessible.

Providing improved transit service, especially to the Riverside area where both employment and households are expected to increase significantly, will also be important as Dundee grows.

Standards

With Dundee's vision and resulting transportation investment priorities established, this chapter sets out the standards and regulations that will ensure that future land development and redevelopment is consistent with this plan.

Sidewalk Policy

Dundee will work to improve and expand pedestrian facilities throughout the community. Sidewalks shall be included on all new streets within the urban growth boundary. All streets will be required to include sidewalks on both sides of the street unless limited by topography or environmental constraints, such as steep grades or narrow right-of-way.

Bicycle Treatment Guidelines

Arterial and collector streets will be required to accommodate bicycle facilities such as striped bike lanes, shared-use paths, or shared lane markings. Local streets generally have low speeds and low traffic volumes, so bicycles will share the roadway in those areas without special markings unless the local street is part of a designated bike route or critical connection.

Bicycle Facility Treatment Guidelines

A network of family-friendly biking routes is envisioned to connect major destinations and neighborhoods in Dundee. These will include two different types of facilities, Parkway Collectors and Bicycle Boulevards.

Parkway Collectors will include either bike lanes or an adjacent shared-use path. Other Collector roads and local streets that are part of a designated bicycle route will be low-speed shared facilities, like that shown in Figure 5. These routes, sometimes referred to as Bicycle

Figure 5: Bicycle Boulevard with SLMs (Sharrows)

Boulevards, modify existing low volume, low speed streets to prioritize the through movement of bicyclists and pedestrians while maintaining local access for automobiles. Bicycle Boulevards typically include wayfinding signage and pavement markings called shared-lane markings (SLMs), or "sharrows," as well as traffic calming features that reduce motor vehicle speeds and volumes. Where these facilities cross major roadways it is important to provide safe and comfortable pedestrian and bicycle crossings.

Further enhancements may include "green street" features such as bio-swales and street trees, in addition to wider sidewalks and improved pedestrian amenities (e.g., benches and pedestrian-scale lighting). A network of bicycle boulevards helps encourage active transportation by providing comfortable, low-stress routes between neighborhoods and local parks, schools, and shopping areas. The bicycle boulevard network is generally off the main street system and is more attractive to less experienced walkers and bikers. It is generally envisioned to act like a linear park system linking parks, schools, jobs and other

destinations in the City through a network of on-street shared-use streets and off-street shared-use paths.

Functional Classification

Functional classification of roadways is a common practice in the United States. Traditionally, a roadway is classified based on the type of travel it is intended to serve (local versus through traffic). The functional classification of a roadway determines the level of mobility for all travel modes, defining its level of access and usage within the City and region. The street functional classification system recognizes that individual streets do not act independently of one another but instead form a network that works together to serve travel needs on a local and regional level.

From highest to lowest intended usage, the classifications are arterials, collectors, and local streets. Roadways with a higher intended usage generally have a classification and related standards that promote more efficient vehicle movement through the City, while roadways with lower intended usage are classified to provide greater access to local destinations such as businesses or residences.

- **Arterial Streets** in Dundee consist solely of Highway 99W, which is classified by ODOT as Principal Arterial. It is also currently classified as a Statewide Freight Route and is part of the federal National Highway System (NHS). Highway 99W has the highest traffic volumes in Dundee. It is the roadway that residents use to connect to locations outside the City, and the roadway that visitors use to reach and travel through Dundee. The posted speed limit on Highway 99W was recently reduced to 30 miles per hour through Dundee.
- **Collector Streets** in Dundee connect the neighborhoods and major activity generators to arterial streets. These streets provide greater accessibility to neighborhoods than arterials, and provide efficient through movement for local traffic. 9th Street is an example of a collector street that connects popular wineries just outside the City as well as local neighborhoods to Highway 99W. Collectors have a posted speed of 25 miles per hour within Dundee.
- **Local Streets** provide direct access to residences in Dundee. These roadways are often lined with residences and are designed to serve lower volumes of traffic with posted speeds of 25 miles per hour.

Typical Roadway Standards and Cross-sections

Roadway standards and cross-sections depend on functional classification, and are refined further in this section.

Street Type

Dundee can further classify roadways within the City based on the neighborhoods they serve and their intended function for pedestrians, bicyclists, and transit riders. The street type of a roadway defines its cross-section characteristics and determines how users of a roadway interact with the surrounding land use. Since the type and intensity of adjacent land uses and zoning directly influence the level of use by pedestrians, bicyclists, and transit riders, the design of a street (including target speed, intersections, sidewalks, and travel lanes) should reflect its surroundings. The street types attempt to strike a balance between street functional classification, adjacent land use, zoning designation and the competing travel needs by prioritizing various design elements.

- **Mixed-Use Streets** typically have a higher amount of pedestrian activity and are often on a transit route. These streets should emphasize a variety of travel choices such as pedestrian, bicycle and transit use to complement the development along the street. Since Mixed-Use Streets typically serve pedestrian-oriented land uses, walking should receive the highest priority of all the travel modes. They should be designed with features such as wider sidewalks, pedestrian amenities, transit amenities, attractive landscaping, on-street parking, pedestrian crossing enhancements and bicycle lanes.

- **Residential Streets** are generally surrounded by residential uses, although various small shops may be embedded within the neighborhood. These streets often connect neighborhoods to local parks, schools and mixed-use areas. They should be designed to emphasize walking, while still accommodating the needs of bicyclists and motor vehicles. A high priority should be given to design elements such as traffic calming, landscaped buffers, walkways/pathways/trails, on-street parking and pedestrian safety enhancements.

- **Commercial/Industrial Streets** are primarily lined with retail and large employment complexes, and often serve industrial areas. These uses serve customers throughout the City and region and may not have a direct relationship with nearby residential neighborhoods. Dundee's commercial code standards require buildings to be near the street and are meant to encourage pedestrian activity. Therefore, although commercial streets will be somewhat auto oriented, they should still accommodate pedestrians and bicyclists safely and comfortably. Roadway widths are typically wider to accommodate a high volume of large vehicles such as trucks, trailers and other delivery vehicles.

  Design features should include curb-tight sidewalks, on-street parking, and pedestrian crossing enhancements. Bicycles should be accommodated through shared-lane markings and plentiful bicycle parking.

  Sidewalks should be a minimum of 7.5 feet wide in areas with at least 2.5 feet of open space between the sidewalk and property line, and at least ten feet in areas with no space between the sidewalk and property line. Sidewalks should contain a two-foot minimum furniture zone, which can be used for bicycle parking, seating for adjacent businesses, and other amenities. If street trees will be planted the furniture zone should be increased to a minimum of four feet behind the curb. Sidewalks should also contain a five-foot minimum through zone for pedestrian movement, and 2.5 foot minimum frontage zone to accommodate door swings and building appurtenances if the sidewalk is immediately adjacent to the property line. The frontage zone can be eliminated on sidewalks with at least 2.5 feet of open space between the sidewalk corridor and property line.

- **Constrained streets.** Any street type located in steep, environmentally sensitive, rural, historic, or development-limited areas of the City may be considered a constrained street. These streets may require different design elements that may not be to scale with the adjacent land use. Constrained

elements may include narrower or limited travel lanes, changes to pedestrian and bicycle facilities, or accommodations that generally match those provided by the surrounding developed land uses. To the extent possible, pedestrian and bicycle accommodations should be provided on an adjacent roadway, via a shared-use path, or with a low-speed shared roadway.

Multi-Modal Roadway Cross Sections

Design of the streets in Dundee requires attention to many elements of the public right-of-way and considers how the street interacts with the adjoining properties. Four zones comprise the cross-section of streets in Dundee, including the context zone, walking zone, biking/on-street parking zone, and driving zone. The design of these zones varies based on the functional classification and street type.

- **Context Zone:** The context zone is the point at which the sidewalk interacts with the adjacent buildings or private property. The purpose of this zone is to provide a buffer for land use adjacent to the street and to ensure that all street users have safe interactions.

- **Walking Zone:** This is the zone in which pedestrians travel. The walking zone is determined by the street type and should be a high priority in mixed-use and residential areas. It includes a minimum five foot clear throughway for walking, an area for street furnishings or landscaping (e.g. benches, transit stops and/or plantings) and a clearance distance between curbside on-street parking and the street furnishing area or landscape strip (so parking vehicles or opening doors do not interfere with street furnishings and/or landscaping). Streets located along a transit route should incorporate furnishings to support transit ridership, such as transit shelters and benches, into the furnishings/landscape strip adjacent to the biking/on-street parking zone.

- **Biking/On-Street Parking Zone:** This is the zone for biking and on-street parking, and is the location where users will access transit. The biking/on-street parking zone is determined by the street type and should be a high priority in mixed-use and residential areas.

- **Driving Zone:** This is the throughway zone for drivers, including cars, buses and trucks and should be a high priority in commercial/ employment and industrial areas. The functional classification of the street generally determines the number of through lanes, lane widths, and median and left-turn lane requirements. However, the route designations (such as transit street or freight route) take precedence when determining the appropriate lane width in spite of the functional classification. Wider lanes (between 13 to 14 feet) should only be used for short distances as needed to help buses and trucks negotiate right-turns without encroaching into adjacent or opposing travel lanes. Streets that require a raised median should include a minimum 6 foot wide pedestrian refuge at marked crossings. Otherwise, the median can be reduced to a minimum of 4 feet at midblock locations, before widening at intersections for left-turn lanes (where required or needed).

Figure 6 shows the proposed classifications of new and existing roadways in Dundee. Figure 7

through Figure 13 illustrate the different roadway classification cross sections. There is no cross section for arterial streets since the only arterial street is Highway 99W, which is subject to design criteria in the Oregon Highway Plan and ODOT Highway Design Manual, not Dundee City standards.

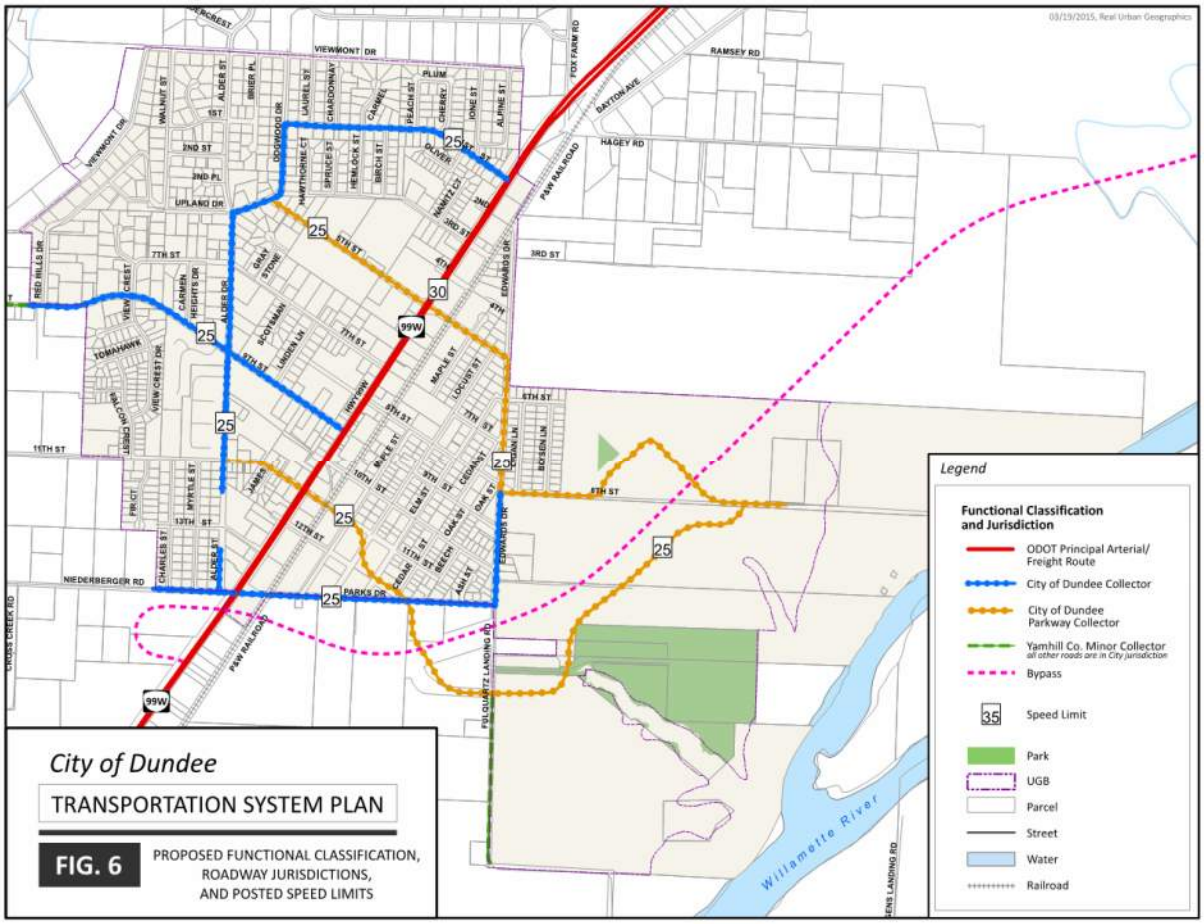


Figure 6: Functional Classification

There are two types of collector streets allowed under Dundee's design standards, Collector and Parkway Collector. The Collector street is Dundee's preferred design approach.

Figure 7: Collector - Two Travel Lanes with Parking on Both Sides and Sharrows

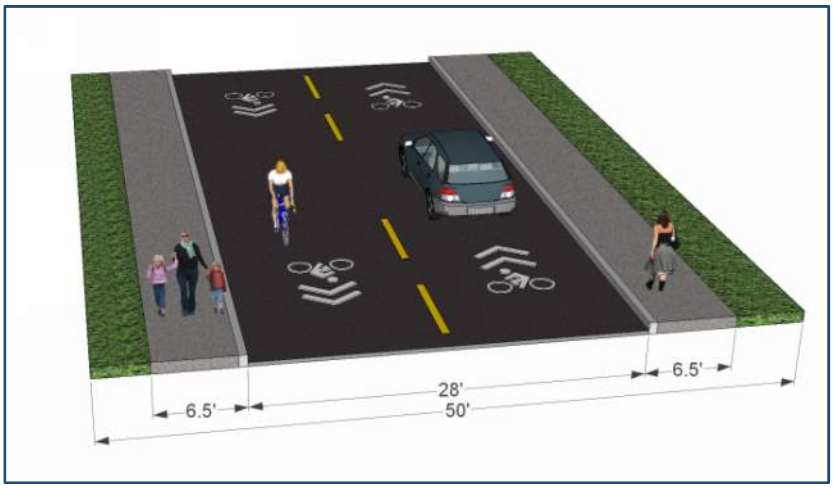


Figure 8: Constrained Collector

Collector

The Collector cross-section shown in Figure 7 is the design standard primarily used in Dundee. This collector street consists of two travel lanes with on-street parking. The travel lanes should be designated as shared space for both motor vehicle and bicycle traffic by using SLMs (sharrows). In commercial and industrial areas, the planter strip may be omitted in favor of wider, curb tight sidewalks.

Outside the Riverside District, the planter strip and street trees may be omitted due to utility conflicts, right-of-way constraints, or geographic constraints.

Constrained Collector

The Constrained Collector is intended for streets with narrow right-of-way, geographic constraints, or both. Parking and bike lanes are omitted. The two 14' travel lanes must be designated as shared space for motor vehicles and bicycles with SLMs. The Constrained Collector include sidewalks on both sides, but the City Engineer may approve construction of sidewalks on only one side in very constrained areas.

Parkway Collector

The Parkway Collector standard shown in Figure 9 will be used in the Riverside District to help establish and reinforce the special character of the District, and to connect the Riverside District with downtown Dundee. This standard uses the same amount of right of way as a regular Collector street, but does not include on-street parking or SLMs.

The new north-south collector in the Riverside district should include a twelve-foot shared-use path on one side and regular six-foot sidewalk on the other side.

All other Parkway Collectors, including Fulquartz Landing, 11th Street, 5th Street, and Edwards Drive should include bike lanes as shown in Figure 10.

The Parkway Collector standard should be used on streets connecting downtown Dundee with the Riverside area, including the new north-south collector in Riverside, Fulquartz Landing, 11th Street, Edwards Drive, and 5th Street. Parkway Collector roadways may include either bike lanes or a twelve-foot shared-use path on one side. On-street parking is not allowed on Parkway Collector roadways.

Figure 9: Parkway Collector with Shared-Use Path

Figure 10: Parkway Collector with Bike Lanes

There are two types of local streets allowed under Dundee's design standards. Local I, the City's preferred design, and Local II, which must be built if Local I requirements cannot be met.

Figure 11: Local Street I - Two Travel Lanes with On-Street Parking on Both Sides

Figure 12: Local Street II - Two Travel Lanes with Courtesy Queuing

Local I

The Local I design standard shown in Figure 11 includes on-street parking on both sides of the street. SLMs can be used on a Local I street if it is part of a designated bike route, but they are not required.

Outside the Riverside District the street trees and planter strip may be omitted due to utility conflicts, right-of-way needs, or geographical constraints.

Local II

The Local II standard shown in Figure 12 has the following requirements:

- The street shall connect with other streets and not terminate in a cul-de-sac.
- Subdivisions and other developments shall have a max block length of 400 feet.
- The street grade shall not exceed four percent.
- The street layout must be capable of accommodating the largest emergency vehicle in the fire department.
- The narrower street shall not be used to extend existing streets that contain wider rights-of-way or improvements.

A typical Local II street does not include bicycle lanes, and parking is allowed on both sides. Due to the narrow cross section, cars will need to pull aside and wait for opposing traffic if there are cars parked on both sides. SLMs can be used on a Local II street if it is part of a designated bike route, but they are not required.

Outside the Riverside District the street trees and planter strip may be omitted due to utility conflicts, right-of-way needs, or geographical constraints.

SW 8th Street Parking

The parking cross-section for SW 8th Street is a special case. The street is intended primarily as parking for downtown attractions and businesses, not as a through or access street.

A unique cross section was developed for the proposed SW 8th Street parking project, and may be appropriate to be utilized on SW 10th Street and SW 13th Street. This cross section is still in the planning stages and may include different elements from those depicted in Figure 13. 8th Street should be a one-way, low traffic, and low speed street primarily intended for parking and bicycle and pedestrian access.

Figure 13: Parking - SW 8th Street

Shared-Use Paths

Shared-use paths provide off-roadway facilities for walking and biking travel. Depending on their location, they can serve both recreational and general travel needs. Widths should provide ample space for both walking and biking and should also be able to accommodate maintenance vehicles. The design criteria for shared-use paths can be seen in Figure 14. The City may reduce the width of the paved shared-use path as necessary in constrained areas located in steep, environmentally sensitive, rural, historic, or development-limited areas of the City. In areas with significant walking or biking demand, the paved shared-use path should be 16 feet. In addition, a variety of amenities can make a path inviting to the user. These could include features such as interpretive signs, water fountains, benches, lighting, maps, art, and shelters.

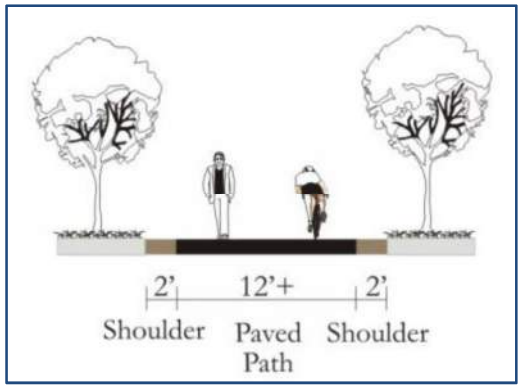


Figure 14: Design Criteria for Shared-Use Paths

Mobility Standards

Motor vehicle mobility is measured by Level of Service (LOS). The City of Dundee requires Level of Service (LOS) "D" as the minimum acceptable performance standard for City streets. This standard applies to all of the streets in Dundee except Highway 99W, which is a state facility with a mobility target set by the Oregon Transportation Commission (OTC) in the Oregon Highway Plan (OHP).

The ODOT mobility target for Highway 99W is a volume to capacity (v/c) ratio of 0.85.

In 2035, all of the study intersections in Dundee area expected to meet these mobility targets except for Highway 99W/Fox Farm Road and Highway 99W/5th Street. The Highway 99W/Fox Farm Road intersection is under Yamhill County and ODOT jurisdiction, and is expected to be addressed under the Yamhill County TSP. It is expected that the 5th Street intersection could meet mobility targets if improved by the Highway 99W/5th Street right turn lane project identified in the reasonably likely funded scenario. However, long queues and long wait times at the Highway 99W/5th Street signal are likely to return by 2035 as traffic rebounds to present-day levels along Highway 99W.

Design and Analysis Guidelines

Design and analysis guidelines allow cities to shape the character and functionality of the transportation system. In Dundee, these guidelines are used to provide standards for connectivity, access spacing, traffic impact analysis, neighborhood traffic management, intelligent transportation systems coordination, bicycle facilities, enhanced pedestrian crossings, and on-street parking treatments.

Local Street Connectivity

Local street connectivity in Dundee is managed through circulation and connectivity standards. New developments are required to provide a circulation system that accommodates vehicle and pedestrian traffic as follows. In new developments, a street or driveway intersection that provides multi-modal connectivity and

circulation for pedestrians, bicyclists, and automobiles must be provided at least once every 600 linear feet of street frontage. The exception is along Highway 99W where state access spacing requirements apply. In places where it is not practical to provide a street connection every 600 feet due to topography, existing development, or other constraints, the city shall approve a pedestrian pathway within an access easement through the subject lot or tract instead.[1]

Collector streets shall be located wherever necessary to carry traffic volumes higher than local street standards, or where the street provides primary access to Highway 99W. In general, collectors are spaced at least ¼ mile apart.

Roadway and Access Spacing

Access spacing along Dundee streets is managed through access spacing standards. Access management is a broad set of techniques that balance the need to provide efficient, safe, and timely travel with the ability to allow access to individual destinations. Proper implementation of access management techniques will promote reduced congestion and accident rates, and may lessen the need for additional highway capacity.

Table 1 identifies the minimum access spacing standards for streets in Dundee. Within developed areas of the City, streets not complying with these standards could be improved with strategies that include shared access points, access restrictions (through the use of a median or channelization islands) or closed access points as feasible. New streets or redeveloping properties must comply with these standards, to the extent practical (as determined by the City)

Table 1: Access Spacing Standards

Facility	Minimum Access Spacing
ODOT Statewide Highway (Urban)[2]	500 feet
City of Dundee Collectors	75 feet
City of Dundee Local Streets[3]	15 feet
Yamhill County public roads[4]	500 feet

Traffic Impact Analysis (TIA) Requirements

A TIA is a study to assess the impacts of a land use action or proposed development on the transportation system and identify mitigation for any capacity or safety deficiencies. Submission of a TIA to the City shall be required with a land use application if the proposal is expected to involve one or more of the following:

- The proposed development generates 40 or more PM peak-hour trips. This requirement may be waived by the city engineer if:
  - A previous traffic study adequately addresses the proposal
  - Already completed off-site and frontage improvements adequately mitigate traffic impacts
  - The proposed use is not adjacent to an intersection that is functioning at a poor level of service
- The proposed development would generate less than 40 PM peak-hour trips, but the

[1] Dundee Development Code, Chapter 17.301 Access and Circulation

[2] Table 4 in Oregon Administrative Rules 734-51, http://www.oregon.gov/ODOT/HWY/ACCESSMGT/docs/pdf/734-051.pdf

[3] Dundee Development Code, Chapter 17.301 Access and Circulation

[4] Yamhill County TSP, Access Management Policy 8

proposed development is immediately adjacent to an intersection that is functioning at a poor level of service.

- An increase in use of any direct property approach road to Highway 99W by 10 vehicles or more per day that exceed 20,000 pounds gross vehicle weight.
- A new direct property approach road to Highway 99W is proposed.
- A development or land use action that the road authority states may contribute to operational or safety concerns on its facility(ies).
- An amendment to the Dundee Comprehensive Plan or Zoning Map.

Neighborhood Traffic Management Tools

Traffic calming is a form of neighborhood traffic management that can be used to create safe, slow streets (primarily in residential and mixed-use areas) without significantly changing vehicle capacity. Traffic calming can mitigate the impacts of traffic on neighborhoods and business districts where a greater balance between safety and mobility is desired. It seeks to influence driver behavior through physical and psychological means, resulting in lower vehicle speeds or through traffic volumes. Physical traffic calming techniques include:

- Narrowing the street by providing curb extensions or bulbouts, or mid-block pedestrian refuge islands
- Deflecting the vehicle path vertically by installing speed humps, speed tables, or raised intersections
- Deflecting the vehicle path horizontally with chicanes, roundabouts, or mini-roundabouts

Narrowing travel lanes and providing visual cues such as placing buildings, street trees, on-street parking, and landscaping next to the street also creates a sense of enclosure that prompts drivers to reduce vehicle speeds.

Traffic calming measures must balance the need to manage vehicle speeds and volumes with the need to maintain mobility, circulation, and function for service providers (e.g. emergency response). Table 2 lists common traffic calming applications and suggests which devices may be appropriate along various streets in the City. Any traffic calming project should include coordination with local emergency response agency staff to ensure public safety is not compromised.

Table 2: Traffic Calming Measures by Street Functional Classification

Traffic Calming Measure	Is Measure Appropriate? (per Roadway Classification)**	
	Collector *	Local Street*
Narrowing travel lanes	Yes	Calming measures are generally appropriate on local streets that are infrequent emergency response routes and have more than one way in and out
Placing buildings, street trees, on-street parking, and landscaping next to the street	Yes	
Curb Extensions or Bulbouts	Yes	
Roundabouts	Yes	
Mini-Roundabouts	Yes	
Medians and Pedestrian Islands	Yes	
Pavement Texture	Yes	
Speed Hump or Speed Table	No	
Raised Intersection or Crosswalk	No	
Speed Cushion (provides emergency pass-through with no vertical deflection)	Yes	
Choker	No	
Traffic Circle	No	
Diverter (with emergency vehicle pass through)	Yes	
Chicanes	No	

*Any traffic calming project should include coordination with emergency agency staff to ensure public safety is not compromised.
** Traffic calming may be considered for state highways but would be required to meet ODOT standards, including any ODOT approved design exceptions.

ITS Coordination Guidelines

Intelligent Transportation System (ITS) planning and coordination is important for Dundee to consider. The City should follow the Oregon Statewide ITS Plan.

On-Street Parking

On-street parking should be a high priority along Mixed-Use or Residential streets (in mixed-use and residential areas). The design criteria for collector streets in mixed-use and residential areas (see Figure 7) calls for on-street parking on both sides of the street if bike lanes are not present. On-street parking is generally discouraged along Commercial/Industrial streets, although it may be allowed if the adjacent land use would benefit from it and adequate right-of-way is available. On Local streets, on-street parking is generally provided on both sides of the street, although on-street parking can be reduced to one side if the roadway is narrowed through specific project approval. The City may eliminate on-street parking from one or both sides along streets located in constrained areas located in steep, environmentally sensitive, rural, historic, or limited development areas of the City.

Table 3: On-Street Parking Standards

	Mixed-Use Streets	Residential Streets	Commercial /Industrial Streets
Typical Parking Stall Width	8 feet	7 feet	8 feet
Typical Parking Stall Length	20 feet	20 feet	20 feet

The width of on-street parking should typically be eight feet, except along Residential streets where parking turn-over is not as frequent (as shown in Table 3). Along Residential streets, the width of on-street parking can be reduced to seven feet. The typical length of the on-street parking stall should be 20 feet, but may be reduced if additional maneuvering area is available (as determined by the City).

Enhanced Pedestrian Crossing Treatments and Guidelines

Enhanced street crossings are generally required on roadways with high traffic volumes and/or speeds in areas with nearby transit stops, residential uses, schools, parks, shopping, and employment destinations. These crossings should include treatments such as marked crosswalks, high visibility crossings, and curb extensions to improve the safety and convenience of street crossings. If the maximum block size is exceeded, mid-block pedestrian and bicycle accessways should be provided at a spacing of approximately 330 feet, unless the connection is impractical due to inadequate sight distance, high vehicle travel speeds, or other factors that may prevent the crossing (as determined by the City). Otherwise, crossings should be provided consistent with the connectivity standards.[5]

Figure 15: Pedestrian Refuge Island in Vancouver, Washington

[5] This requirement is a proposed amendment to City code.

The Investments

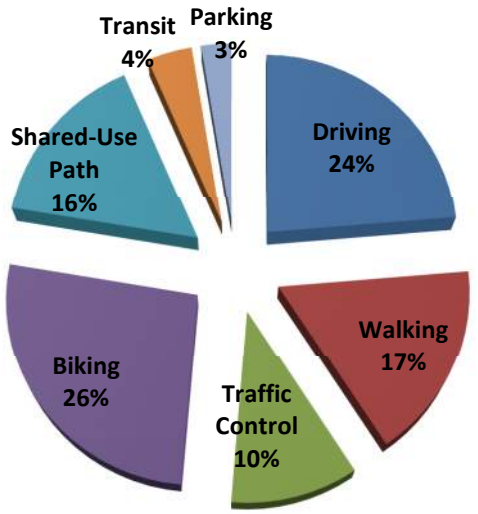
The Dundee approach to developing transportation solutions placed more value on investments in smaller cost-effective solutions for the transportation system rather than larger, more costly ones. The approach helped to encourage multiple travel options, increase street connectivity and promote a more sustainable transportation system.

Taking the network approach to transportation system improvements, the projects in this plan fall within one of several categories:

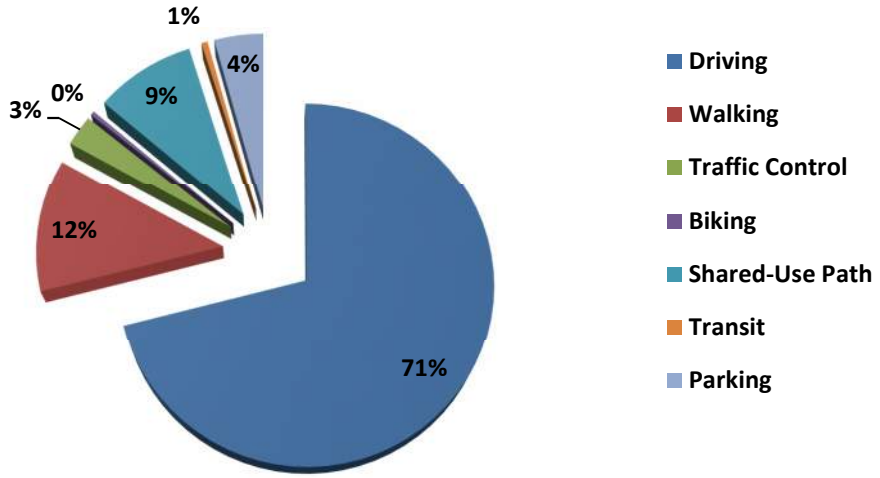
- **Walking** projects for sidewalk infill, providing seamless connections for pedestrians throughout the City. Dundee identified 13 walking projects that will cost approximately $4.4 million to complete.
- **Biking** projects including an integrated network of bicycle lanes and marked on-street routes that facilitate convenient travel citywide. Dundee identified 20 biking projects that will cost approximately $140,000 to complete.
- **Shared-Use Path** projects providing local and regional off-street travel for pedestrians and bicyclists. The citywide shared-use path vision includes 12 projects that will cost approximately $3.3 million to complete.
- **Driving** projects to improve connectivity, safety, and capacity throughout the City. Dundee identified 18 driving projects that will cost approximately $26.1 million to complete. One of these projects is a package of several different street projects to provide a new connection from west Dundee to the Riverside area.

- **Traffic Control** projects to improve intersection safety and mobility, provide safer pedestrian crossings, and improve safety of at-grade railroad crossings. Dundee identified eight traffic control projects that will cost approximately $1 million to complete.
- **Transit** projects to enhance the quality and convenience of transit services for passengers. Dundee identified three transit projects that will cost approximately $200,000 to complete.
- **Parking** projects to help provide access to businesses in Dundee's growing downtown. Dundee identified two parking projects that will cost approximately $1.6 million to complete.

Overall, Dundee identified 76 transportation solutions, totaling an estimated $36.8 million worth of investments, see Figure 16.



Projects in TSP by Category Type



Projects in TSP by Category Expense

Figure 16: Total Percentage of TSP by Project Type and Project Expense

The Funding

With an estimated $36.7 million worth of transportation solutions identified, Dundee must make investment decisions to develop a set of transportation improvements that will likely be funded to meet identified needs through 2035. As shown in Figure 17, Dundee is expected to have approximately $1.15 million available for capital expenditures through 2035 with current funding sources and maintenance and operations expenditures.

Figure 17: City of Dundee Funding Expectations through 2035

In addition to Dundee funds, ODOT has determined that it is reasonable to assume that perhaps $1 to $2 million in state discretionary funds will be available to fund new projects in Dundee over the next 20 years[6]. Many of the identified transportation improvements are expected to be funded, at least in part, by new development. About $16.3 million (approximately half) of the identified projects would be development-led.

Funding Gap

Approximately $36.7 million worth of investments were identified by the City in the 2035 horizon plan. It was estimated that approximately $16.3 million of those improvements will be built through private

[6] The State has not committed any future funding for projects in Dundee. This estimate is based on assuming that Dundee will receive a reasonable share of the state/federal funding projected to be available over the 20-year planning horizon in Region 2 and based on ODOT sustaining their current revenue structure. It is used to illustrate the degree of financial constraints faced by ODOT as of the writing of this document. Actual funding through state and federal sources may be higher or lower than the range of this estimate. This estimate does not include projects that might be funded through the federal Highway Safety Improvement Program (HSIP).

development, primarily the Riverside District area. That leaves $20.4 million of improvements to be funded through some combination of City, ODOT, or Yamhill County sources. Given the current funding programs, Dundee expects to have about $1.15 million in City funds and $1 to $2 million in ODOT funds to cover $20.5 million in public-share project costs. This leaves a $17 to $18 million project funding gap.

Additional Funding Sources

Dundee identified several additional funding sources that could be used to fund transportation improvements to help fill this gap. These include implementing transportation System Development Charges (SDC), a Transportation Utility Fee, an increase in Dundee's existing local fuel tax, and using lodging tax revenues for transportation projects.

SDC's are fees collected from new development and used as a funding source for projects that add capacity to the transportation system. The funds collected can be used to construct or improve portions of roadways impacted by development. The SDC is collected from new development as a one-time fee proportional to each land use's potential PM peak hour vehicle trip generation. Using a fee structure of $2,500 per peak hour trip for driving, and $500 per peak hour trip for walking and biking, Dundee could potentially collect an additional $3.6 million for general projects and $724,000 for walking and biking projects.

A transportation utility fee is a recurring monthly charge that is paid by all residences and businesses within the City and can be paid through the City's regular utility billing. Assuming a flat fee of $10.00 per month per water meter for both residential and commercial uses in the City, the City could collect an additional $3.4 million for transportation-related expenses through 2035.

Dundee currently has a local fuel tax of two cents per gallon. The City could increase the local gas tax or seasonably adjust the rate. Assuming Dundee increases its local gas tax to five cents per gallon during the summer months when more visitors are in town, the local gas tax could bring in an additional $7,500 per month during the summer, or $750,000 total through 2035.

Dundee's local hotel/lodging tax brings in approximately $33,000 per year. State law requires 70 percent of the hotel tax revenue be used for tourism facilities and promotion and the remaining 30 percent go to the general fund. The money allocated toward tourism facilities could potentially be used for transportation projects such as public parking or pedestrian improvements that benefit tourism.

Figure 18: Possible New Funding Sources

Using the potential new funding sources shown in Figure 18, up to $8.9 million in additional projects could be funded. More projects could be funded through other sources, such as mitigation for private development, state or federal grants, urban renewal districts, local improvement districts, and reallocating general fund revenue for transportation projects, but none of these funding sources are assured and should not be considered reasonably likely in the 20-year planning horizon.

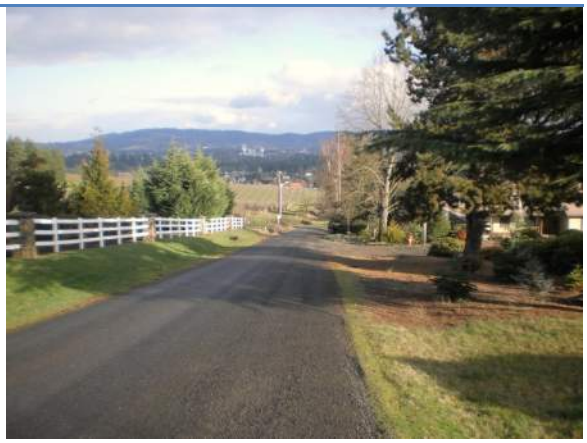
The Plan

As detailed in the Funding section, the City is expected to have approximately $1.15 million in City funds and $1 to $2 million in ODOT funds to cover the public portion of project costs ($20.5 million) if no additional funding sources are developed. Therefore, most of the transportation solutions identified for the City are not reasonably likely to be funded through 2035. For this reason, the transportation solutions were divided into three categories:

- **Likely Funded** projects are those projects that the City and ODOT believe are reasonably likely to be funded during the 20-year planning horizon based on the funding threshold established through City and ODOT funding analysis.
- **Possibly Funded** projects are those projects that address an identified problem and are supported by the City and ODOT, but are not reasonably likely to be funded during the 20-year planning horizon unless the City utilizes the potential new funding sources identified in the Funding section.
- **Aspirational** projects include all identified projects for improving Dundee's transportation system that are not reasonably likely to be funded during the 20-year planning horizon, but do address an identified problem and are supported by the City and ODOT.

Identifying the Investments

Using the nine goals identified previously in the TSP, the transportation solutions were



evaluated and compared to one another. Greater value was placed on the projects stakeholders felt were most important to the community. The investment recommendations attempted to balance projects between different modes, selecting some of the highest rated projects from each mode. Complex and costly capital projects were disfavored compared with low cost projects that can have more immediate impact and can spread investment benefits Citywide.

The Likely Funded Plan

The Likely Funded Plan identifies the transportation solutions that are reasonably expected to be funded by 2035 and have the highest priority for implementation.

Approximately $5.3 million in investments are included in the Likely Funded Plan. As shown in Figure 19, approximately $1.7 million of the projects would be funded by the City, approximately $700,000 funded through ODOT programs, and approximately $2.8 million would be development-led. Planning level cost estimates and funding allocation is summarized in Table 4.

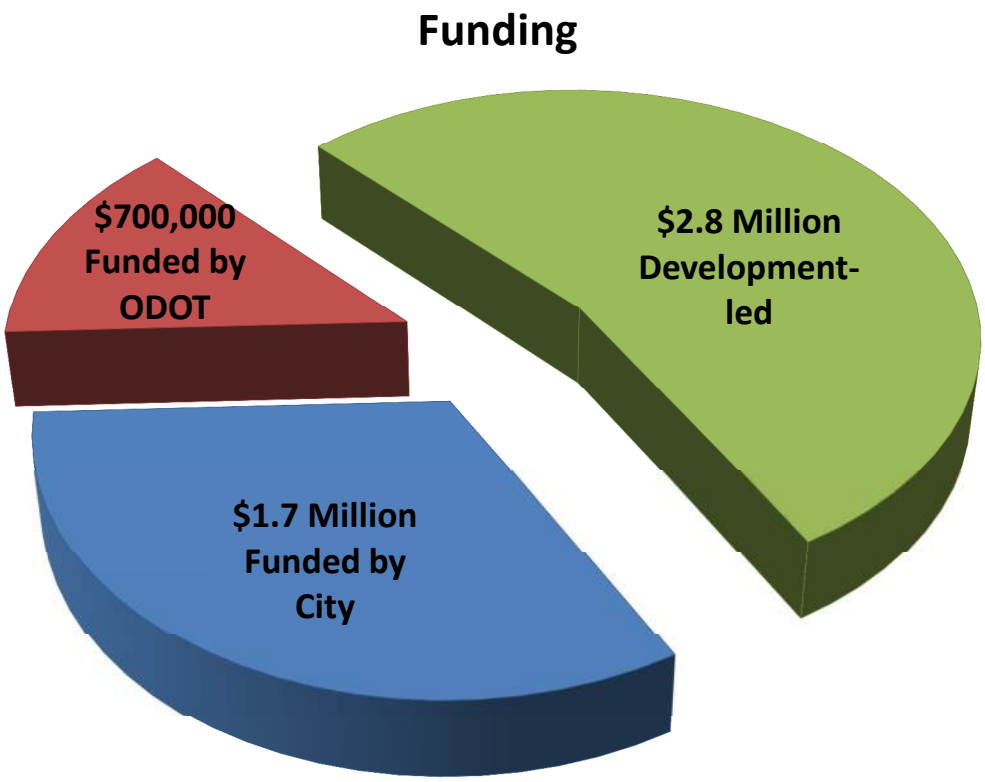


Figure 19: Funding for the Likely Funded Plan

Table 4: Likely Funded Plan

Project No.	Project	City Funds	Potential Additional Funds (source)	Total
DCO2	Downtown Connectivity	$567,750	$2,838,750 (Dev) $378,500 (ODOT)*	$3,785,000
I6	5th Street Right Turn Lane	$320,000	$320,000 (ODOT)*	$640,000
W11*	SE 10th Street Sidewalk infill between 99W and Edwards Drive	$840,000		$840,000
	Total	**$1,727,750**	**$3,537,250**	**$5,265,000**

*Funding contingent on ODOT approval

The Possibly Funded Plan

The Possibly Funded Plan identifies transportation solutions that could be funded if the City develops new revenue sources such as those summarized in Figure 18. These new funding sources could potentially fund the transportation solutions identified in the Possibly Funded Plan in Table 5.

The Possibly Funded Plan identified approximately $18 million worth of investments. Planning level cost estimates and funding allocations can be found in Table 5. As shown in Figure 20, approximately $8.2 million of the investments would be funded by the City, approximately $440,000 would be funded by ODOT, approximately $45,000 would be funded by the Yamhill County Transit Area (YCTA), and approximately $9.3 million would be development-led.

More projects could potentially be funded through other sources, such as state or federal grants, urban renewal districts, local improvement districts, and reallocating general fund and lodging tax revenues to transportation projects.

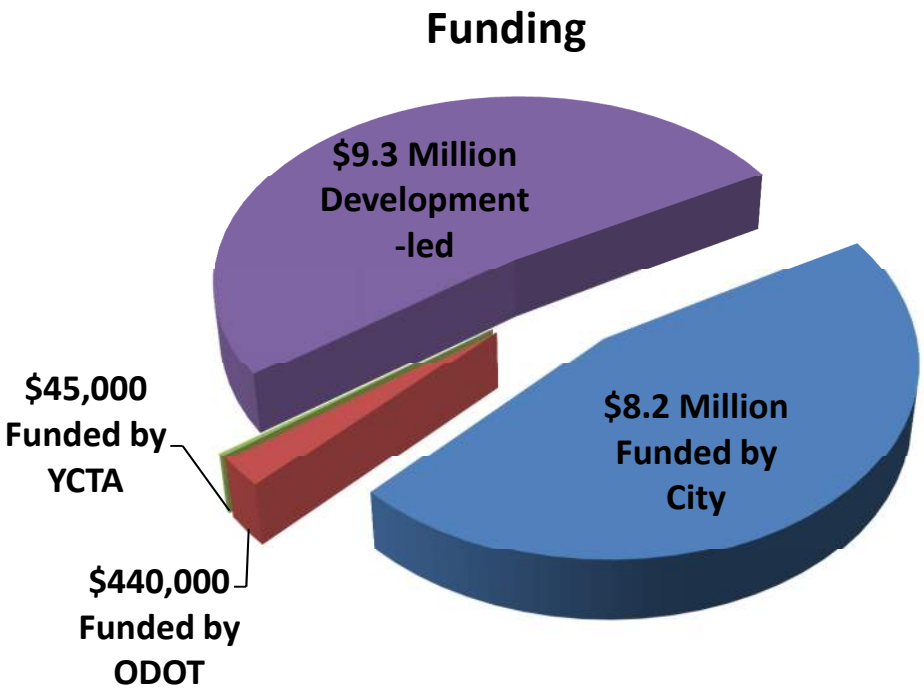


Figure 20: Funding for the Possibly Funded Plan

Table 5: Possibly Funded Plan

Project No.	Project	City Funds	Potential Additional Funds (source)	Total
D5	Alder Street Extension to 99W	$235,000	$470,000 (Dev)	$705,000
D9a	Alder Street Reconstruction between 7th Street and Upland Drive	$535,000		$535,000
D9b	Alder Street Reconstruction between 7th and 9th	$562,500	$187,500 (Dev)	$750,000
D11	8th Street Connection to Riverside	$264,000	$1,056,000 (Dev)	$1,320,000
D13	North-South Parkway along Bypass	$2,633,000	$5,267,000 (Dev)	$7,900,000
C1*	5th Street Midblock Crosswalk	$5,000		$5,000
C4*	Striped Crosswalk on 99W at 7th Street		$5,000 (ODOT) †	$5,000
C5*	Hwy 99W/9th Crosswalk		$5000 (ODOT) †	$5000
C6*	Striped Crosswalk on 99W at 11th Street		$5,000 (ODOT) †	$5,000
W2*	1st Street Sidewalk Infill between Dogwood and Birch of 99W	$120,000		$120,000
W3	5th Street Sidewalk Infill from 99W to Dogwood Street	$235,000	$235,000 (Dev)	$470,000
W6*	9th Street Sidewalks	$982,500	$327,500 (Dev)	$1,310,000
W7*	Alder Street Sidewalks between 9th and 11th Street	$425,000		$425,000
W8*	Edwards Drive Sidewalks from 6th to 2nd	$505,000		$505,000
W9*	SE 5th Street Sidewalk infill between Maple Street and Edwards Drive		$75,000 (Dev)	$75,000
W10*	Edwards Street Sidewalks from 8th to Parks	$190,000	$190,000 (Dev)	$380,000
W13*	Niederberger Road Sidewalks	$205,000		$205,000
B5/B6*	5th Street Bike Lanes or Shared Roadway east of 99W	$5000		$5000
B8*	10th Street Shared Roadway	$5000		$5000
B9/B10*	Alder Street Bike Lanes or Shared Roadway	$15,000		$15,000
B12*	8th Street Bike Lanes	$3333	$6667 (Dev)	$10,000
B15*	11th Street Shared Roadway	$5000		$5000
B18*	Edwards Dr Bike Lanes/Shared Roadway	$5000		$5000
B21*	3rd Street Shared Roadway	$5000		$5000
B22*	6th Street Shared Roadway	$5000		$5000
S1	6th Street Trail Ext to Riverside		$191,250 (Dev) $63,750 (ODOT) †	$255,000

Project No.	Project	City Funds	Potential Additional Funds (source)	Total
S4*	8th Street Conversion to Off-street Path	$97,500	$97,500 (Dev)	$195,000
S5*	13th Street Conversion to Off-street Path	$47,500	$47,500 (Dev)	$95,000
S7*	Bike/Ped Undercrossing of Bypass at 10th Street	$265,000	$265,000 (ODOT)†	$530,000
S9*	SUP Connection to Subdivision		$110,000 (Dev)	$110,000
S10*	3rd Street SUP Connection to Upland Drive	$155,000		$155,000
S11*	7th to 5th Connection to School		$145,000 (Dev)	$145,000
S12*	Viewcrest to Parking Lot SUP Connection	$65,000		$65,000
S13	11th St SUP Connection to Fulquartz	$118,750	$356,250 (Dev)	$475,000
R1	Parks Road RR Crossing Gates	$100,000	$100,000 (Dev) $100,000 (ODOT) †	$300,000
T6	Transit Service to Riverside		$70,000 (Dev)	$70,000
T7	Transit Loop Service	$45,000	$45,000 (YCTA)	$90,000
P1	8th Street Parking	$375,000	$375,000 (Dev)	$750,000
	Total	**$8,214,000**	**$9,796,000**	**$18,010,000**

*Walking and biking project

†Funding contingent on ODOT approval

The Aspirational Plan

The projects outlined within the Likely Funded and Possibly Funded Plans will significantly improve Dundee's transportation system. If the City is able to implement a majority of the Likely Funded and Possibly Funded plans, nearly two decades from now Dundee residents will have access to a safer, more balanced multimodal transportation network.

The Aspirational Plan identifies those transportation solutions that are not reasonably expected to be funded by 2035, but many of which are critically important to the transportation system. Some of the projects will require funding and resources beyond what is available in the time frame of this plan.

The Aspirational Plan includes approximately $10.2 million worth of investments. Planning level cost estimates can be found in Table 6. Transportation solutions within the Aspirational Plan were divided into several different priority/time horizons:

- Long-term Phase 1: Projects with the highest priority for implementation beyond the projects included in the Likely Funded and Possibly Funded Plans should additional funding become available.
- Long-term Phase 2: Projects with the highest priority for implementation beyond the projects included in the Likely Funded, Possibly Funded, and Long-term Phase 1 Plans should additional funding become available.
- Long-term Phase 3: The last phase of projects to be implemented, should additional funding become available.

Table 6: Aspirational Projects

Project No.	Project	Project Cost	Phase
D1	7th St extension to Alder St	$165,000	Phase 1
D2	New street from 3rd St to 5th St	$345,000	Phase 3
D3	Maple St extension from 8th St to 7th St	$430,000	Phase 2
D4	13th St - new street from Alder St to Hwy 99W	$445,000	Phase 2
D8	Edwards Rd reconstruction between 2nd St and 5th St	$815,000*	Phase 2
D10	8th St reconstruction between railroad and Edwards Rd	$1,485,000	Phase 3
D12	New street from 5th St to 7th St	$1,245,000	Phase 3
D14	Improvement of Edwards to collector standards (8th-Parks)	$990,000*	Phase 1
D15	Improvement of Parks to collector standards (99W to Edwards)	$2,390,000	Phase 2
D16	5th St to 7th St Connection	$295,000	Phase 3
D17	Niederberger/Parks Safety Improvements	$760,000	Phase 1
D18	Maple St reconstruction	$820,000	Phase 1
W1	1st St - sidewalks between Hwy 99W and Ione St	$15,000	Phase 1
W4	Dogwood Dr - sidewalk infill	$865,000	Phase 2
W5	Upland Dr Sidewalk infill	$120,000	Phase 1
W12	Parks Rd Sidewalks	$1,130,000	Phase 2
B1	Bike lanes from Alder to 99W	$10,000	Phase 2
B11	1st Street shared roadway from Highway	$5,000	Phase 3
B13	7th Street shared roadway	$5,000	Phase 3
B14	Locust Street shared roadway	$5,000	Phase 3
B16	Redhills Drive shared roadway	$10,000	Phase 3
B17	Dogwood Drive shared roadway	$5,000	Phase 2
B19	1st Street shared roadway from Brier Pl to Walnut St	$5,000	Phase 3
B20	Brier Place shared roadway	$5,000	Phase 3
S6	Trail connection between Viewmont and Fox Farm Road	$350,000	Phase 2
S8	1st St SUP Connection	$220,000	Phase 3
S14	T Connection from Walnut to Viewmont and Red Hills	$660,000	Phase 3
P2	10th Street Parking Capacity	$825,000	Phase 3

*Cost shown is without sidewalks. Sidewalk construction costs accounted for in W8 and W10 in possibly funded plan.

Outside Funded Projects

The City of Dundee expresses support for several projects that will help improve the transportation system in Dundee, but are located outside of Dundee City Limits, or are under the jurisdiction of other agencies.

Walking and Biking

The City of Dundee supports the construction of a shared-use path connection along the Edwards Street alignment between 3rd Street and Dayton Avenue/Hagey Road. The City also supports the addition of bicycle facilities on 9th Street/Worden Hill Road outside of City Limits. Both of these facilities are under the jurisdiction of Yamhill County.

Motor Vehicle System

The City will coordinate with ODOT and Yamhill County to monitor operations at the Highway 99W/Fox Farm Road intersection, as safety and operations here are an ongoing priority concern. The City and ODOT are currently working on a project at Highway 99W and 1st Street that is expected to have some positive benefit on the Fox Farm Road intersection. Also, because this is near the site of a planned (although not reasonably likely by 2035) future Bypass interchange (connection to 99W), no significant investments are being planned for the intersection.

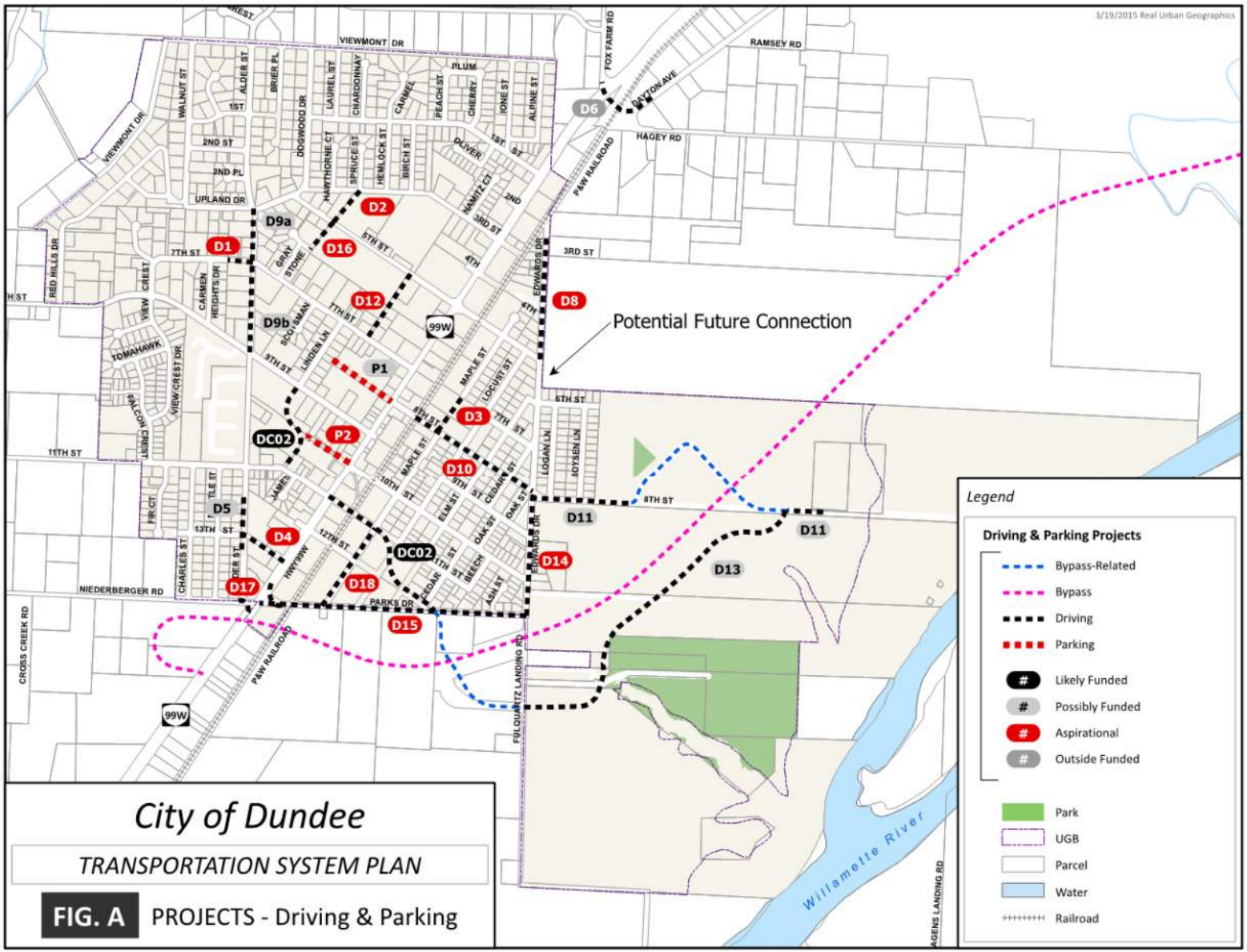
Newberg-Dundee Bypass

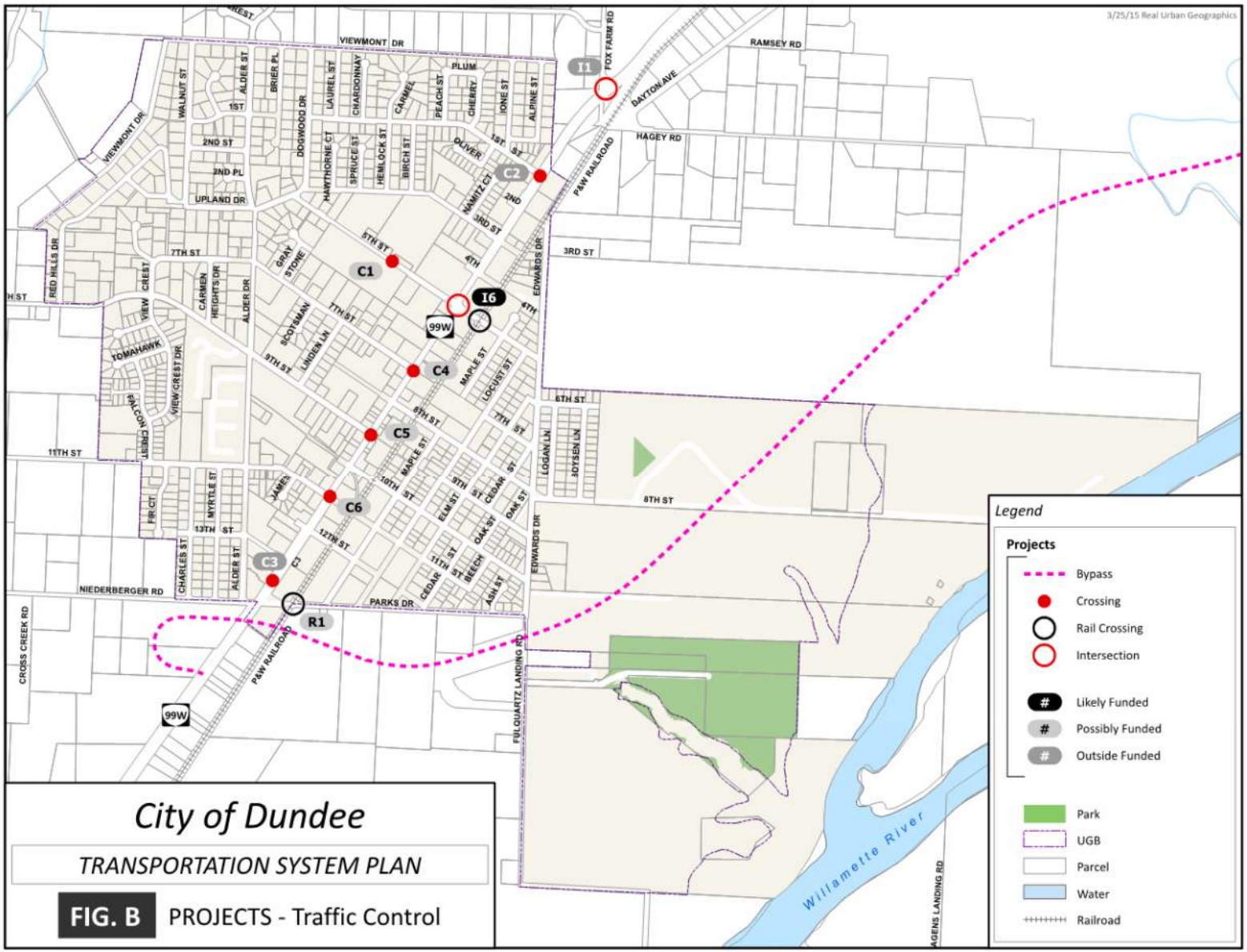
The City continues to support full implementation of the Newberg Dundee Bypass, as funding allows, in accordance with the approved Tier 2 Design-Level Environmental Impact Statement.

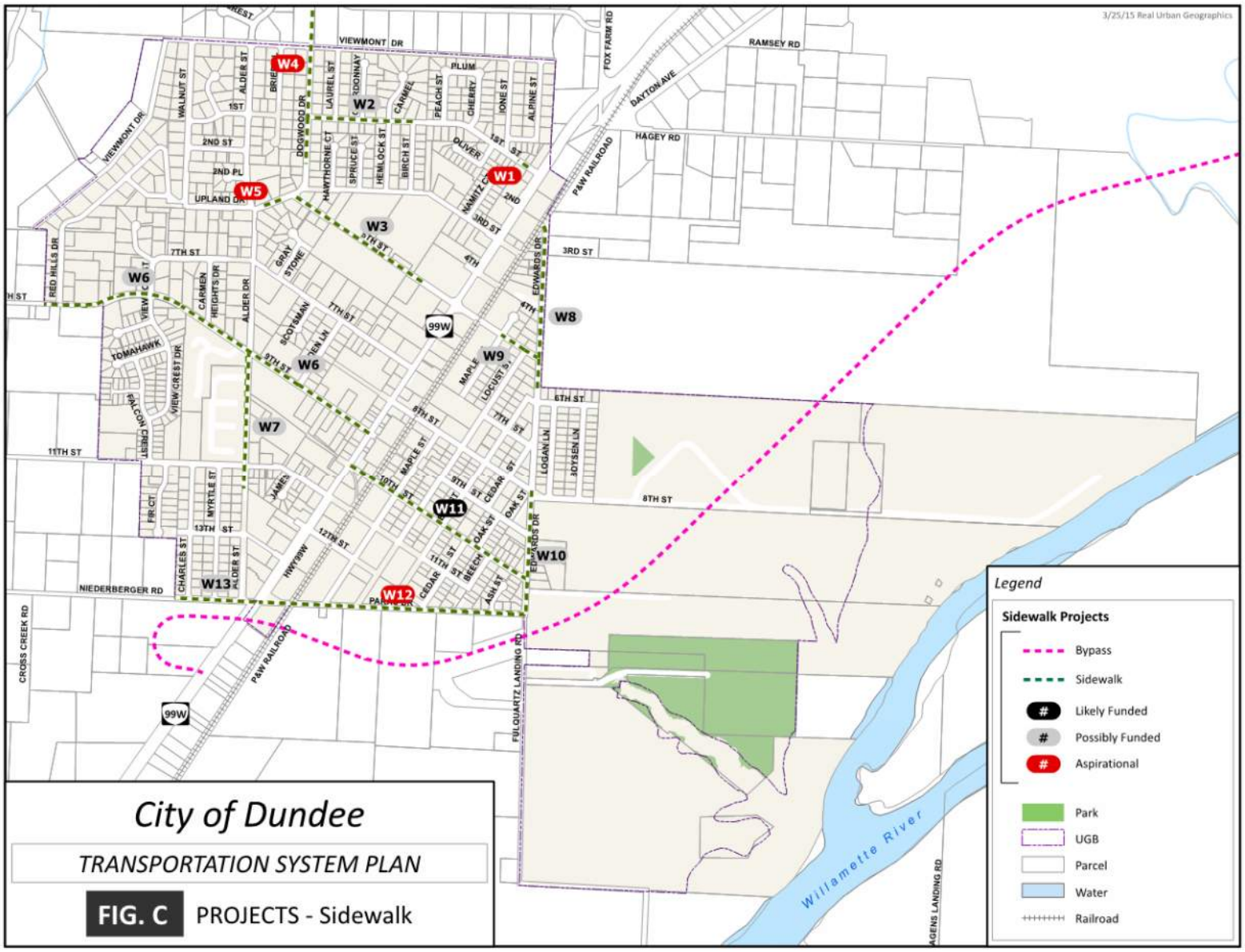
Mapping the Projects

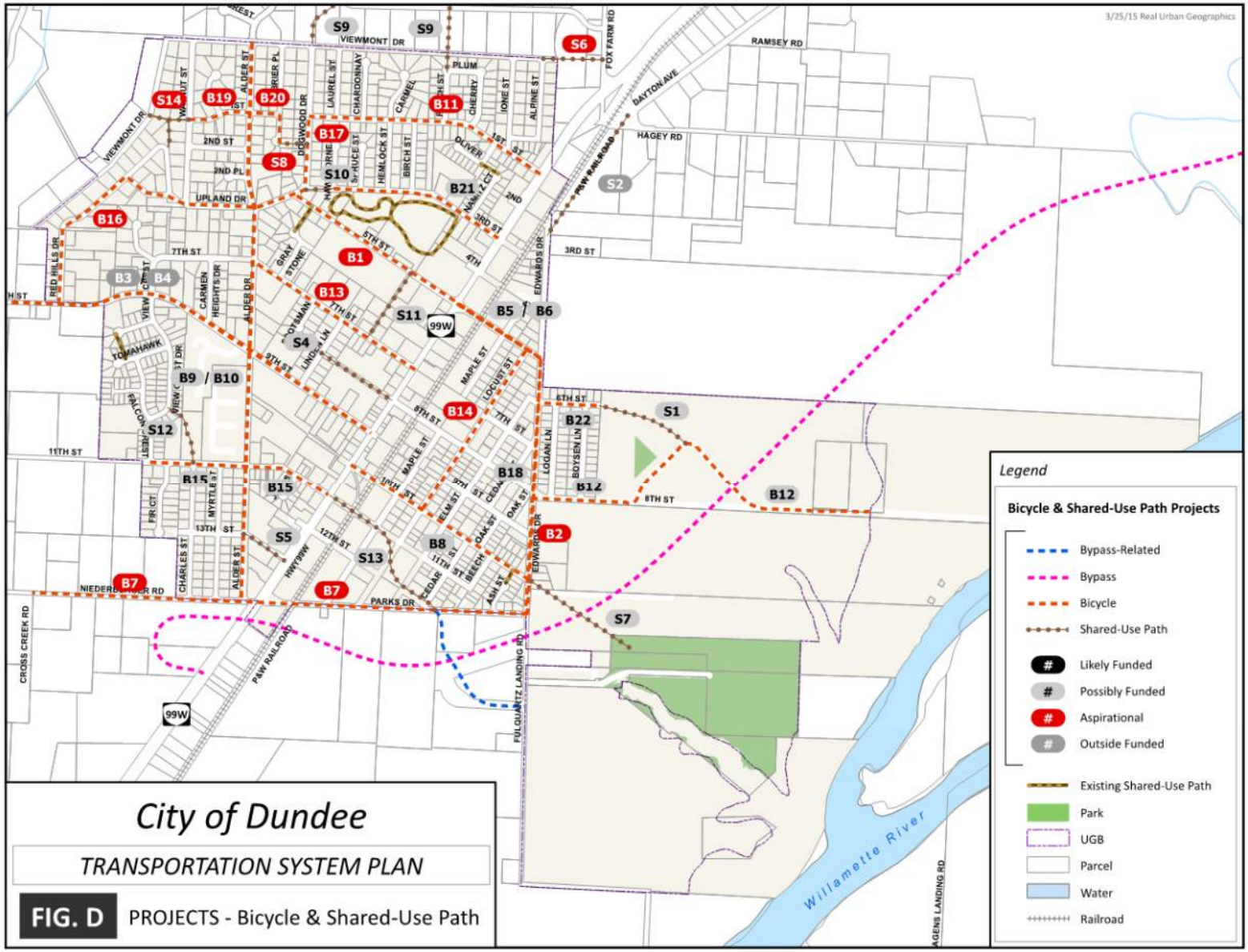
The proposed solutions are mapped in Figures A through D. The project numbers are denoted as follows:

- Driving (“D”)
- Walking (“W”)
- Biking (“B”)
- Shared-Use Path (“S”)
- Crossing (“C”)
- Rail (“R”)
- Intersection (“I”)
- Transit (“T”)


3/19/2015 Real Urban Geographics
Potential Future Connection
D1
D2
D3
D4
D5
D6
D8
D9a
D9b
D10
D11
D12
D13
D14
D15
D16
D17
D18
DC02
P1
P2
99W
VIEWMONT DR
RAMSEY RD
FOX FARM RD
PAYTON AVE
HAGEY RD
P&W RAILROAD
NIEDERBERGER RD
CROSS CREEK RD
PARKS DR
FULQUARTZ LANDING RD
AGENS LANDING RD
Willamette River
Legend
Driving & Parking Projects
Bypass-Related
Bypass
Driving
Parking
Likely Funded
Possibly Funded
Aspirational
Outside Funded
Park
UGB
Parcel
Water
Railroad
City of Dundee
TRANSPORTATION SYSTEM PLAN
FIG. A
PROJECTS - Driving & Parking


3/25/15 Real Urban Geographics
City of Dundee
TRANSPORTATION SYSTEM PLAN
FIG. B PROJECTS - Traffic Control
Legend
Projects
Bypass
Crossing
Rail Crossing
Intersection
Likely Funded
Possibly Funded
Outside Funded
Park
UGB
Parcel
Water
Railroad
C1
C2
C3
C4
C5
C6
I1
I6
R1
99W
VIEWMONT DR
RAMSEY RD
FOX FARM RD
DAYTON AVE
HAGEY RD
P&W RAILROAD
EDWARDS DR
NIEDERBERGER RD
PARKS DR
FULQUARTZ LANDING RD
CROSS CREEK RD
AGENS LANDING RD
Willamette River


3/25/15 Real Urban Geographics
City of Dundee
TRANSPORTATION SYSTEM PLAN
FIG. C
PROJECTS - Sidewalk
Legend
Sidewalk Projects
Bypass
Sidewalk
Likely Funded
Possibly Funded
Aspirational
Park
UGB
Parcel
Water
Railroad
W1
W2
W3
W4
W5
W6
W7
W8
W9
W10
W11
W12
W13
Willamette River
VIEWMONT DR
RAMSEY RD
DAYTON AVE
HAGEY RD
FOX FARM RD
P&W RAILROAD
NIEDERBERGER RD
CROSS CREEK RD
FULQUARTZ LANDING RD
AGENS LANDING RD
99W


3/25/15 Real Urban Geographics
City of Dundee
TRANSPORTATION SYSTEM PLAN
FIG. D
PROJECTS - Bicycle & Shared-Use Path
Legend
Bicycle & Shared-Use Path Projects
Bypass-Related
Bypass
Bicycle
Shared-Use Path
Likely Funded
Possibly Funded
Aspirational
Outside Funded
Existing Shared-Use Path
Park
UGB
Parcel
Water
Railroad
Willamette River
VIEWMONT DR
RAMSEY RD
DAYTON AVE
HAGEY RD
FOX FARM RD
PLUM
2ND ST
2ND PL
UPLAND DR
7TH ST
3RD ST
11TH ST
13TH ST
12TH ST
10TH ST
9TH ST
8TH ST
6TH ST
5TH ST
4TH
OLIVER
EDWARDS DR
MAPLE ST
LOCUST ST
PARKS DR
CROSS CREEK RD
P&W RAILROAD
99W
FULQUARTZ LANDING RD
AGENS LANDING RD
S1
S2
S4
S5
S6
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B21
B22

The Outcome

How will this TSP's investment decisions, estimated at a total of $21.9 million, improve the performance of Dundee's transportation system? To answer this question, the Plan's investment decisions were evaluated against the future needs to identify long-term trends through 2035.

The Improved Transportation System

After reviewing the expected growth throughout Dundee and considering system gaps and deficiencies, locations needing improvement were identified to meet the expected travel demand. Through 2035, the following trends will be expected:

- **Improved motor vehicle intersection operations.** The system is expected to accommodate the expected travel demand through 2035.
- **Safer streets.** By adding turn lanes, improving intersection geometrics and traffic control, and managing travel speeds, streets will be safer.
- **More sidewalks and bike lanes.** More facilities means more residents and visitors will be able to walk and bike to destinations in Dundee.
- **Safer street crossings.** Investments in enhanced street crossings will reduce barriers for people walking and biking.

The Planning Horizon and Beyond

In addition to the investment decisions in this TSP, further issues will need to be explored through 2035 and beyond.

Geologic Hazards

All proposed new streets or street extensions included in the TSP are shown with conceptual alignments. These alignments represent a planning level illustration of the street connectivity enhancements that are needed in these areas. Before construction of any of the projects can begin, more detailed surveys will need to be undertaken to identify hydrologic, topographic, or other geologic constraints that could hinder the alignment of the planned streets. Final street alignments will be identified after these surveys have been completed.

EXHIBIT "B"

Angelo planning group

LAND USE PLANNING • TRANSPORTATION PLANNING • PROJECT MANAGEMENT

Memorandum

Date:	March 24, 2015
To:	City of Dundee Transportation System Plan (TSP) Update Project Management Team and Project Advisory Committee and City of Dundee Planning Commission and City Council
From:	Darci Rudzinski and Shayna Rehberg, Angelo Planning Group
cc:	Carl Springer and Ray Delahanty, DKS
Re:	Technical Memorandum #10 – Final Draft Implementing Ordinance Language (Task 6.1)

This memorandum presents draft proposed amendments to the City of Dundee Comprehensive Plan and Development Code, pursuant to Task 6.1. The amendments in this memorandum are the product of the following process to date:

1. Amendment concepts were proposed in a preliminary set of recommendations (see Draft Implementing Ordinances memorandum dated April 18, 2014);

2. The amendment concepts were developed into policy and code amendment language and presented as a first draft to the Project Management Team (PMT) (Draft Implementing Ordinances memorandum dated July 15, 2014);

3. These draft proposed amendments were revised based on PMT comments and presented as the Revised Draft Implementing Ordinance Language memorandum dated January 21, 2015;

4. The January 21, 2015 memorandum was provided to the Project Advisory Committee, Planning Commission, and City Council and reviewed in part at a meeting and a work session on February 11 and February 18, 2015; and

5. This Final Draft Implementing Ordinance Language memorandum was prepared based on comments made at and following the February meetings.

Proposed policy and code amendments should be reviewed and considered for adoption in conjunction with the updated City of Dundee Transportation System Plan (TSP), as they include amendments that implement recommendations from the updated TSP, create consistency between the TSP and other local documents, and comply with State transportation planning regulations. Proposed Comprehensive Plan policy amendments (Table 1) and Development Code amendments (Table 2) will be revised based on recommendations and feedback from the PMT, Project Advisory Committee (PAC), community

DRAFT

members, Planning Commission, and City Council following an upcoming set of meetings and prior to public hearing proceedings and adoption.

Proposed Policy Amendments

The City's Comprehensive Plan (1977) includes a set of goals, objectives, and policies that direct development of the City's transportation system (pp. 72-76).[1] Technical Memorandum #3 (Draft Goals, Objectives, and Evaluation Criteria) provided preliminary recommendations for updating the City's adopted transportation system goals, objectives, and policies. Additional direction for policy areas to include or strengthen in the Comprehensive Plan has been provided by City Staff and the Policy Advisory Committee through the TSP development and update process. Table 1 includes exiting Comprehensive Plan language and proposed modifications (additions are underlined; deletions are ~~struck through~~), as well as an indication of why the changes are being proposed. Proposed modifications reflect:

- Text changes suggested for clarity with existing City practice and requirements.
- Direction and decisions generated from TSP update process.
- Updated Newberg-Dundee Bypass policies.
- Updated language that supports and is consistent with the adopted Riverside District Master Plan.
- New language that supports Downtown growth and development, such as planning for a transportation system that would support planned land uses/mixed land uses, a pedestrian-oriented streetscape, "green corridors" for pedestrians and bicyclists, etc.

Table 1: Recommended Comprehensive Plan Policy Amendments

Recommended Policy Amendments		Commentary
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~~ Develop a well-connected street network that is safe, accessible and efficient for motorists, pedestrians, bicyclists and the transportation	The proposed modification provides a consistent sentence

[1] Note that the Comprehensive Plan includes transportation policies adopted in 2003 and 2004 (pp. 74-76), but more recent adopted policy pertaining to the Newberg-Dundee Bypass (adopted in Ordinance 502-2011, Policies 7 and 10-14) was not incorporated into the Comprehensive Plan document.

Recommended Policy Amendments		Commentary
	disadvantaged.	structure.
B.	Preserve the aesthetic quality of the community.	
C.	~~The construction of a~~ Provide 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.	The proposed modification provides a consistent sentence structure.
~~D.~~	~~Develop policies for the location and improvement of arterials, collectors, local streets and sidewalks.~~	This objective is a more specific directive than the others listed; suggested replacement language is found in Policy 1.
~~E.~~D.	Improve the transportation links between the City and other destinations and employment centers within the region as well as ~~other regions of~~ the state, while encouraging alternative transportation modes for commuters.	The proposed modification specifies that the policy improves transportation to and from Dundee.
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.~~ The City shall adopt and maintain transportation design and development regulations that address all elements of the city transportation system and that promote access to and use of a multi-modal transportation system.	Because functional classification is not the only consideration when prioritizing street development and maintenance, this policy is recommended for removal. Proposed language addresses all transportation modes and the City's role in adopting and maintaining standards.
2.	The City ~~of Dundee~~ shall protect the function of existing and planned roadways as identified in the Transportation System Plan (TSP) and will ensure that all development	The first part of Policy 2 and Policy 3 are related; the language proposed show the consolidation of

Recommended Policy Amendments		Commentary
	proposals, plan amendments, and zone changes are consistent with the adopted TSP. ~~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.~~	the two existing Policies. The second part of Policy 2 is proposed to be replaced with (new) Policy 3.
3.	~~All development proposals, plan amendments, or zone changes shall conform with the adopted Transportation System Plan.~~ The location of proposed new major streets identified in the TSP is conceptual and actual street improvements and installation shall be based on detailed engineering specifications, design considerations, and assessment of local impacts.	It is proposed to consolidate existing language with Policy 2. New Policy 3 is intended to reflect the intent of eliminated section of (existing) Policy 2.
4.	The City ~~of Dundee~~ shall include ~~a~~ consideration ~~of their~~ impacts on existing or planned transportation facilities in all land use decisions, and shall require applicable developments (as defined in the Development Code) to prepare a transportation impact analysis.	Proposed additional language supports implementation of transportation impact analysis and mitigation requirements in the Development Code.
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.~~ require that proposed land developments mitigate their adverse transportation impacts and ensure that all new development contributes a fair and proportionate share toward on-site and off-site transportation system improvements.	Existing Policy 6 is similar to Policy 2. Proposed revisions are more specific to developers' role and are related to the traffic impact analysis requirements proposed for inclusion in the Development Code.
7.	The City supports minimizing direct access points on Highway 99W to improve mobility and safety through Dundee. New direct access to Highway 99W shall be granted only after ~~consideration is given to~~ Oregon	It is proposed that all references to "Oregon Department of Transportation" be

Recommended Policy Amendments		Commentary
	Department of Transportation (ODOT) approval ~~access management standards, land use and traffic patterns in the area of development, and not just at the specific site~~. ~~Common d~~Driveway consolidation and other access management techniques may ~~shall~~ be encouraged or required ~~to coordinate traffic and land use patterns and these shall be implemented wherever feasible~~.	changed to "ODOT." The proposed addition emphasizes the need to minimize conflicts on Highway 99W and ODOT's authority to manage access on the highway.
8.	The City shall coordinate development and revisions of its TSP~~transportation systems plan~~ with ~~the~~ ODOT ~~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~~TSP 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.~~ On- and off-street parking facilities are part of the transportation system, and will be managed and regulated to ensure sufficient parking is provided, maximize efficiency, minimize impacts to traffic in the right-of-way, and reduce environmental impacts.	Proposed language is more inclusive, addressing all types of parking.
10.	The City shall ~~develop a~~ use its adopted Capital Improvement Program to ~~identify and~~ prioritize and schedule transportation projects based upon need as shown in the TSP.	Proposed amendments refine existing policy, meant to clarify how the City uses the CIP/TSP.
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~~ coordinate with ODOT~~Oregon Department of Transportation on a continual basis to have a~~ on the siting and installation of needed traffic signals, ~~installed at the Parks Road/~~ along Highway 99W ~~and 10th Street/Highway 99W intersections as soon as possible~~ as	Updated policy relies on the TSP analysis to support the installation of signals.

Recommended Policy Amendments		Commentary
	identified in the TSP.	
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.~~ The City will continue to partner with ODOT to design and implement streetscape improvements on Highway 99W through downtown, including directing funding for the 99W 1st Street to Parks Drive Streetscape Project for needed sidewalk, lighting, and pedestrian crossing improvements.	This policy is recommended for elimination. An STA designation is likely no longer necessary, given the changing nature of 99W due to the Bypass and ODOT TE grant for streetscape improvements. Proposed new policy language reflects the partnership between ODOT and the City to implement streetscape design.
14.	Maintain access to the Willamette River so that the river may be used for transportation purposes in the future. Continue to explore ways to improve access to Willamette River for public docking and boat launch purposes.	Proposed new policy emphasizes the importance of river access for not only recreational purposes, but also as a means of transportation.
15.	The City will encourage and support Yamhill County to develop and construct a connection between Dundee Landing Road and Edwards Road at 5th Street to improve connectivity east of the Bypass to the river.	This proposed new policy emphasizes the Riverside master plans preferred connection to 5th street.
16.	The City will encourage and support Yamhill County to develop and construct a connection between Edwards Road and Dayton Avenue to improve connectivity on the east side of the railroad.	This proposed new policy emphasizes the need for an additional connection on the east side of the railroad due to reduction in railroad crossings.
17.	The City shall determine appropriate improvements for 7th Street directly west of Alder that improve pedestrian and bicycle access and provide emergency access without requiring a full street improvement to be constructed.	In removing a street improvement project for this road segment from the Draft TSP, the

Recommended Policy Amendments		Commentary
		Planning Commission and City Council requested than an alternate improvement be made. This proposed policy will act as a placeholder until the alternate improvement is determined and added to the City's capital improvement program.
18.	Gated and restricted-access residential subdivisions shall be discouraged in Dundee.	This policy is proposed particularly to improve emergency access throughout the city.
B. Newberg-Dundee Bypass		
1.	The City shall coordinate with the ODOT~~Oregon Department of Transportation~~, Yamhill County and other affected agencies regarding the ~~location and construction~~ development of the Newberg-Dundee Bypass.	Proposed amendment is inclusive of Phase I construction and future phase planning.
2.	The City supports the construction of Phase I of the Bypass and shall encourage ~~the selection of a bypass alternative~~ design and construction of future phases ~~that~~ to ensure~~s~~ that 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~~ TSP's planning horizon.	
3.	The City ~~shall encourage the new by-pass~~ supports a Bypass design ~~to~~ that provides 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.	

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~~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.~~	This policy is no longer necessary. The updated TSP addresses connectivity within the City, including proposed improvement projects, assuming Phase 1 of the Bypass.
~~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.~~	This policy direction will be fulfilled locally through the updated TSP.
~~7.~~ 5.	~~The City actively supports the development of the Newberg-Dundee Bypass in the southern location corridor described as Alternative 3J (Modified) in the Tier 1 Location Environmental Impact Statement. The City prefers a below-grade roadway, however the City recognizes that ODOT has selected an at-grade roadway with 6-8 foot berms as the preferred alternative in the Tier 2 Draft Environmental Impact Statement (DEIS) process.~~ The City actively supports the development of the Bypass in the southern location corridor described in the Tier 2 Environmental Impact Statement (EIS) process.	This policy, most recently revised in 2011 by Ordinance 502-2011 to reflect the Newberg-Dundee Bypass Tier 2 Alignment, has been updated to be consistent with Tier 2 DEIS. (*Note: This language is also Goal 4, Policy h in the Newberg Comprehensive Plan.*)
~~8.~~ 6.	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.~~ 7.	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	

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	access will be allowed from private properties on the Bypass or within the Interchange Management Areas as defined by the OHP.	
~~10.~~ 8.	For purposes of City compliance with the Transportation Planning Rule (OAR 660-012-0060), the City will not consider or rely on future phases of the Bypass ~~(including the proposed East Dundee Interchange) improvement that is reasonably likely to be constructed during the 20-year planning horizon~~ until the OTP includes all or a specific phase of the Bypass in the construction section of the Statewide Transportation Improvement Program (STIP) or until ODOT agrees, in writing that all or a portion of the bypass may be considered a planned improvement. During the period before ~~the~~ future phases of the Bypass can be considered a planned improvement, the City of Dundee will work with ODOT to ~~pursue mutually agreed upon~~ implement alternative mobility standards for Highway 99W through Dundee to comply with OAR 660-012-0060.	The TSP update's future needs analysis assumes the construction of Phase 1 of the Bypass. Proposed language is directed towards future phases.
~~11.~~ 9.	The City shall maintain and update, as necessary, zoning and development regulations to manage land uses and access in the vicinity of the Bypass interchange that are consistent with the primary function of the bypass to serve through traffic and that are consistent with the Oregon Highway Plan. The City in conjunction with ODOT shall maintain intersection/interchange management plans and, if proposed in the future, corridor plans to establish a framework for managing access and land uses along Bypass, as necessary to implement the TSP. ~~An Interchange Area Management Plan (IAMP) will be developed to protect the function and capacity of the East Dundee Interchange for at least a 20 to 25-year period. The IAMP must be adopted by the Oregon Transportation Commission (OTC) before construction of the interchange, consistent with the requirements of the 1999 Oregon Highway Plan and OAR 734-051-0155(7).~~	Proposed policy language reflects how the City proposes to participate in future IAMP/corridor planning. *(Note: Proposed language is similar to Newberg's Goal 2, Policy b: "The City shall adopt zoning and development overlay regulations to manage land uses and access in the vicinity of Newberg-Dundee Bypass interchanges that are consistent with the primary function of the bypass to serve through traffic and that are consistent with the Oregon Highway Plan. Highway oriented development and retail commercial shall be precluded at proposed access points.")*

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~~12.~~ 10.	~~Figure 6-1 of the Dundee TSP identifies three potential collector road crossings of the Bypass for illustrative purposes only. The City recognizes that one of the crossings will be constructed as part of the Bypass project to maintain connectivity between downtown Dundee and the Riverfront. The Tier 2 DEIS, Preferred Alternative, identifies an overcrossing in the vicinity of 8th Street. The City is in the process of master planning the undeveloped area between Dundee and the Willamette River. At a future date, Figure 6-1 of the Dundee shall be amended to reflect either the Tier 2 DEIS Preferred Alternative for the overcrossing or the location for the overcrossing identified in the adopted Riverfront master plan. ODOT will continue to coordinate with the City on location of the overcrossing and is flexible on the ultimate location with the UGB if it could serve all properties ownerships between the Bypass and the Willamette River.~~	The location and design of the Bypass in Dundee has been determined, as have two direct routes under construction. Therefore, this policy is no longer necessary.
~~13.~~ 11.	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.48).	
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.~~ The City will work to improve and expand pedestrian and bicycle facilities throughout the community, including establishing a connected trail system accessing the Willamette River, with a focus on improved connectivity within the city and to regional bicycle routes and trails systems.	Existing policy has largely been accomplished through the Riverside District Master Plan and this TSP update. Proposed language provides ongoing direction. Policy 6 from the Master Plan includes the following: "A connected trail system shall be required to accommodate the

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		Willamette River Trail, the Chehalem Heritage Trail, and connecting local trails within the Riverside District that link to the larger community trail system."
2.	~~Bike lanes and/or sidewalks shall be included on all new arterials and collectors within the Urban Growth Boundary, as referenced by the Transportation System Plan.~~ New and existing urban collector streets will be required to accommodate bicycle facilities and sidewalks on both sides of the street, with deferrals of sidewalk improvements allowed pursuant to conditions established in the development code. Modified sidewalk design is permitted on streets constrained by topography, environmental conditions, or existing development, consistent with the design guidelines in the TSP.	Proposed modifications are based on TSP update direction. Reference to roadway standards are consistent with the Draft TSP and proposed code amendments. *Note: In the TSP, bicycle facilities include separated facilities outside the roadway (shared-use path), dedicated in-road facilities (bike lanes), and shared lane facilities.*
3.	Sidewalks shall be included on all new streets within the Urban Growth Boundary as referenced in the TSP, except where sidewalks can be accommodated only on one side of the street due to topographic, environmental, or other development constraints.	This policy, and Policy 2 above, provide consistency with standards and figures/maps in the updated TSP and with direction from the PMT, PC, and CC.
~~4.~~	~~Where feasible, bikeways and pedestrian accessways shall connect to local and regional travel routes.~~	Existing Policy 4 is proposed to be included in modified Policy 1.
~~5~~4.	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~~5.	Maintenance and repair of existing bikeways and pedestrian accessways (including sidewalks) shall be given equal	

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	consideration to the maintenance and repair of motor vehicle facilities.	
~~7~~6.	To achieve a safe, continuous and direct network of sidewalks and bikeways, it is one of the City's priorities ~~is~~ to construct, or to require as part of development, these facilities on the streets depicted on the Pedestrian/Bicycle Plan Map ~~as incorporated within~~ in the ~~Transportation System Plan~~TSP.	Modifications are proposed for internal consistency.
~~8~~7.	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~~8.	Where possible, financially feasible, or otherwise required by law, the City will upgrade or require the upgrade of existing substandard sidewalks.	This policy should be reviewed to reflect the City's priorities and commitment to sidewalk infill. Policy language should reflect TSP direction and be consistent with updated code requirements.
9.	Require new development to include sufficient and convenient bicycle parking, and encourage improvements to bicycle parking facilities at key destinations along Highway 99W in downtown Dundee. Allow a range of bicycle parking solutions to address the specific needs of different users.	Proposed new policy is consistent with identified biking needs (see Future Needs Analysis, Memorandum #6) and supports recommended Development Code requirements.
D. Public Transportation		
1.	The City shall ~~encourage the creation of a customer-based and oriented regionally coordinated~~ support a regional public transit system that is efficient, effective, and founded on present and future needs.	
2.	The City shall ~~P~~promote regional planning of public transportation services and encourage the use of innovative	

Recommended Policy Amendments		Commentary
	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.~~ will work with the local transit provider to improve daily service to Dundee and the communities of Tigard and McMinnville.	Policy is proposed to be updated to reflect existing Yamhill County Transit Area service and future review and coordination of and updates to service.
4.	The City will explore the feasibility of enhancing transit within the city, including using local buses to feed the inter-city express bus system, establishing a transit loop service (using Alder Street and Edwards Street), and providing future service to the Riverside District.	Proposed new policy reflects transit projects and options explored as part of the TSP update process.
5.	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 Code revisions to permit construction.	This is existing policy, moved from Rail section.
6.	The City will work with transit service providers and developers to provide access to public transportation stops and to provide public transportation amenities (e.g., easements or dedications for shelters, lighting).	Policy supports other City policies to expand and improve intercity and intracity transit service. It is also consistent with transit requirements in TPR Section -0045(4).
E. ~~Rail and~~ Freight 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, ODOT~~the Oregon Department of Transportation~~, and other affected agencies or businesses to improve the at-grade railroad	

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	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.~~	It is recommended to move this policy to the Public Transportation section.
~~4.~~ 3.	The City supports activities that maintain adequate pipeline operations such as natural gas service into, within and through Dundee.	

Proposed Development Code Amendments

Dundee Municipal Code (DMC) Division 17 is the City's Development Code. The Development Code implements the goals, objectives, and policies of the Comprehensive Plan. Amendments to the Development Code are recommended to address the following objectives:

- Create consistency between the updated TSP, the Development Code, and the Public Works and Engineering Design Standards;
- Strengthen compliance of the Development Code with the Transportation Planning Rule (TPR); and
- Progress toward specific City objectives, such as providing a complete pedestrian system and filling in sidewalk gaps on arterial and collector streets.

Table 2 presents recommended Development Code amendments. Specific code language that is proposed to be added is underlined and language that is proposed to be deleted is ~~struck through~~. In some instances there will be new text shown in [brackets]; this denotes where choices regarding thresholds need to be considered. Explanations for each set of amendments are provided in the right-hand column of Table 2.

Table 3 addresses recommended Public Works Design Standards amendments. These do not necessarily present adoption-ready language as is done for the Development Code amendments. Rather, the nature of amendments that are needed or may be needed is discussed, in particular, pending review of the Draft TSP document.

As stated at the beginning of this memorandum, these amendments will be reviewed with the PMT before they are presented to the PAC. Revised amendments will be available for PAC review before final draft amendments are prepared for public hearing.

Notes: Recommendations for Development Code amendments are generally presented in sequential order of the Development Code sections. When a change is recommended that may apply to more than one code section, the change is presented in order of the earliest code section.
In addition to the amendments proposed in this memorandum, the entire Development Code should be checked to amend all references to the updated TSP, as needed.

Table 2: Recommended Development Code Amendments

	Recommended Development Code Amendments	Commentary
1.	**CHAPTER 17.202 ZONING REGULATIONS** DMC Table 17.202.020 (Zoning Use Table) *Amendments proposed to this table are presented in Attachment A.*	TPR Subsection -0045(1)(a) requires local development codes to permit transportation facilities, services, and improvements that are determined to not have a significant impact on land use, so that they are not subject to land use regulations except as necessary to implement the TSP. Transportation facilities and improvements are defined in DMC 17.501.020 to include the following: *A. Construction of streets, walkways, and associated improvements as part of an approved subdivision, partition, design review, or similar application.* *B. Projects identified in the city's adopted transportation system plan.* *C. Installation of culverts, pathways, medians, fencing, guardrails, walls, lighting, and similar types of improvements.* *D. Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.* *E. Landscaping as part of a transportation facility.*

	Recommended Development Code Amendments	Commentary
		F. Transit stops. Transportation facilities and improvements, as currently defined in the Development Code, are recommended to be permitted outright in residential, commercial/employment, and public zones in Dundee (see Attachment A). New transportation facilities proposed in Agriculture (A) and Exclusive Farm Use (EFU) zones may potentially have a significant impact on land use, so transportation uses are proposed to be established as a conditional use in the A zone and to be regulated by ORS 215 in the EFU zone. Similarly, transit centers and park-and-ride lots may have impacts greater than a standard transit stop (which is included in the existing code definition of transportation uses). For that reason, transit centers and park-and-ride lots are proposed as conditional uses in all Dundee zones to address design issues and potential impacts.
2.	**CHAPTER 17.301 ACCESS AND CIRCULATION** **17.301.020 Vehicular access and circulation.** F. Approach Spacing. ~~The following d~~Distances that shall separate driveway, intersection, and alley access to streets~~:~~ are established according to street classification in the Dundee transportation system plan.	In accordance with City goals and policies to provide a safe transportation system and to protect the function of transportation facilities and to ensure consistency with TPR Subsection -0045(2)(a), access control standards are included in the City Development Code.

<table>
<tr><th></th><th>Recommended Development Code Amendments</th><th>Commentary</th></tr>
<tr><td></td><td>
<table>
<tr><th>~~Street Classification~~</th><th>~~Approach Spacing~~</th></tr>
<tr><td>~~Arterial~~</td><td>~~150 feet (+/- 20%), except as required for state highways~~</td></tr>
<tr><td></td><td></td></tr>
<tr><td>~~Collector~~</td><td>~~75 feet~~</td></tr>
<tr><td>~~Local~~</td><td>~~15 feet~~</td></tr>
</table>

The city engineer, with approval of the roadway authority, may adjust the access spacing standards as necessary to address project or location specific issues such as topographic conditions, property configurations, or preservation of significant natural features. In such cases, the roadway authority may require additional mitigation to ensure adequate traffic operation and safety. Refer to Chapter 17.305 DMC for other applicable street standards and guidelines.
</td><td>It is recommended that the access spacing standards in the Development Code be replaced with references to access spacing standards in the updated TSP. Advantages to this approach include ease in maintaining consistency between documents and simplifying the amendment process as updates are made to the TSP in the future.</td></tr>
<tr><td>3.</td><td>17.301.020 Vehicular access and circulation.

[...]

I. Circulation and Connectivity. New developments shall be required to provide a circulation system that accommodates vehicular and pedestrian traffic, as follows:

1. In new subdivisions, except as restricted on arterial streets, a street or driveway intersection providing multi-modal connectivity and circulation for pedestrians, bicyclists, and automobiles shall occur not less than once for every 600 linear feet of street frontage, measured from street right-of-way line to street right-of-way line.</td><td>To create multi-modal connectivity, pedestrian access ways should be required – rather than just allowed for – where it is not possible to create street connections. The City requested that the steepness of slopes be specified in defining constraints.

Access spacing standards are consistent between the TSP and Development Code.</td></tr>
</table>

	Recommended Development Code Amendments	Commentary
	2. Where it is not practicable to provide a street connection at least every 600 feet, due to topography, existing development patterns, or similar constraints (e.g., railroad, ~~steep~~ slopes greater than 10%, wetland), the city ~~may~~ shall approve a pedestrian access way with a public access easement through the subject lot or tract. See DMC 17.301.030 for pedestrian access way standards.	
4.	**17.301.030 Pedestrian access and circulation.** [...] C. Site Layout and Design. To provide safe, direct, and convenient pedestrian circulation, developments shall contain pedestrian walkways as follows: 1. Continuous Walkway System. The pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, if any, to adjacent existing or planned transit stops, and to all future phases of development, as applicable.	Existing Development Code provisions include basic pedestrian access and circulation provisions; the proposed amendment specifies connections to transit service and facilities. The proposed amendment supports existing and proposed City policies to improve intercity and intracity transit service. It is also consistent with TPR Subsections -0045(3)(b) and -0045(4)(b), which establish requirements to improve access to existing and planned transit service and facilities.
5.	**17.301.030 Pedestrian access and circulation.** [...] D. Pedestrian Access Way. Where a pedestrian access way is required in lieu of a standard street connection, pursuant to DMC 17.301.020(I) or Chapter 17.403 DMC (Land Divisions and Property Line Adjustments), the access way shall consist of a 10-foot minimum width concrete or asphalt surface within a 20-foot public right-of-way tract or public access easement. The city may adjust the widths and construction specifications as necessary based on expected usage, including the need for emergency vehicle access. 1. Cul-de-sac Access Way. An access way required to connect a cul-de-sac to another street, pursuant to DMC	These proposed amendments to the City's non-motorized connectivity standards support City goals and policies to provide a connected multi-modal transportation network and better meet TPR Subsection -0045(6). The amendments seek to improve connections within and between residential areas and neighborhood activity centers. Access ways are already defined in the Development Code. As defined and as required by DMC 17.301.030(D), access ways are intended to be multimodal connections that are wider than

	Recommended Development Code Amendments	Commentary
	17.305.030(J) shall be at least five feet wide within a 10-foot right-of-way tract or easement. The city may adjust the dimensions and specifications as needed. **CHAPTER 17.305 PUBLIC IMPROVEMENTS AND UTILITIES** **17.305.030 Street standards.** [...] J. Cul-de-Sacs. Cul-de-sacs shall have maximum lengths of 400 feet and serve not more than 18 dwelling units. All cul-de-sacs shall terminate with circular turnarounds. ~~Where required by the review authority~~ Pursuant to DMC 17.301.030(D)(1), an access way ~~at least five feet wide~~ shall connect the cul-de-sac to another street.	required on-site walkways. Proposed language requires connectivity (access ways) in a specific situation where vehicular through-access is not provided or feasible (between cul-de-sacs and adjacent streets). Acknowledging the potentially constrained nature of lots in a cul-de-sac, the standard access way width is reduced to be more reasonably accommodated in these potentially constrained conditions.
6.	**CHAPTER 17.304 PARKING AND LOADING** **17.304.030 General provisions.** F. Development Standards. All parking and loading areas, except those for single-family dwellings and areas used exclusively for bicycle parking, shall be developed and maintained as follows: 9. Portions of off-street parking areas may be developed or redeveloped for transit-related facilities and uses such as transit shelters or park-and-ride lots, subject to meeting all other applicable standards, including retaining the required minimum number of parking spaces.	City policy supports improvements to transit service and facilities in the city. TPR Subsection -0045(4)(e), which applies to areas served by public transit, requires that transit-related and transit-supportive uses be permitted in parking areas. Thus, it is proposed that existing parking standards be amended to explicitly allow portions of the parking areas to be developed or used for transit-related uses (e.g., bus shelters, park-and-ride centers).
7.	**17.304.030 General provisions.** F. Development Standards. All parking and loading areas, except those for single-family dwellings and areas used exclusively for bicycle parking, shall be developed and	Large parking lots can be perceived as an unfriendly pedestrian environment when they are designed with only the car in mind. The proposed

	Recommended Development Code Amendments	Commentary
	maintained as follows: [...] 9. Internal pedestrian connections shall be provided in parking lots with greater than ten (10) parking spaces located in a commercial zone. These connections shall be a minimum of five (5) feet wide and distinguished from vehicular areas through changes in elevation or contrasting paving materials (such as light-color concrete inlay between asphalt). Paint or thermo-plastic striping and similar types of non-permanent applications may be approved for crossings of parking lot areas that do not exceed 24 feet in crossing length. 10. Internal pedestrian connections shall be provided in parking lots with greater than thirty (30) parking spaces located in a non-commercial zone. These connections shall be a minimum of five (5) feet wide and distinguished from vehicular areas through changes in elevation or contrasting paving materials (such as light-color concrete inlay between asphalt). Paint or thermo-plastic striping and similar types of non-permanent applications may be approved for crossings of parking lot areas that do not exceed 24 feet in crossing length. **CHAPTER 17.402 SITE DEVELOPMENT REVIEW** **17.402.040 Application submission requirements.** [...] B. Site Development Review Information [...] 2. Proposed Site Plan. The site plan shall contain the following information: [...] g. The location and dimensions of all parking and	amendments implement the City's objective to provide a safe, continuous, and direct network of streets, access ways, and other improvements for pedestrian and bicycle circulation in the city, as well as specific recommendations from the 2013-2014 Transportation and Growth Management (TGM) Dundee Commercial Zones project. The amendments also are consistent with TPR Subsection -0045(3)(b), which establishes requirements for several aspects of pedestrian and bicycle access and connectivity, with an emphasis on on-site circulation and connections to adjacent uses. Existing Development Code language largely complies with this TPR provision; however, there are aspects where compliance can be strengthened regarding pedestrian circulation in parking lots.

	Recommended Development Code Amendments	Commentary
	vehicle circulation areas (show striping for parking stalls and wheel stops); h. Pedestrian and bicycle circulation areas, including sidewalks, internal pathways, pedestrian connections through parking lots pursuant to DMC 17.304.030(F)(9), pathway connections to adjacent properties, and any bicycle lanes or trails; i. Loading and service areas for waste disposal, loading and delivery; [...]	
8.	**17.304.040 Automobile parking standards.** D. Preferential Carpool/Vanpool Parking. Parking lots for commercial and office uses that have designated employee parking and more than 20 parking spaces shall provide at least 10% of the employee parking spaces (with a minimum of one space) as preferential long-term carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the entrances of the building that other parking spaces, with the exception of ADA accessible parking spaces.	Because the City of Dundee is served by transit, TPR Subsection -0045(4) applies. Subsection (d) requires preferential carpool and vanpool parking in order to promote alternatives to commuting in a single-occupancy vehicle. The proposed addition to parking standards would require that preferential parking (i.e., located closer to the main employee entrance than other parking spaces, with the exception of ADA parking spaces) be provided for carpools and vanpools in parking lots meeting specified conditions. The new standards are proposed to apply to parking areas with designated employee parking, as specified in the TPR.
9.	**17.304.050 Bicycle parking standards.** At a minimum, required bicycle parking shall be consistent with the following standards and guidelines:	Proposed language would require bicycle parking at transit-related uses, consistent with TPR Subsection -0045(3)(a), which generally requires that

	Recommended Development Code Amendments	Commentary
	[...] C. Bicycle Parking Spaces. [...] Table 17.304.050(C) Minimum Bicycle Parking Spaces Required by Use Type of Use <u>Transit centers and park-and-ride lots</u> Minimum Number of Bicycle Spaces <u>8 spaces</u>	jurisdictions require bicycle parking for all proposed land uses, other than single-family residential.
	CHAPTER 17.305 PUBLIC IMPROVEMENTS AND UTILITIES 17.305.020 Applicability. Table 17.305.020 Applicability of Public Improvement Requirements *Amendments proposed to this table are presented in Attachment B.*	City staff and participants in the Planning Commission/City Council work session gave direction to add sidewalk provisions to public improvement requirements for single-family residential development. The provisions include an allowance for a deferral where sidewalk improvements will be constructed through a larger project in the future.
10.	**17.305.030 Street standards.** [...] C. Street Location. The location, width, and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of the land to be served by the streets. <u>Refer to the city of Dundee transportation system plan and applicable local street network plans for the location of streets.</u> [...]	Amendments are proposed to ensure that requirements for street location are consistent between the TSP and Development Code.

	Recommended Development Code Amendments	Commentary
11.	**17.305.030 Street standards.** [...] H. Improvements to Existing Streets. 1. All projects subject to site development review, partition, or subdivision approval must construct a minimum of a three-quarter street improvement to all existing streets adjacent to, within, or necessary to serve the development. The city engineer may waive or modify this requirement where the applicant demonstrates that the condition of existing streets to serve the development meets city standards and is in satisfactory condition to handle projected traffic loads. Where a development has frontage on both sides of an existing street, full street improvements shall be required. 2. The city may allow an applicant to record a "waiver of rights to remonstrance for streets and public utility improvements" in lieu of street improvements when the following criteria are met: a. The contiguous length of the existing street to be improved (including the portion of the existing streets that must be improved to serve the development) is less than 250 feet; b. The existing roadway condition and sections are adequate to handle existing and projected traffic loads; and c. Existing public utilities (water, sanitary sewer and storm sewer) located within the existing roadway are adequate, or can be improved without damaging the existing roadway surface. <u>3. A waiver of sidewalk, planter strip, and curb improvements is not permitted. A deferral of these improvements may be allowed by the city engineer and city administrator under the conditions specified in DMC</u>	Existing Development Code provisions allow an applicant to record a construction deferral agreement and waiver of rights to remonstrance and pay a fee in lieu of street improvements. Amendments are proposed to enable more sidewalk infill and move toward the City's objective of a complete and safe pedestrian system. Proposed amendments allow deferral of sidewalk, planter strip, and curb improvements under an expanded set of specified conditions, as approved by the City Engineer and City Administrator. Waivers of these improvements are not permitted.

	Recommended Development Code Amendments	Commentary
	17.305.030(H)(2) and under one of the following conditions: a. When the improvements conflict with an adopted capital improvement plan; b. When the improvements would create a safety hazard; c. When there is not an existing or planned funded sidewalk on adjacent lots for the improvements to connect to; or d. When the improvements are deemed more appropriate as part of a larger project in the future. 4. Deferrals of sidewalk improvements are not permitted when there is an existing curb or the site is abutting an existing street. 5. Formation of a Local Improvement District will be required to complete the sidewalk system on one side of a block when that side of the block reaches one of the following thresholds: a. Deferrals have been approved for 50% of the block length; or b. Sidewalks have been installed on 50% of the block length. ~~3~~6. In lieu of the street improvement requirements outlined under this section, the review authority may elect to accept from the applicant monies to be placed in a fund dedicated to the future reconstruction of the subject street(s). The amount of monies deposited with the city shall be at least 100 percent of the estimated cost of the required street improvements (including associated storm drainage improvements), and may include more than 100 percent of the cost as required for inflation. Cost estimates shall be based from a	

	Recommended Development Code Amendments	Commentary
	preliminary design of the reconstructed street provided by the applicant's engineer and shall be approved by the city engineer...	
12.	**17.305.030 Street standards.** [...] O. General Right-of-Way and Street Improvement Widths. The ~~following~~ street design standards in the Dundee Public Works Design 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 (P) of this section or upon approval of an engineering design modification request granted by the city engineer. ~~**Table 17.305.030(O) General Right-of-Way and Street Improvement Widths**~~ [This indicates removal of the table and its associated notes.]	It is recommended that Table 17.305.030(O) be replaced with a reference to the street design standards in the Public Works Design Standards. Replacing tables of dimensional standards in the Development Code with references can help the City maintain consistency between documents and simplify the amendment process as updates are made in the future.
13.	**17.305.030 Street standards.** R. Transit Improvements. Development proposals for sites that include or are adjacent to existing or planned transit facilities, as shown in the Dundee transportation system plan or adopted regional transit plan, shall be required to provide any of the following, as applicable and as the review authority advises: 1. Reasonably direct pedestrian connections between the transit facility and building entrances of the site. For the purpose of this section "reasonably direct" means a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for users. 2. A transit passenger landing pad accessible to disabled persons. 3. An easement or dedication for a passenger shelter or	City policy signals a commitment to improving transit service and facilities in Dundee. In a similar vein, TPR Subsections - 0045(3)(b) and (c) set requirements to improve access to existing and planned transit service and facilities. Existing Development Code includes basic pedestrian access and circulation provisions, but it is proposed that it also specify standards for providing access to transit service and facilities and for providing transit-related amenities as part of development that is adjacent to existing or planned transit stops.

	Recommended Development Code Amendments	Commentary
	bench if such facility is identified in an adopted plan. 4. Lighting at the transit facility.	
14.	**17.305.030 Street standards.** S. Transportation Impact Analysis (TIA) 1. Purpose. The purpose of this section of the code is to implement Section 660-012-0045(2)(b) and (e) of the State Transportation Planning Rule that requires the city to adopt standards to protect the future operations of roadways and transit corridors and a process to apply conditions to development proposals in order to protect and minimize adverse impacts transportation facilities. This section establishes when a TIA must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be addressed in a TIA; and who is qualified to prepare the analysis. Where a TIA is required, approval criteria will ensure that there are adequate facilities for both motorized and non-motorized modes of transportation. 2. Applicability. A TIA shall be required to be submitted along with a land use application if the proposal is expected to involve one or more of the following: a. The proposed development would generate 40 or more PM peak-hour trips. This applicability requirement may be waived by the city engineer if: (1) A previous traffic study adequately addresses the proposal; (2) Completed off-site and frontage improvements adequately mitigate traffic impacts; or	City policy calls for the protection of the function of transportation facilities. This is reinforced by TPR Subsection -0045(2)(b), which requires that local regulations include standards to protect the operations of roads and major transit corridors. A Transportation Impact Analysis (TIA) requirement is a tool to ensure that proposed land use changes and future development are consistent with the planned transportation system. TIA requirements have been developed and reviewed as part of the TGM Commercial Zones Evaluation project. The final draft requirements are presented here.

	Recommended Development Code Amendments	Commentary
	(3) The proposed use is not adjacent to an intersection that is functioning at a poor level of service. b. The proposed development would generate less than 40 PM peak-hour trips but the proposed development is immediately adjacent to an intersection that is functioning at a poor level of service, as determined by the city engineer. c. An increase in use of any direct property approach road to Highway 99W by 10 vehicles or more per day that exceed 20,000 pounds gross vehicle weight. d. A new direct approach to Highway 99W is proposed. e. A proposed development or land use action that the road authority states may contribute to operational or safety concerns on its facility(ies). f. An amendment to the Dundee Comprehensive Plan or Zoning Map is proposed. 3. Requirements. a. Pre-application Conference. For proposals that meet one or more of the thresholds in DMC 17.305.030(S)(2), the applicant shall attend a pre-application meeting in order to coordinate with the city engineer, and ODOT as necessary, to discuss the scope of a required TIA prior to submitting an application. ODOT will be invited to participate in the pre-application conference when an approach road to Highway 99W serves the subject property to ensure the completed TIA meets	

	Recommended Development Code Amendments	Commentary
	the requirements of both agencies. b. Preparation. The TIA shall be prepared by an Oregon registered professional engineer qualified to perform traffic engineering analysis and will be paid for by the applicant. c. Typical Average Daily Trips and Peak Hour Trips. The latest edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE), shall be used to gauge PM peak hour vehicle trips, unless the city engineer approves an alternative trip generation study or method to determine the average daily and peak hour trips of a proposed development. d. Intersection-level Analysis. Intersection-level analysis shall occur at intersections identified in the pre-application conference involving the applicant, city engineer, and ODOT staff as necessary, pursuant to DMC 17.305.030(S)(3)(a). e. Transportation Planning Rule Compliance. The requirements of the Transportation Planning Rule shall apply to those land use actions that significantly affect the transportation system, as defined by OAR 660-012-0060. 4. Study Area. The following facilities shall be included in the study area for all Transportation Impact Analyses: a. All site-access points and intersections (signalized and unsignalized) adjacent to the proposed development site. If the site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances in the TSP extending out from the	

	Recommended Development Code Amendments	Commentary
	boundary of the site frontage. b. All roads through and adjacent to the site. c. All intersections needed for signal progression analysis. d. In addition to these requirements, the city engineer may require analysis of any additional intersections or roadway links that may be affected by the proposed development. 5. Analysis Periods. To adequately assess the impacts of a proposed land use action, the following study periods, or horizon years, should be addressed in the transportation impact analysis where applicable: a. Existing year. b. Project Completion Year, Background (No-Build) Conditions. The conditions in the year in which the proposed land use action will be completed and occupied, but without the expected traffic from the proposed land use action. This analysis should account for all city approved developments that are expected to be fully built out in the in the project completion year, as well as all planned transportation system improvements. c. Project Completion Year, Full Buildout. The background condition plus traffic from the proposed land use action assuming full build-out and occupancy. d. Phased Years of Completion. If the project involves construction or occupancy in phases, the applicant shall assess the expected roadway and intersection conditions resulting from major development phases. Phased	

	Recommended Development Code Amendments	Commentary
	years of analysis will be determined in coordination with city staff. e. 20-Year or TSP Horizon Year. For planned unit developments, comprehensive plan amendments or zoning map amendments, the applicant shall assess the expected future roadway, intersection, and land use conditions as compared to approved comprehensive planning documents. 6. Approval Criteria. When a TIA is required, a proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying proposal: a. The analysis complies with the requirements of DMC 17.305.030(S)(3); b. The analysis demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the city engineer and, when state highway facilities are affected, to ODOT; c. For affected non-highway facilities, the TIA establishes that Level of Service standards adopted by the city have been met; and d. Proposed public improvements are designed and will be constructed to the street standards specified in DMC 17.305.030 and to the access standards in Chapter 17.301 DMC. 7. Conditions of Approval. The city may deny, approve, or approve a development proposal with conditions necessary to: meet operational and safety standards; provide the necessary right-of-way for improvements;	

	Recommended Development Code Amendments	Commentary
	and to require construction of improvements to ensure consistency with the future planned transportation system. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development. **CHAPTER 17.402 SITE DEVELOPMENT REVIEW** 17.402.040 Application submission requirements. All of the following information is required for a Type II site development review application submittal, except where the city planning official determines that some information is not pertinent and therefore is not required: A. General Submission Requirements. [...] 3. ~~Traffic~~ Transportation impact analysis, as may be required by the city or other roadway authority pursuant to DMC 17.305.030(S).	
15.	**17.305.030 Street standards.** T. Planter Strips in Commercial Zones. Planter strips in commercial zones are not required to be entirely landscaped. The strips may include hardscape such as street furniture, other pedestrian amenities, and tree wells, in place of or in addition to standard landscaping.	This proposed amendment was requested as a clarifying amendment at the Planning Commission/City Council work session.
16.	**CHAPTER 17.403 LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS**	City staff requested that provisions be added to subdivision code that require the formation of homeowners

	Recommended Development Code Amendments	Commentary
	17.403.070 Final plat submission requirements and approval criteria. Final plats require review and approval by the city planning official prior to recording with Yamhill County. The final plat submission requirements, approval criteria, and procedure are as follows: A. Submission Requirements. The applicant shall submit the final plat within 18 months, or as otherwise provided for in DMC 17.403.030. The format of the plat shall conform to ORS Chapter 92. The final plat application shall include the following items: 1. One original and one identical copy of the final plat for signature. The plat copies shall be printed on mylar, and must meet the requirements of the county recorder and county surveyor. The plat must contain a signature block for approval by the city administrator, in addition to other required signature blocks for county approval. 2. Written response to conditions of approval assigned to the land division. 3. A title report for the property, current within six months of the final plat application date. 4. Copies of any required dedication, easement, or other documents. 5. Copies of all homeowner's agreements, codes, covenants, and restrictions, or other bylaws, as applicable. <u>This shall include documentation of the formation of a homeowner's association, including but not limited to a draft homeowner association agreement regarding the maintenance of planter strips adjacent to the rear yard of proposed through lots.</u> 6. Copies of any required maintenance agreements for common property.	associations (HOAs) to maintain planter strips on the back sides of through lots in subdivisions. Further, it was requested at the Planning Commission/City Council work session that new subdivision code language be prepared that requires sidewalks to be constructed prior to final platting or bonded for five years. The City could then use the bond money to build the sidewalk if not complete within five years.

	Recommended Development Code Amendments	Commentary
	7. A five-year bond for sidewalk improvements, if the improvements are not constructed prior to the final plat. ~~7~~8. Any other item required by the city to meet the conditions of approval assigned to the land division.	
17.	**CHAPTER 17.501 DEFINITIONS** **17.501.020 Definitions.** "Addition" means increase in floor area equal to or exceeding existing floor area, or value of improvements equal to or exceeding value of existing improvements on the site. "Remodel" means increase in floor area equal to or exceeding existing floor area, or value of improvements equal to or exceeding value of existing improvements on the site.	Existing site development requirements (DMC 17.402.020) apply to a series of development conditions including additions and remodels, but these terms are not currently defined in the development code. These definitions will be helpful in clarifying site development applicability as well as other references in the development code. The proposed definitions are based on the City's existing thresholds for improvement of non-conforming development in DMC 17.104.040(E).

Table 3: Recommended Public Works Design Standards Amendments

	Recommended Public Works Design Standards Amendments	Commentary
	Division 2 (Streets): Section 2.7 Existing Street Classifications Section 2.9 Definitions and Terms (e.g., bike lanes, bike path, bike route) 2.11 Improvement Standards by Street Classification 2.20 Sidewalks (minimum sidewalk widths by street classification; sidewalk deferral conditions)	Changes will be made to the Public Works Design Standards sections indicated to the left in order to be consistent with the classifications and standards in Draft TSP.

	Recommended Public Works Design Standards Amendments	Commentary
	Appendix A Standard Detail Drawings: Minimum street sections	

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Attachment A: Proposed Amendments to Permitted Uses

CHAPTER 17.202 ZONING REGULATIONS

Table 17.202.020: Zoning Use Table

	P: Permitted Use; CU: Conditional Use; S: Special Use Requirements Apply; N: Not Permitted										
Uses	Residential			Commercial and Employment			Public and Agriculture				Special Use Requirements
	R-1	R-2	R-3	C	CBD	LI	P	PO	A	EFU	
Wireless Communication Facilities	CU+S	CU+S	CU+S	CU+S	CU+S	S	S	N	CU+S	S	DMC 17.203.170, DMC 17.203.180 in EFU, see limits in OAR 660-33 In EFU
Transportation Facilities, per DMC 17.501.020[2]	P	P	P	P	P	P	P	P	P	*	See limits in OAR 660-033 in EFU
Transit centers and park-and-ride lots	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	

* Transportation uses in the EFU zone shall be regulated pursuant to OAR 660-033 and ORS 215.213 and ORS 215.283.

[2] For reference (and not to be included in the final amendment), transportation facilities and improvements are defined in DMC 17.501.020 to include the following:

A. Construction of streets, walkways, and associated improvements as part of an approved subdivision, partition, design review, or similar application.
B. Projects identified in the city's adopted transportation system plan.
C. Installation of culverts, pathways, medians, fencing, guardrails, walls, lighting, and similar types of improvements.
D. Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.
E. Landscaping as part of a transportation facility.
F. Transit stops.

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Attachment B: Proposed Amendments to Public Improvement Requirements

Table 17.305.020 Applicability of Public Improvement Requirements

Land Use Activity	Fire Hydrant	Street Improvement	Water Hookup	Sewer Hookup	Storm Drain	Street Lights	Bike Lanes**	Sidewalks
Single-Family Home or Duplex	No*	C-2	Yes	Yes	Yes	No	No	C-2

Legend:
No = Not required.
*Fire suppression sprinkler system may be required where hydrant standard not met.
**Where required by the TSP.
Yes = Required
C = Conditional, as noted:

C-1. Fire Hydrants for Commercial, Industrial Expansions, or Multifamily Uses. One or more fire hydrants are required as per the Uniform Building Code and Uniform Fire Code or if adequate fire flows are not available to the site. If the existing water lines are insufficient to provide adequate fire flows, water lines shall be upgraded to provide sufficient capacity.

C-2. Street Improvements for Single-Family Dwellings. New single-family dwellings, which require a street extension, must provide street improvements to city street standards. For new single-family homes on unimproved rights-of-way, a sidewalk, landscaping strip, curb, gutter, and a minimum width of 20 feet of street paving shall be required. The paving shall comply with city public works standards and begin at the end of the existing street improvement and extend to the farthest point on the property fronting the right-of-way. For new single-family dwellings or significant additions to or remodels of single-family dwellings (as defined in DMC 17.501 [new proposed definitions]) on improved rights-of-way, sidewalks are required. A sidewalk deferral may be granted by the city administrator and city engineer where they determine that sidewalk improvements will be constructed through a larger project in the future.

Exhibit "C": Findings
(LURA 15-10/CPA 15-09 – Transportation System Plan Update)

The city is proposing to adopt an update to the Dundee Transportation System Plan (TSP). Amendments are proposed to the Comprehensive Plan Goals, Objectives and Policies and amendments are proposed to the Dundee Development Code.

The Dundee Development Code, Chapter 17.405, addresses Map and Code Amendments. Section 17.405.030, Criteria, establishes the following criteria for Development Code amendments.

> C. Development Code Amendment. Proposals for a development code amendment must comply with applicable comprehensive plan goals and policies, statewide planning goals, and Oregon Administrative Rules.

Section 17.405.030, Criteria, establishes the following criteria for Comprehensive Plan Amendments.

> D. Comprehensive Plan Amendment. Proposals for a comprehensive plan amendment must comply with applicable statewide planning goals and Oregon Administrative Rules and Revised Statutes.

<u>Proposed Amendments to the Comprehensive Plan Goals, Objectives and Policies</u>.

1. Criterion 17.405.030, D, Applicable Comprehensive Plan Goals and Policies.

Findings: The proposed Transportation Systems Plan (TSP) includes changes to the Dundee Comprehensive Plan's Transportation Goals, Objectives and Policies, thus the current Transportation Goals, Objectives and Policies are not applicable. The proposed TSP, Volume 2, Memo 10 (March 24, 2015, from Angelo Planning Group to the City of Dundee, pages 2 - 14) shows the Final Draft Implementing Language (Task 6.1). The draft Goals, Objectives and Policies implement the recommendations in the TSP, create consistency between the TSP and other local documents, and comply with State transportation planning regulations.

2. Criterion 17.405.030, D, Oregon Administrative Rules.

Findings: The applicable Oregon Administrative Rule (OAR) is commonly referred to as the "Transportation Planning Rule" (TPR) set forth in OAR 660- 12, Transportation Planning. The proposed Transportation Systems Plan (TSP) was prepared in accordance with the provisions of the TPR as set forth in the Dundee Transportation System Plan Update, Volumes 1 and 2, March 2015. Volume 2, Memo #2, Subject: Background Document Review, 20pp., addresses OAR 660-12 and other applicable documents. It lists "Oregon Transportation System Guidelines," ODOT, and that the Guidelines require TSP updates to address recent policy and regulatory changes. The TSP update, consistent with OAR 660-12-0015(3)(a), establishes a system of transportation facilities and services adequate to meet identified local transportation needs and is consistent with adopted elements of the State TSP. The Dundee TSP update, consistent with OAR 660-12-0015(4), proposes to amend the local TSP as part of the Dundee Comprehensive Plan and include a transportation financing program as required by OAR 660-12.0040. The TSP update, consistent with OAR 660-12-0015(5), has been coordinated with affected State and Federal agencies, local governments, special districts and private providers of transportation services.

The TSP update, consistent with OAR 660-12-0020(2), includes the following elements:

a. A determination of transportation needs (Memo #6, from DKS Associates to Dundee, 16pp., and Appendix, 12pp, October 1, 2013).

b. A road plan for a system of arterials and collectors and standards for the layout of local street and other important non-collector street connections (Memo #12, from DKS Associates to Dundee, 14pp., March 25, 2015).

c. A public transportation plan (Memo #10 from Angelo Planning Group to Dundee, 36pp., March 24, 2015). The Memo, pp. 12 and 13, proposes amending three existing policies and adding three additional policies.

d. A bicycle and pedestrian plan (Memo #10 from Angelo Planning Group to Dundee, 36pp., March 24, 2015). The Memo, pp. 10 - 12, proposes amending four existing policies, replacing two existing policies with updated policies, deleting one policy and adding one policy.

e. An air, rail, water and pipeline transportation plan (Memo # 10 from Angelo Planning Group to Dundee, 36pp., March 24, 2015). The Memo, pp. 13, 14, proposes amending one Freight and Pipeline Policy and moving one Fright and Pipeline Policy regarding commuter rail service to the Public Transportation section.

f. Policies and land use regulations for implementing the TSP (Memo #10 from Angelo Planning Group to Dundee, 36pp., March 24, 2015). The Memo includes Comprehensive Plan Goal, Objective and Policy amendments (pp. 1 - 14) and proposed amendments to the Dundee Development Code (pp. 14 - 36).

g. A transportation financing program (Memo #11 from DKS Associates to Dundee, 17pp., March 25, 2015). The Memo sets forth a finance program. It addresses current city funding sources, ODOT Highway Safety Improvement Program (HSIP) funding, project improvements, potential additional funding sources, likely funded transportation system, possibly funded transportation system, and includes Table 6, p. 13, listing projects with expressed policy support that will help improve the transportation system in Dundee, but are located outside the Dundee city limits.

The TSP update, consistent with OAR 660-12-0030, identifies transportation needs relevant to the planning area and the scale of the transportation network being planned (Memo #6 from DKS Associates to Dundee, 16pp. and Appendix, 24 pp., October 1, 2013, Future Needs Analysis).

The TSP update, consistent with OAR 660-12-0035, is based upon an evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology (Memo #8, DKS Associates to Dundee, 20pp., and Appendix, 14pp., February 13, 2014, Alternatives Evaluation).

The TSP update, consistent with OAR 660-12-0040, includes a transportation financing program (Memo #11 from DKS Associates to Dundee, 17pp., March 25, 2015). The Memo sets forth a finance program. It addresses current city funding sources, ODOT Highway Safety Improvement Program (HSIP) funding, project improvements, potential additional funding sources, likely funded transportation system, possibly funded transportation system, and includes Table 6, p. 13, listing projects with expressed policy support that will help improve the transportation system in Dundee, but are located outside the Dundee city limits.

The TSP update, consistent with OAR 660-12-0045, includes proposed amendments to its land use regulations to implement the TSP (Memo #10 from Angelo Planning Group to Dundee, 36pp., March 24, 2015). The Memo

includes Comprehensive Plan Goal, Objective and Policy amendments (pp. 1 - 14) and proposed amendments to the Dundee Development Code (pp. 14 - 36).

3. Criterion 17.405.030, D, Oregon Revised Statutes.

Findings: Any applicable Oregon Revised Statutes are implemented by Oregon Administrative Rule 660-12, the "Transportation Planning Rule" (TPR). Compliance with the TPR is as set forth above in Findings 1 and 2.

4. Statewide Planning Goals. The Statewide Planning Goals apply to amendments to a comprehensive plan. The 14 Statewide Planning Goals were carefully reviewed and Goals 1, Citizen Involvement, 2, Land Use Planning and 12, Transportation, apply. Goal 12, Transportation, is addressed above in Finding 2. Statewide Planning Goal 12 is met.

Findings: Statewide Planning Goal 1 is Citizen Involvement. Memo #1, (Memo #1, from DKS Associates to Dundee, 6pp., December 28, 2011), establishes a Public Involvement Plan. It included the establishment of a project advisory committee. It called for community meetings, stakeholder interviews and three community events which were implemented. Additionally, it called for a website to be created, news releases and articles to be done and mailings and flyers which were implemented. The process has included five Project Advisory Committee (PAC) meetings, individual meetings with twelve project stakeholders at two key stages during the process, regular meetings with decision makers, and informal conversations with members of the community. In addition, the project team held three community meetings at key stages of the TSP process to give residents an opportunity to learn about the project, advise project staff of their concerns about the transportation system, and provide feedback on possible transportation solutions. Statewide Planning Goal 2 is met.

Statewide Planning Goal 2 is Land Use Planning. It calls for planning decisions to be made based upon inventory information and analysis of options. Memos #2 - 9 and 11 and 12 provide inventory information and analysis of options. Statewide Planning Goal 2 is met.

<u>Proposed Amendments to the Dundee Development Code</u>.

As indicated above, the Dundee Development Code sets forth approval criteria for amendments to the Dundee Development Code in Section 17.405.030, C, as follows:

> C. Development Code Amendment. Proposals for a development code amendment must comply with applicable comprehensive plan goals and policies, statewide planning goals, and Oregon Administrative Rules.

1. Criterion 17.405.030, C, Applicable Comprehensive Plan Goals and Policies.

Findings: The proposed Transportation Systems Plan (TSP) includes changes to the Dundee Comprehensive Plan's Transportation Goals, Objectives and Policies, thus the current Transportation Goals, Objectives and Policies are not applicable. The proposed TSP, Volume 2, Memo 10 (March 24, 2015, from Angelo Planning Group to the City of Dundee, pages 2 - 14) shows the Final Draft Implementing Language (Task 6.1). The draft Goals, Objectives and Policies implement the recommendations in the TSP, create consistency between the TSP and other local documents, and comply with State transportation planning regulations. The proposed Development Code (DC) amendments are consistent with the proposed revised Plan Goals, Objectives and Policies.

2. Criterion 17.405.030, C, Statewide Planning Goals.

The 14 Statewide Planning Goals were carefully reviewed and Goals 1, Citizen Involvement, 2, Land Use Planning and 12, Transportation, apply. Goal 12, Transportation, is addressed above in Finding 2. Statewide Planning Goal 12 is met.

Findings: Statewide Planning Goal 1 is Citizen Involvement. Memo #1, (Memo #1, from DKS Associates to Dundee, 6pp., December 28, 2011), establishes a Public Involvement Plan. It included the establishment of a project advisory committee. It called for community meetings, stakeholder interviews and three community events which were implemented. Additionally, it called for a website to be created, news releases and articles to be done and mailings and flyers which were implemented. The process has included five Project Advisory Committee (PAC) meetings, individual meetings with twelve project stakeholders at two key stages during the process, regular meetings with decision makers, and informal conversations with members of the community. In addition, the project team held three community meetings at key stages of the TSP process to give residents an opportunity to learn about the project, advise project staff of their concerns about the transportation system, and provide feedback on possible transportation solutions. Statewide Planning Goal 2 is met.

Statewide Planning Goal 2 is Land Use Planning. It calls for planning decisions to be made based upon inventory information and analysis of options. Memos #2 - 9 and 11 and 12 provide inventory information and analysis of options. Statewide Planning Goal 2 is met.

Statewide Planning Goal 12 is Transportation. It is commonly referred to as the "Transportation Planning Rule" (TPR) set forth in OAR 660- 12, Transportation Planning. The proposed Transportation Systems Plan (TSP) was prepared in accordance with the provisions of the TPR as set forth in the above findings for the amendments to the Comprehensive Plan.

<u>Conclusory Finding.</u>

The proposed updated Transportation Systems Plan meets the approval criteria set forth in the Dundee Development Code for amendments to the Comprehensive Plan and the Development Code per Section 17.405.030, Criteria.