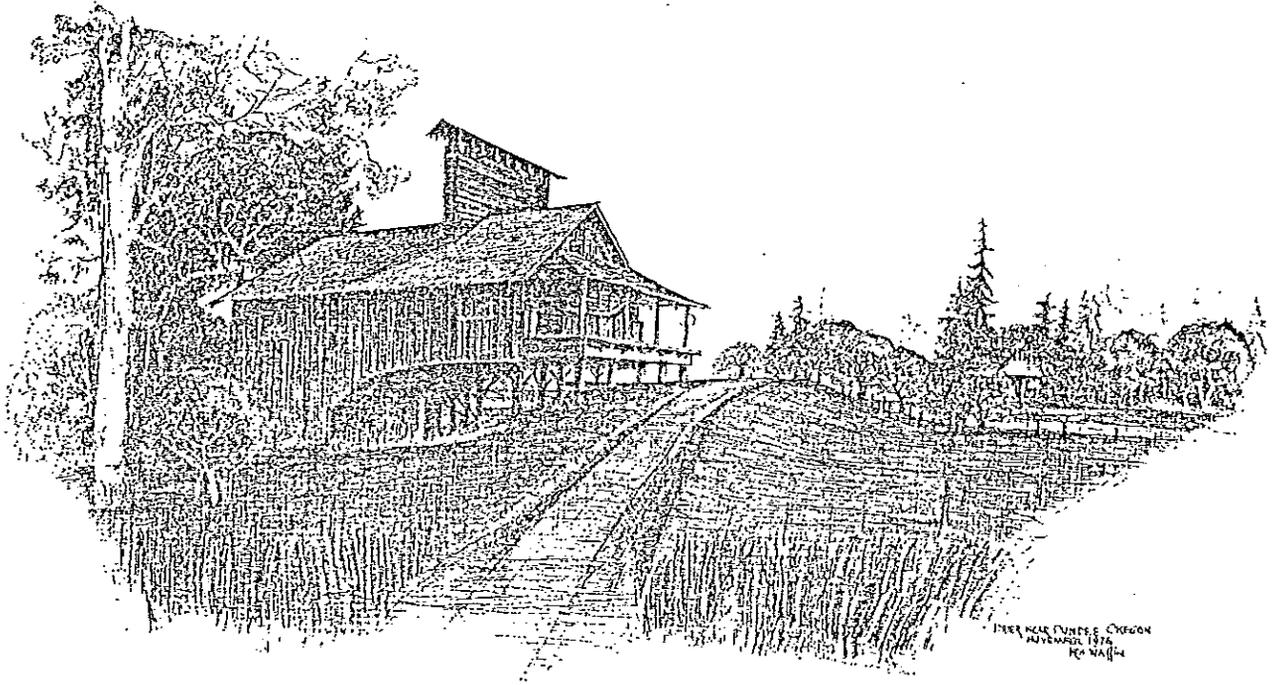


COMPREHENSIVE PLAN

DUNDEE, OREGON



PERKINS NEAR DUNDEE, OREGON
NOVEMBER 1976
K. N. NASH

THE COVER

A nut drier near Dundee, by Ken Wallin.
Reproduced with permission by Fisher,
Wallin, and Long, Architects.

Plan prepared by:

CH2M HILL
200 S.W. Market, 12th Floor
Portland, OR 97201

P8313.00

CONTENTS

	<u>Page</u>
INTRODUCTION	1
LAND USE AND URBANIZATION	2
OPEN SPACE, NATURAL AND CULTURAL RESOURCES	30
AIR, WATER, AND LAND RESOURCES	38
NATURAL HAZARDS	41
RECREATION AND WILLAMETTE RIVER GREENWAY	44
ECONOMY	51
HOUSING	56
PUBLIC FACILITIES AND SERVICES	64
TRANSPORTATION	71
ENERGY	79
CITIZEN INVOLVEMENT	86
APPENDIX	96

LIST OF FIGURES

<u>Figure No.</u>		<u>Page</u>
1	URBAN GROWTH BOUNDARY	28
2	RIPARIAN HABITAT AND VEGETATION	33
3	NATURAL HAZARDS	42
4	PUBLIC FACILITIES	65

LIST OF TABLES

<u>Table No.</u>		<u>Page</u>
1	LAND USES	3
2	POPULATION TRENDS AND FORECASTS	6
3	ANNEXATION ACTIVITY	7
4	BUILDABLE RESIDENTIAL LAND	8
5	ASSUMPTIONS FOR DETERMINING CARRYING CAPACITY IN WESTERN PORTION	11
6	CONDITION OF HOUSING: 1972 AND 1976	58
7	HOUSING UNITS	59
8	AVERAGE DAILY TRAVEL	72

INTRODUCTION

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

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

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

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

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

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

LAND USE AND URBANIZATION

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

OBJECTIVES:

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

EXISTING CONDITIONS

Existing Development Pattern

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

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

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

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

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

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

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

Table 1
LAND USES
DUNDEE, OREGON

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

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

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

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

These categories are discussed in the Yamhill County Comprehensive Plan.

Existing and Projected Population

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

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

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

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

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

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

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

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

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

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

Table 3
ANNEXATION ACTIVITY
DUNDEE, OREGON
1966-1973

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

Source: City Records

Buildable Lands Study

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

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

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

Table 4
BUILDABLE RESIDENTIAL LAND

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

Source: CH2M HILL

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

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

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

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

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

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

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

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

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

Table 5
 ASSUMPTIONS FOR DETERMINING CARRYING CAPACITY
 OF WESTERN PORTION

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

Source: CH2M HILL, INC.

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

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

ISSUES AND PROBLEMS

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

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

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

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

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

ALTERNATIVES

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

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

URBANIZATION AND AGRICULTURE GOAL EXCEPTIONS

INTRODUCTION

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

WHY AGRICULTURAL LANDS SHOULD BE URBANIZED

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

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

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

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

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

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

ALTERNATIVE URBAN GROWTH AREAS

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

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

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

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

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

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

Alternative 2: Expansion to Eastern Portion of the City.

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

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

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

Alternative 3: Expansion Northeast Towards Sunnycrest Area

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

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

The Sunnycrest area has the following disadvantages:

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

Alternative 4: Expansion Toward The Area Southwest of Dundee.

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

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

Alternative 5: Expansion to the West or Northwest

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

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

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

A. Environmental

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

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

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

Economic Impacts

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

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

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

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

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

Energy

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

COMPATIBILITY OF PROPOSED USE WITH OTHER ADJACENT USES

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

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

POLICIES

RESIDENTIAL LAND USE

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

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

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

Low-Density Residential

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

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

Medium-Density Residential

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

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

GENERAL COMMERCIAL

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

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

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

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

LIGHT INDUSTRIAL LAND USE

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

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

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

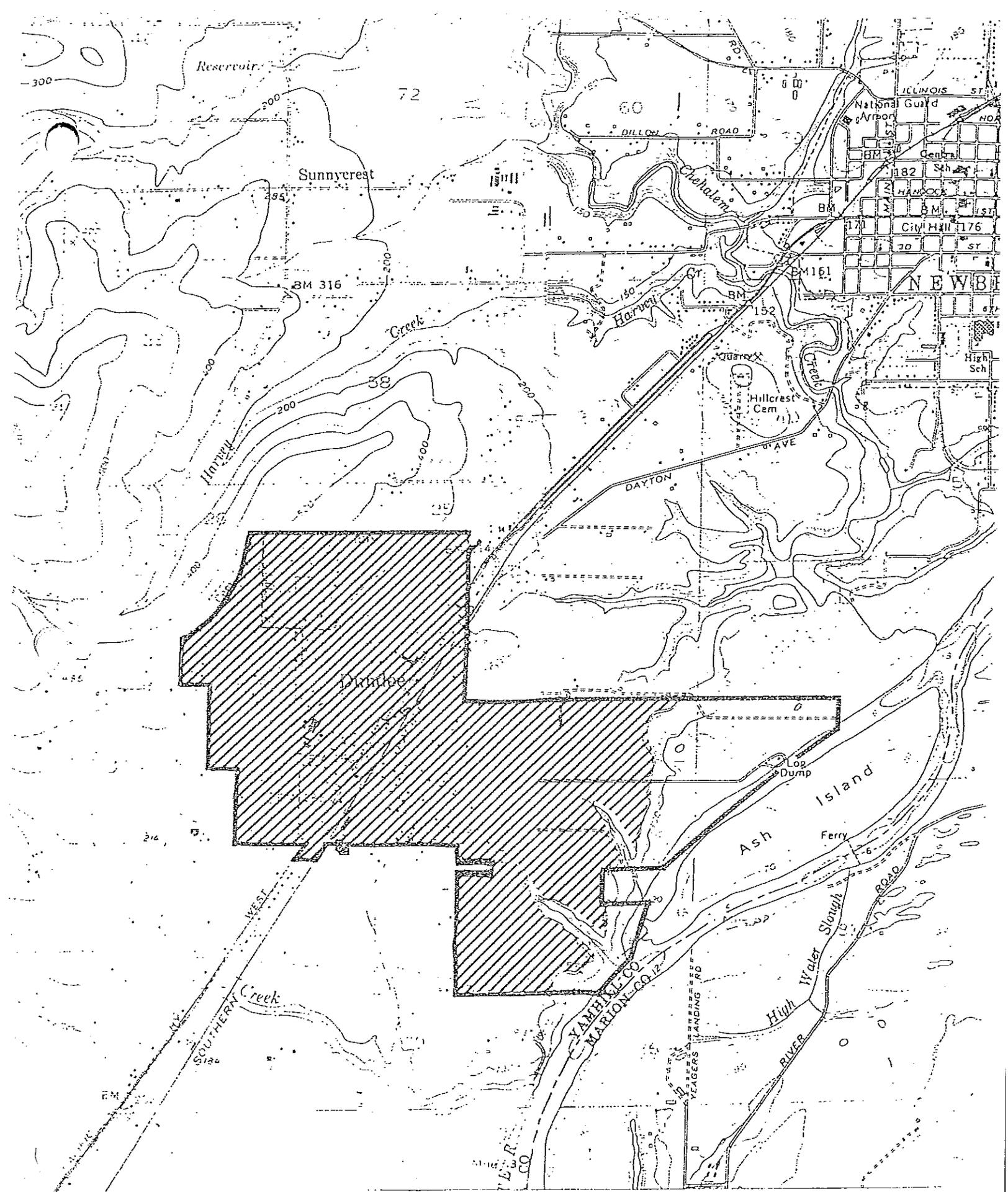
AGRICULTURE

The following policies have been established for agricultural lands:

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

Urbanization Policies

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



Urban Growth Boundary



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

IMPLEMENTATION

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

OPEN SPACES, NATURAL AND CULTURAL RESOURCES

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

OBJECTIVES:

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

EXISTING CONDITIONS

Land Desirable for Open Space

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

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

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

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

Mineral and Aggregate Resources

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

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

Energy Resources

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

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

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

Fish and Wildlife Habitats

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

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

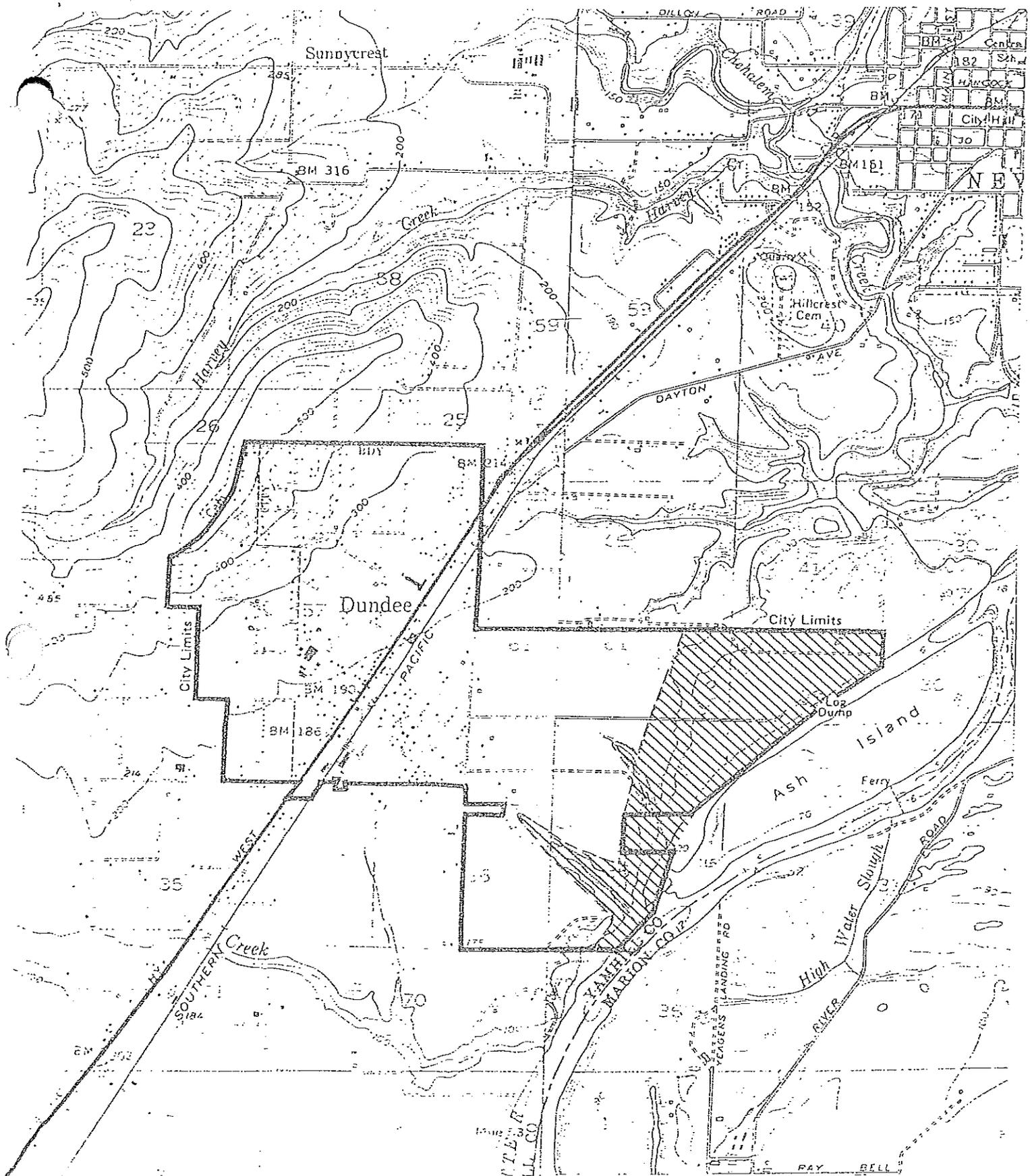
The riparian areas are ecologically significant because they support the greatest variety and numbers of wildlife species. Urban development has increasingly encroached on the riparian environments, increasing their importance as refuges and habitats.

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

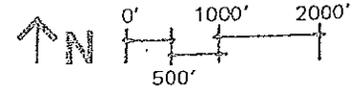
Scenic Views

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

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



 Significant Riparian Wildlife Habitat



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

Water Resources

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

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

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

Historic and Cultural Resources

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

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

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

Potential and Approved Oregon Recreation Trails

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

Federal and State Scenic Waterways

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

ISSUES AND PROBLEMS

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

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

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

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

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

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

FINDINGS OF FACT

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

ALTERNATIVES

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

POLICIES AND STANDARDS

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

IMPLEMENTATION

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

AIR, WATER, AND LAND RESOURCES

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

OBJECTIVES:

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

EXISTING CONDITIONS

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

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

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

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

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

ISSUES AND PROBLEMS

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

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

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

FINDINGS OF FACT

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

ALTERNATIVES

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

POLICIES

1. The city will do what is necessary to improve the sewage treatment system.
2. All development within the City of Dundee must comply with applicable state and federal environmental rules, regulations and standards. (ORD. 297, approved 10/01/1990)

IMPLEMENTATION

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

NATURAL HAZARDS

(Amended by Ordinance No. 490-2010 adopted March 2, 2010)

GOAL: To protect life and property from natural hazards.

OBJECTIVES

1. Inventory hazard areas.
2. Ensure that proper protective measures are taken to prevent potential damage in hazard areas.

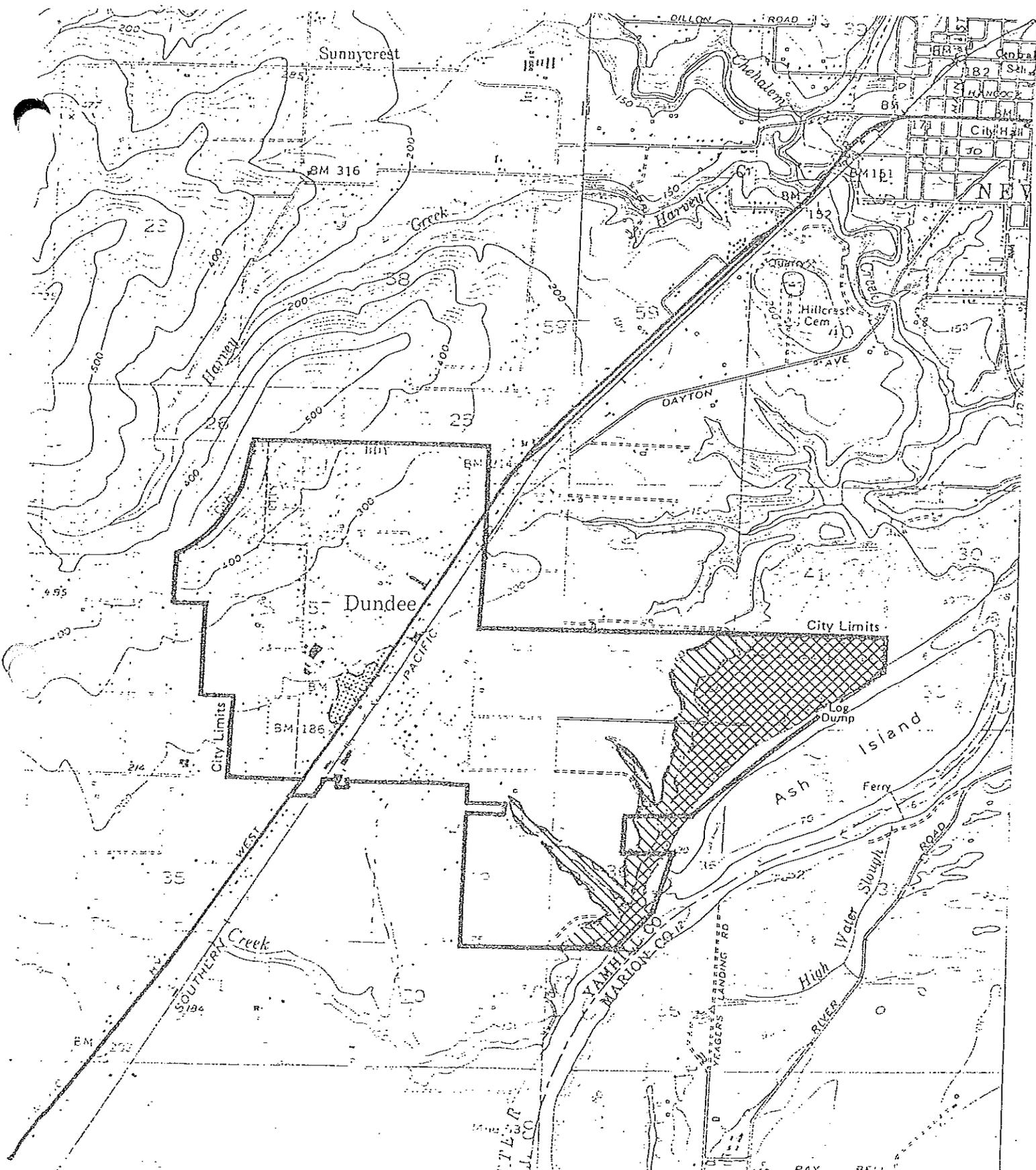
EXISTING CONDITIONS

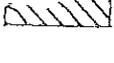
Areas subject to natural hazards are depicted on Figure 3. The 100-year flood plain adjacent to the Willamette River and creeks is the principal water hazard. The official floodplain maps are the FEMA maps, which are adopted by the City. In periods of heavy rainfall, portions of Highway 99W become flooded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

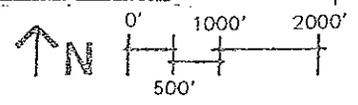
An area of potential slide activity exists along the steep slopes above the lower terrace in the southeastern portion of the city. There is currently no development on the lower terrace.

FINDINGS OF FACT

The potential hazard areas have not created any problems since they lie in undeveloped and agricultural lands. The area could be developed in the future for residential purposes, however. There is currently no development within the 100-year flood plain. The only significant water problem has been the short-term excess storm drainage on Highway 99W.



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



POLICIES

1. The City will amend the Dundee Development Code Flood Plain Overlay Zone as needed to allow property owners to participate in the National Flood Insurance Program.
2. The City will adopt the Flood Insurance Study for Yamhill County and Incorporated Areas dated March 2, 2010 and associated Flood Insurance Rate Maps.
3. The City will prevent development in the areas of natural hazard, and flood hazard areas as defined by the Flood Insurance Study for Yamhill County and Incorporated Areas dated March 2, 2010, unless special design features adequately ensure the safety and protection of life and property.
4. Uses that do not require protection through dams, dikes, or levies, will be given priority over other uses in the flood plain.
5. No development will be allowed in the exclusive farm use zone (and flood plain) adjacent to the Willamette River other than farm uses.

IMPLEMENTATION

The City Building Inspector shall administer and implement the policies of the Comprehensive Plan by granting or denying development permit applications in accordance with the provisions of the City Code.

RECREATION AND WILLAMETTE RIVER GREENWAY

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

OBJECTIVES:

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

EXISTING CONDITIONS

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

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

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

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

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

ISSUES AND PROBLEMS

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

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

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

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

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

FINDINGS OF FACT

1. There is substantial opposition to extending the Greenway boundary beyond the 150 foot line from the ordinary low water mark.
2. The City feels it can preserve the area adjacent to the river better through its Zoning Ordinance than through the Greenway Program.
3. Park and recreation facilities are inadequate to meet the existing and projected needs for citizens within the planning area.
4. There are currently lands suitable for park and recreational development within the planning area.
5. Lack of park and recreation facilities requires travelling elsewhere to find recreation opportunities. It is not known how much energy could be saved by providing additional local facilities but it is probably minimal.
6. The State Parks Department has established six classifications of recreation areas in the State as follows:
 - Class I: high density recreation areas usually located within or near urban centers, primarily for intensive day use, but including specialized overnight facilities.
 - Class II: generally developed recreation areas.
 - IIA: areas within 25 miles of communities of 10,000 population

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

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

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

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

Class V: Designated Wilderness Areas.

Class VI: Historic and cultural sites.

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

POPULATION STANDARDS*

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

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

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

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

ALTERNATIVES

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

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

POLICIES AND STANDARDS

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

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

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

IMPLEMENTATION

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

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

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

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

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

ECONOMY

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

OBJECTIVES:

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

EXISTING CONDITIONS

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

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

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

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

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

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

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

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

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

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

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

ISSUES AND PROBLEMS

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

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

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

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

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

FINDINGS OF FACT

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

ALTERNATIVES

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

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

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

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

POLICIES

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

IMPLEMENTATION

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

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

HOUSING

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

OBJECTIVES:

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

EXISTING CONDITIONS

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

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

The results of the survey are listed below:

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

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

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

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

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

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

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

Source: Yamhill County Comprehensive Plan
 CH2M HILL

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

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

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

Table 7
HOUSING UNITS
DUNDEE, OREGON

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

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

*Estimates, Building Permits, Dundee, Oregon

Personal Income

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

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

Vacancy Rates

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

Expected Future Demand

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

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

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

ISSUES AND PROBLEMS

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

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

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

FINDINGS OF FACT

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

ALTERNATIVES

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

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

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

POLICIES

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

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

IMPLEMENTATION

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

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

PUBLIC FACILITIES AND SERVICES

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

OBJECTIVES:

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

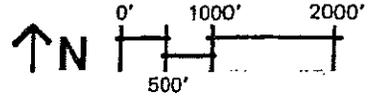
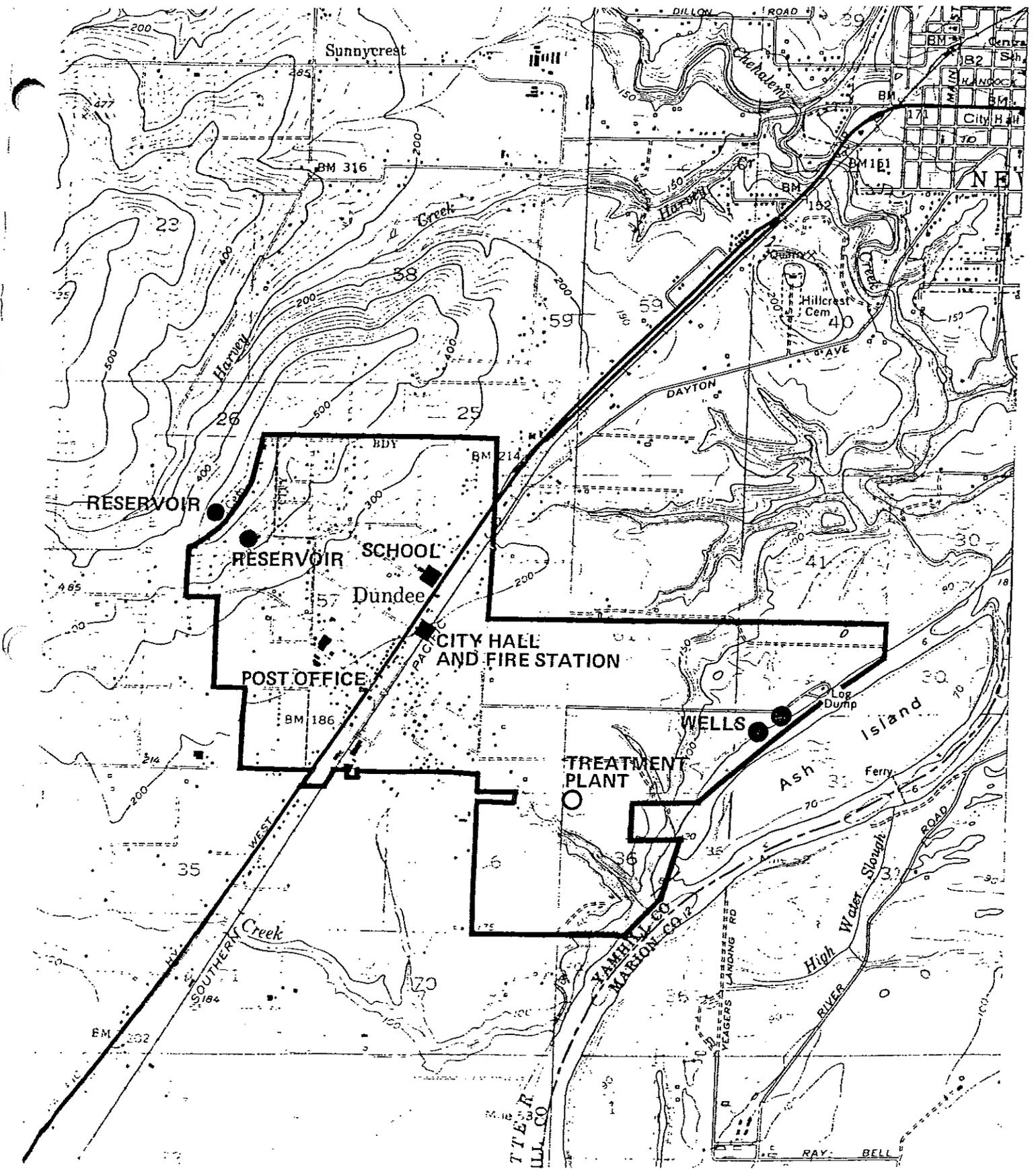
EXISTING CONDITIONS

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

ISSUES AND FINDINGS OF FACT

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

ALTERNATIVES

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

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

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

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

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

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

POLICIES

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

IMPLEMENTATION

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

EXHIBIT "B"
TRANSPORTATION SYSTEM PLAN

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

TRANSPORTATION

GOAL

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

OBJECTIVES

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

POLICIES

A. General Transportation Network

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

Amended by ORD 411-2003, approved 06/02/2003

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

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

Amended by ORD 411-2003, approved 06/02/2003

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

B. Newberg-Dundee Bypass

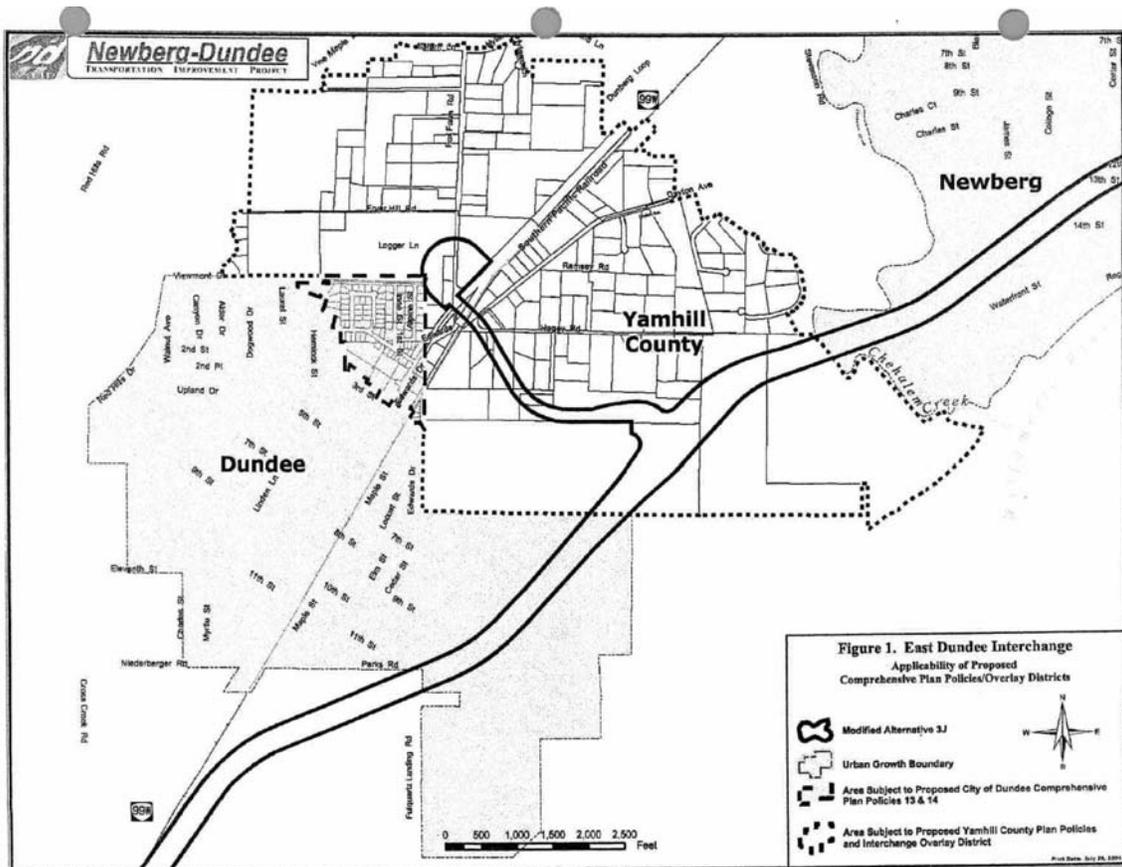
(ORD 424-2004, approved 08/16/2004)

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

Amended by ORD 411-2003, approved 06/02/2003

9. The City recognizes the designation of the Bypass as a statewide expressway and freight route as defined in the Oregon Highway Plan. The City expects the Bypass and interchanges will be fully access controlled and no direct access will be allowed from private properties on the Bypass or within the Interchange Management Areas as defined by the OHP.
10. The City will consider adopting additional setback requirements to maintain appropriate area for the approved Bypass alignment.
11. The Bypass be planned and developed by ODOT as a two-tiered project in which the corridor will first be approved and then the design of the facility will be approved. Therefore, for purposes of City compliance with the Transportation Planning Rule (OAR 660-012-0060), the City will not consider or rely on the Bypass (including the proposed East Dundee Interchange) for providing additional planned capacity as “planned transportation facilities” until the Oregon Transportation Commission approves a financing plan for the Bypass. Upon adoption of a Bypass financing plan by the Oregon Transportation Commission, those portions of the Bypass identified to be constructed within the 20-year planning horizon by the financial plan can be considered planned improvements pursuant to OAR 660-12-0060.
12. The City will coordinate with ODOT, Yamhill County and affected property owners in participating, preparing, and adopting an Interchange Area Management Plan (IAMP) for the East Dundee Interchange. The IAMP will address the following at a minimum: state access management standards, road connections and local street circulation, and compatible land uses. The IAMP will be designed to protect the function and capacity of the East Dundee Interchange for a 20-year planning period.
13. The City will help protect the function of the Bypass and help protect agricultural and rural lands from development pressures that could result from improved proximity, visibility and travel times associated with the Interchanges to the Bypass by retaining existing zoning to land located in the City and within approximately ¼ mile of the connector road intersection to Oregon 99W as indentified in Figure 1 “Area of Applicability of Dundee Comprehensive Plan Policies 13 & 14.” This policy will remain in effect until the IAMP for the East Dundee Interchange is adopted by the City of Dundee, Yamhill County and ODOT.
14. For the area within the city limits and shown in Figure 1, the City will continue to review development applications for permitted and conditional uses that are authorized in adopted underlying zones.

15. The City recognizes that the Oregon Highway Plan seeks to avoid UGB expansions along Statewide Highways and around interchanges unless ODOT and affected cities and counties agree to an Interchange Area Management Plan to protect interchange operation or access management for segments along the highways. (OHP Action 1B.4) Therefore, the City will not expand its UGB toward the East Dundee Interchange into the area identified in Figure 1 as “Area of Applicability of Yamhill County Policies & Interchange Overlay District” until the IAMP for the interchange is prepared and adopted by ODOT, Yamhill County and the City. This policy shall not preclude expansion of the Dundee UGB to include land within the existing city limits.



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.

Amended by ORD 411-2003, approved 06/02/2003

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

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

D. Public Transportation

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

Amended by ORD 411-2003, approved 06/02/2003

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

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

E. Rail and Pipeline Transportation

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

ENERGY

GOAL: To conserve energy resources.

OBJECTIVES:

1. Encourage energy conservation through sound land use planning policies.
2. Conserve energy by reducing traffic congestion.

EXISTING CONDITIONS

The current transportation and circulation systems within the planning area are not energy efficient. Dead-end roads within the urban growth boundary and heavy traffic on Highway 99W lead to time delays and longer routes. Heavy summer tourist traffic often requires delays of several minutes along Highway 99W.

There are no parks and few recreation facilities within the city at present. Residents must seek opportunities in neighboring communities, which requires some additional driving time and energy consumption.

There are currently no mass transit facilities or city-initiated car-pooling services within the city.

ISSUES AND PROBLEMS

1. Heavy tourist traffic creates congestion, traffic delays, and excess energy expenditures on Highway 99W. There has been some discussion about constructing a bypass on the east side of town, but funding for the project in the near future appears unlikely.

2. There are few sidewalks and no designated bikeways within the city; the private automobile is the primary means of travel. The lack of walkways along the major arterials for children walking to school and between neighborhoods is an area of concern.
3. There is currently no mass transit from the planning area to downtown Portland other than the Greyhound bus. Tri-Met bus service is currently limited to the Multnomah-Clackamas-Washington County areas, and cannot extend beyond these boundaries without changes by the legislature.

FINDINGS OF FACT

1. The Oregon State Department of Transportation (Highway Division) has indicated that no action will be taken in the foreseeable future on the bypass question.
2. Residential areas north of town are on steep slopes, which could limit use of facilities such as bikeways and pedestrian walkways.
3. Nationally, 60 percent of all auto trips are within 2-1/2 miles or less, and 98 percent of urban passenger fuel consumption is by automobile.
4. Curbing urban sprawl and encouraging high density development will allow more efficient use of energy resources.

ALTERNATIVES

Alternative solutions for the Highway 99W bypass are discussed in the transportation section. Funding for the project appears unlikely in the near future. It is not known which, if any, of the alternatives would conserve more energy in the long-term.

There are currently few facilities within the planning area that encourage alternative transportation modes. Sidewalk and bikeway standards and policies developed in the transportation section provide needed alternatives that may result in very slight fossil fuel savings.

There are two primary alternatives that the city could consider regarding increased mass transit use. First, it could seek expansion of Tri-Met services into Yamhill County. Service to the area is not yet warranted, and it would take an act of the Oregon legislature to expand current service boundaries. This option should remain open for the long-term.

The City could provide some incentives for car-pooling. Many local residents work in neighboring communities or as far away as Portland. Some energy savings could result through car-pooling incentives.

POLICIES

1. The City will promote alternative transportation modes to private auto use, including car-pooling, pedestrian traffic, and bicycling.
2. The City will encourage urban growth in areas that can be serviced by gravity sewers to reduce energy-consuming pump stations.
3. The City will encourage development of additional park and recreation facilities to reduce the number of vehicle miles traveled to other facilities.

IMPLEMENTATION

1. The City, through sidewalk standards and policies, has begun to implement upgraded alternative transportation systems.
2. The Plan supports the use of drainage courses in the northeast portion of the service area as possible future bike paths.
3. The subdivision and Planned Unit Development ordinances will be revised to require sidewalk and bicycle path construction where appropriate.

CITIZEN INVOLVEMENT AND
PLAN AMENDMENT PROCESS

GOAL: To develop a citizen involvement program to ensure public input into the planning process.

OBJECTIVE: To ensure that the opportunity exists for citizens to be involved in all phases of the planning process.

EXISTING CONDITIONS

PAST CITIZEN INVOLVEMENT

Quantity and Quality of Citizen Participation

Given the size of our city (about 900 acres and about 900 residents) we feel citizen involvement in planning has been quite widespread. The Planning Commission of nine members and the City Council of seven members were directly involved throughout the process of formulating the comprehensive plan, the zoning ordinance, and the subdivision ordinance. These people come from all parts of our town. Several public hearings were held in which 50 to 60 other citizens gave input into the plan and ordinances. In total, we estimate that about 70 residents were involved directly in formulating the plan and the ordinances. This equals about 8 percent of the residents of the city.

Communication Methods

Public hearings are the primary communication method. A second method which was very helpful was a survey mailed

to all residents in the city with their water bill. Similar surveys will be done for all major revisions to the comprehensive plan. Vacancies on the Planning Commission are advertised in the local newspaper, by word of mouth, and by encouraging the involvement of citizens who show a particular interest in planning at public hearings.

The citizens of Dundee are virtually all of the same ethnic background and all are relatively well educated. Therefore, no special considerations were given to preparing special programs for certain groups.

Opportunities for Involvement

A comprehensive plan, zoning ordinance and subdivision ordinance have been adopted as a result of the planning process described above. Public awareness of planning generally seems to be greater because of the planning process.

Technical Assistance

All documents pertaining to the comprehensive plan and ordinances are made available at the city hall. All technical information has been written as simply as possible. All city staff are available to assist citizens in understanding parts of the material that they do not understand. There has been no indication at any of the public hearings or at other times that the citizens were unable to understand the technical material.

Feedback from Governing Body

Citizen recommendations are filed with the records of the Planning Commission or the City Council or appear directly

in the minutes of the meetings. The City Council responds to the comments and recommendations of the Planning Commission and citizens through the specific findings of fact contained in its resolutions and motions on land use matters. Dundee is a small town so, in addition, it is easy for citizens to drop by the homes of the Planning Commission or City Council members to talk about problems.

Resources

A community involvement program and the process of writing the comprehensive plan and ordinances are virtually indistinguishable. Almost all work on the comprehensive plan was done at Planning Commission meetings which were open to the public. The city budgeted \$5,000 for planning for the fiscal year 1974-75 and \$2,000 for the fiscal year 1975-76. During fiscal year 1974-75, the city made two mailings to all residents of the city. One mailing was a survey and the other was an announcement of hearings on the comprehensive plan. We estimate the value of these mailings, including staff and volunteer in-kind services, to be about \$500.

EXISTING CITIZEN INVOLVEMENT

LCDC Approval

The Citizen Involvement Program (Part I) was approved by LCDC and its citizen advisory committee. The Planning Commission serves as the Committee for Citizen Involvement, and the entire program is now being implemented.

ISSUES AND PROBLEMS

The City is currently in the process of revising its Comprehensive Plan to conform to LCDC goals and guidelines. A main concern is to develop a program which insures citizen involvement in all phases of the planning process, from developing and implementing the Comprehensive Plan, to on-going land use planning matters.

FINDINGS OF FACT

1. In a town the size of Dundee, the Planning Commission is the most appropriate body to obtain and analyze citizen input during the Comprehensive Planning process.
2. An on-going procedure is needed to insure citizen and agency participation in Dundee's land use planning.

ALTERNATIVES

The only feasible alternative is to develop a program conducive to the needs of the citizens of the Dundee planning area.

POLICY

1. The City will develop, implement, and periodically evaluate the Citizen Involvement Program outlined below.

IMPLEMENTATION

The City will allocate the necessary funds and support services to implement the Citizen Involvement Program outlined below.

CITIZEN INVOLVEMENT PROGRAM
CITY OF DUNDEE
PART I--CITIZEN INVOLVEMENT IN THE
COMPREHENSIVE PLAN

OBJECTIVE

The objective of this Citizen Involvement Program (CIP) is to insure that the citizens of Dundee have an opportunity to be involved in all phases of the planning process. The program outlines the overall framework through which citizen input will be solicited, and specifies the responsibilities of the City Council, Planning Commission, and Committee For Citizen Involvement (CCI) in developing and implementing the Program.

RESPONSIBILITIES OF PARTICIPANTS

In order to clarify the following Citizen Involvement Program recommendations, the responsibilities of each of the participants are outlined below.

City Council

The City Council adopts the comprehensive plan, through public hearings and public input received through the Citizen Involvement Program. The comprehensive plan is a set of legislative policies for the city, and is used as a guide to city actions, budget, laws and so on. The City Council, as the legislative policy-making body of the city, has the basic authority and responsibility for setting city policy.

The Planning Commission-CCI, and other groups advise the Council and draft recommendations for its consideration. The Council has the final authority to decide which recommendations actually become law or policy.

The City Council shall:

1. Initiate the planning program.
2. Require adherence to the Citizen Involvement Program.
3. Consider public input.
4. Hold public hearings.
5. Adopt the comprehensive plan.
6. Assure the necessary regulatory means and funds to implement the Citizen Involvement Program and Comprehensive Plan.

Planning Commission

The Planning Commission advises the City Council on land use related matters. The Commission directs and coordinates formation of the Comprehensive Plan. The Planning Commission:

1. Directs the development of plan and policy recommendations.
2. Assures general public input on formulation of alternatives prior to the proposal of policies and recommendations.
3. Holds public meetings and hearings.
4. Analyzes citizen and staff input from a city-wide point of view and recommends the Proposed Plan to the City Council for adoption.
5. Drafts ordinances and other implementation measures to carry out comprehensive plan policies and recommendations.
6. Prepare or have prepared information necessary to citizens to understand the plan and the basis for it.
7. Reviews and recommends revisions and amendments to the Comprehensive Plan.
8. Shall be the point of contact for Federal, State, regional and county agencies.

9. Shall serve as the CIC.

Committee for Citizen Involvement (Planning Commission)

The CCI (Planning Commission) shall:

1. Recommend a program which provides opportunities for citizens to be involved in all phases of comprehensive land use planning.
2. Publicize the Citizen Involvement Program.
3. Assist in implementation and evaluation of the Citizen Involvement Program. The evaluation shall be made at least annually and shall include the following steps:
 - a. Place a notice in local newspaper that CCI will meet to evaluate the Citizen Involvement Program and asking for citizen comments on the program.
 - b. Review and evaluate all letters received from citizens during the previous period that indicate dissatisfaction or satisfaction with the city's planning and Citizen Involvement Program.
 - c. Review the Citizen Involvement Program to be sure that all procedures outlined therein were followed during the review period.
 - d. If there are indications of weaknesses in the Citizen Involvement Program, institute new procedures.
 - e. Send a written report to the City Council indicating findings.
4. Assure that the public receives public notices and planning information in a systematic manner.
5. Hold town meetings. At least one town meeting shall be held at the beginning of the Comprehensive Plan revision process to inform the public about what is occurring and to solicit their involvement.
6. Evaluate the citizen involvement activities of Federal, State, regional, and local agencies that affect the Dundee planning area.

ESTABLISHING EFFECTIVE TWO-WAY COMMUNICATION

A. Public Hearings

All public hearing notices should be published in the Newberg Graphic in a place with a regular identifiable format, and in the same location. Notices should include clarifying language (in addition to legally required descriptions) to assure that the purpose of the hearing can be easily understood. An abbreviated notice of all hearings should be transmitted to the McMinnville newspaper.

B. Early Notification of Government Actions

Citizens should be notified as soon as possible of all studies, plans or actions. Announcement should be by news column, should clearly set forth the nature of the activity and the area affected by it, and should provide the name and location of a responsible person who may be contacted for further information. Other agencies or boards affected should also be notified. Notification shall be made at a point in time which allows a reasonable period for review and response and to revise the proposal as appropriate. The period may be specified, but should not be shorter than 10 days.

C. General Public Input

All Planning Commission and City Council meetings and subcommittee meetings shall be open to attendance of interested citizens. Those wishing to testify or give written input to any of these proceedings shall be provided an opportunity to give oral or written input as time allows. (Oral testimony when announced in advance that testimony will be taken; written comments will be received at any time.)

D. Required Response to Citizens

Written commentary or recommendations made

- o at city-sponsored forums,
- o in response to surveys,
- o in response to announced city plan proposals, or
- o in response to land use related actions,

shall receive a written response setting forth the city's justification for its decision or actions. Response may be made in any of the following ways, as appropriate:

- o in minutes of public meeting where reasons are stated and recorded,
- o in body of report, study, plan, etc., explaining reasons for action or policy,
- o by general announcement in a newspaper article,
- o by memorandum or report made for administrative or departmental reasons, or
- o by letter directed to the body or persons making the comments or recommendations.

E. Residents Outside City Limits But Within The Planning Area

All city Comprehensive Plan notifications should be sent to households outside the city limits but within the planning area. It is important that these citizens be notified and become involved since they are within the planning area. The city should seek any assistance which may be available through the Yamhill County Citizen Involvement Program.

Support Services

A. Technical Assistance

All documents pertaining to the comprehensive plan and ordinances shall be available at the city hall. All technical information shall be written as simply as possible. City staff will be available to assist citizens in understanding parts of the material that they do not understand.

B. Budget - FY 1976-77

Mailings	\$104
Clerical Assistance	60
Supplies, Miscellaneous	<u>44</u>
	\$208

INVOLVEMENT OF PUBLIC AGENCIES

The involvement of affected agencies in the Comprehensive Planning process is secondary in importance only to citizen involvement and a good solid data base. The City of Dundee will follow these procedures in its planning process:

1. Identify agencies which have regulations or existing published information pertaining to each plan element.
2. Contact and interview an agency representative.
3. Incorporate the interview and data into the research material used in developing each plan element.
4. Send copy of preliminary drafts of each plan element to the respective agency for review and comment.
5. Send notice of hearings on the plan to the agency.
6. Send copy of adopted plan to the agency.
7. Maintain oral and/or written communication with all agencies affected by development proposals within the City of Dundee planning area or proposed changes in the plan or its support documents.
8. Provide the Mid-Willamette Valley Council of Governments (MWVCOG) with a mailing list of all agencies involved in the City of Dundee planning process.
9. Assure MWVCOG access to the City of Dundee Citizen Involvement Program by:
 - a. Providing it notice of Committee for Citizen Involvement (Planning Commission) meetings.
 - b. Providing it access to all information collected or generated by the CCI.

PART II--CONTINUING INVOLVEMENT
IN LAND USE PLANNING

AMENDING THE PLAN

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

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

Minor revisions have little significance beyond the immediate area of the change. Evaluation of them will be based on special studies or other information which justifies the public need for the change.

ESTABLISHING EFFECTIVE TWO-WAY COMMUNICATION

The procedures for encouraging and obtaining input from, and communicating with, the citizens and public agencies outlined in Part I of the Citizen Involvement Program will also be adhered to in future land use planning matters,

plan amendments and revisions. All procedures and requirements regarding public hearings, notification of government actions, general public input, and response to citizens will be observed.

NEIGHBORHOOD GROUPS

The City encourages neighborhoods to organize if they so desire. Neighborhood groups should be citizen-initiated, open to membership by all residents, property owners and businessmen within its boundaries, and should not charge dues. The purpose of these groups is to provide a vehicle to inform policy-makers of neighborhood perspectives on any proposed action or policy which affects them.

SUPPORT SERVICES

The City will provide the necessary funds and staff assistance to implement the procedures and objectives of this program and to insure continued citizen involvement in land use planning matters.

EVALUATION

This Citizen Involvement Program will be reviewed concurrently with the Comprehensive Plan at least every 5 years. The Planning Commission will continue as the Committee on Citizen Involvement, and will coordinate review and evaluation of the Comprehensive Plan and Citizen Involvement Program.

The following criteria shall be used to establish whether or not a plan amendment or change is justified:

- o The fact that an applicant owns the land for which the change is being sought is not itself sufficient justification for the change or amendment;

- o The proposed change or amendment must be consistent with Fasano requirements in meeting public need;
- o The proposed change or amendment must be in conformance with the goals and policies of the Comprehensive Plan;
- o The amendment must meet the standards and requirements of the zone in which it is located.

APPENDIX

CRITERIA FOR DETERMINING POPULATION CARRYING
CAPACITY OF EXISTING CITY LIMITS

WESTERN PORTION

485 acres total
- 16 designated commercial
- 9 public and semi-public
- 32 designated industrial
- 84 existing right-of-way

344 acres of available residential land
- 86 future right-of-ways (25% of available residential land)

258 total acres available for residential development

EASTERN PORTION

400 acres total
-150 not buildable due to severe slopes and flood plain
- 20 for sewage treatment plan (and future expansion)

230 acres available residential land
- 60 for future right-of-way (25% of available residential
land)

170 total acres available for residential development

258 Western portion
170 Eastern portion

428 total acres available for residential development
(say 430)

METHODOLOGY FOR DETERMINING POPULATION CARRYING CAPACITY
IN CURRENT CITY LIMITS

1. There are 430 total acres available for residential development. However, the plan supports additional lands for possible commercial and industrial "reserves" (30 acres) and there is a strong

likelihood of a golf course in the eastern portion (50-100 acres), which would have to come out of the land available for residential development. Therefore, there will be some "reserve" land required:

50 - 100	golf course
20	industrial
<u>10</u>	commercial

50 - 130 total acres in "reserve"

This means that there is 300 to 350 acres total available for residential development when the reserves are subtracted from the 430 acres.

2. Assumptions. Vacancy factors were discussed in the plan as necessary to keep land (and thus housing) prices down and to preserve the small-town atmosphere. Fifty percent was designated as appropriate for Dundee; 30 percent is being used by other communities. The plan supports a density of 3.5 dwelling units per acre in low-density areas and about 10 dwelling units per acre in medium-density areas. There are very few multi-family units in town (about 10 in the housing survey) and historically multi-family units have been turned down in the medium-density zones as well. An overall density of 4 dwelling units per acre was assumed, and 3 people per dwelling unit. This gives an overall density of 12 people per acre.
3. Given the different vacancy factors and the uncertainty as to how much land will be used in the golf course, several different cases are examined below to determine ultimate carrying capacity of the city limits.

Case I: 50% vacancy factor; 350 acres available

(350 acres) x (50% vacancy) = 175 acres
(175 acres) x (12 people/ac) = 2,100 people

Case II: 50% vacancy; 300 acres available

(300 acres) x (50% vacancy) = 150 acres
(150 acres) x (12 people/ac) = 1,800 people

Case III: 30% vacancy; 350 acres for development

(350 acres) x (30% vacancy) = 245 acres
(245 acres) x (12 people/ac) = 2,940 people

Case IV: 30% vacancy; 300 acres for development

(300 acres) x (30% vacancy) = 210 acres
(210 acres) x (12 people/ac) = 2,540 people

CONCLUSIONS

Under the comprehensive plan's assumptions of a 50 percent vacancy factor and 350 acres available for development, the carrying capacity of the City is about 2,100 people, slightly below the projected 2,200 in the year 2000. If 100 acres is taken out for the golf course, then the carrying capacity is reduced to only 1,800, well below even the medium-range growth projection. Using the 50 percent vacancy factor, there is not enough land to meet the requirements of either the medium or high range growth projections (growth rate of 3 to 4.5 percent per year.

Using the 30 percent vacancy factor, there is just enough land to accommodate projected needs for the year 2000 for the high range projection of 2,950 people..

CRITERIA FOR INVENTORY OF
BUILDABLE RESIDENTIAL LAND
WESTERN PORTION OF CITY

A. SUITABILITY

1. Slope

- a. Lands having a slope greater than 25 percent will require special construction techniques, but have not been excluded from the inventory of buildable lands. Lands having slopes from 0-12 percent are good for standard residential development; lands with slopes from 13-25 percent will require special attention in some instances.

2. Drainage

- a. Lands within the 100-year flood plain are excluded.
- b. Areas with no known drainage problems are considered good for residential development.
- c. Areas with known severe drainage problems are excluded where problems cannot be alleviated (high water table, standing water, etc.).

3. Geology and Soils

- a. Areas of known geological hazard are excluded.
- b. Soil conditions are not considered a limiting factor unless they will not support residential construction using acceptable building practices.
- c. Agricultural lands designated as such in the existing plan are not included.

B. AVAILABILITY

1. Services

- a. Lands for which urban services (including police and fire protection, water, sewer, power, and telephone) are not either existing, funded, programmed, or planned are excluded, except where there is substantial commitment to providing such services.

2. Public Lands

- a. Public lands such as highway and utility rights-of-way, parks, the school, public buildings, and the sewage treatment plant are excluded.

3. Private Lands

- a. Private lands such as the cemetery, churches, and existing commercial or industrial developments are excluded unless it can be documented that such lands are available for residential development.
- b. Tax deferred open space lands shall be excluded (if appropriate).
- c. Lands within the Willamette River Greenway line are excluded from the inventory.

4. Zoning

- a. All lands currently zoned other than residential have been excluded from the inventory.

C. METHODOLOGY

1. Determine amount of buildable lands based on the above criteria.
2. Assume a 50 percent vacancy factor to keep a ceiling on land prices (one acre of developed land for every acre of undeveloped land).
3. Assume six dwelling units per acre in available multi-family lands, which excludes about 25 percent of the land for streets, rights-of-way, and open space.

4. Assume four dwelling units per acre in available single-family lands, which excludes about 25 percent for streets, open space, and rights-of-way.
5. Multiply multifamily units by 2.3 people per dwelling unit, and single-family units by 3.1 people per dwelling unit to obtain the total population carrying capacity.
6. Match the population carrying capacity to the three projected growth rates.