CITY OF DUNDEE
PLANNING COMMISSION AGENDA
P.O. Box 220
620 SW 5th Street
Dundee, Oregon 97115

MEETING WILL BE VIDEO CONFERENCED

Join Zoom Meeting **https://us02web.zoom.us/j/86550281401**

Or listen by calling: 1-301-715-8592

Meeting ID: 865 5028 1401

MEETING DATE: October 21, 2020

Meeting Time: 7:00pm

I. Call Meeting to Order

II. Public Comment

III. Approval of Minutes
- September 16, 2020

IV. Riverside District Subarea C Workshop - Lindquist

V. Issues from Planning Commissioners

VI. Adjournment

CITY OF DUNDEE

Meeting: Planning Commission Meeting

Location: Meeting was held virtually via Zoom.
City Council Meeting Chambers
620 S.W. 5th Street
Dundee, Oregon 97115

Date: September 16, 2020

Time: 7:00 p.m.

I. Meeting called to order.

Chairman Howland called the meeting to order. Commissioners present, which consisted of quorum, were Shannon Howland, Maria Hinoveanu, David Hinson, Doug Pugsley, Eugene Gilden, and Ed Carlisle. Commissioner Kay had an excused absence. The consultant, Matt Straite with MIG and City Administrator Rob Daykin were also present.

II. Public Comment

A letter submitted by Elizabeth Sundeen, which was added as an addendum to the packet, was read by Chairman Howland.

Commissioner Carlisle noted that the letter stated that the intent of the survey was to elicit the opinion of Dundee residents, however the language in the survey did not specify that it was intended for residents only. He then asked if it was the intent of the city to gather opinions from only residents. CA Daykin stated that they had expected to receive responses from people outside of the Dundee city limits, Matt Straite responded that it was not the intent to solicit responses from only residents.

III. Approval of Minutes from Previous Meeting(s)

It was moved and seconded to approve the August 19, 2020 minutes. Motion carries, unanimously.

IV. Short Term Vacation Rentals Workshop

Matt Straite introduced himself and began a PowerPoint presentation of the materials presented in the Planning Commission packet summarizing the results of the Short-Term Rental survey.

CA Daykin noted that there were currently 17 vacation rentals registered for Dundee, and Mr. Straite directed the Commission to a website that showed all vacation rentals for an area (airdna.com). There was some discussion about how to monitor which homes are renting. CA Daykin noted that advertising websites are checked periodically to look for homes that were not complying. There was a question about whether there had been an increase in vacation rentals over the years. CA Daykin noted that the amount had been consistent.

Chairman Howland asked if there was any data on short-term rentals vs. long-term rentals. CA Daykin responded that this information could be obtained from the census, but that most homes in Dundee were owner occupied.

CA Daykin requested that the Commission focus on whether there are problems with the regulations right now, stating that he had only received once complaint in the six years since the Ordinance was enacted. There was a question about whether the City had any data on calls to the police department for the short-term rentals. CA Daykin responded that the police department did not track their calls based on which homes were short-term rentals. There was some discussion regarding whether the City could use funds from either the taxes or application fees to pay the police department to track them.

There was a question regarding whether there was a calculation of error figured for the survey. Mr. Straite responded that he did not but could get it. A question was asked about the number of respondents to the question of whether people had listed a room for rent. CA Daykin responded that the number of respondents could be casual renters, for instance they rent a room once a year when they went on vacation, so the number of responses could be higher than the number of registered rentals for that reason. It was asked if the City knew the occupancy rate of the vacation rentals. CA Daykin responded that the city did not have that data but may be able to glean the information from the tax submittals.

There was additional discussion regarding occupancy rates as it pertained to the idea of whether there should be a cap on the number of days to rent and whether there should be a limit on the number of STRs in a neighborhood. It was asked whether, based on the survey question regarding cross streets, there was a way to narrow down responses in relation to existing vacation rentals.

CA Daykin talked about the discussion that City Council had with audience members regarding vacation rentals, and stated that the main questions raised were: 1) Should the notice area be expanded beyond 100-feet; 2) Noise; 3) Local representation; and 4) Parking.

Discussion took place regarding the four issues. Regarding parking, conversation focused mainly on whether parking on the street should be allowed and, since on street parking was allowed in Dundee, how it would be enforced for STRs if a regulation was made to not allow parking on the street. Regarding local representation, it was suggested that a regulation be made that the information be updated yearly. There was discussion regarding whether there should be a database listing all the vacation rentals and contact information. It was noted that this could be a security risk for those homes.

Commissioners requested to see examples of other cities short-term rental regulations.

A conversation took place regarding the idea of putting a cap on the number of days a home could be rented. It was noted by Mr. Straite that the use of a cap on the number of days is generally used to message that the city was in favor of allowing people that spend summers, for instance, away from home to rent their house out during the summer; but, the city was not in favor of homes being purchased and used as a short-term rental “business”. Additional information regarding occupancy rate was requested to determine whether a cap was necessary.

The Commissioners decided that they would like to proceed with modifying some of the regulations, although the specific regulations to be discussed was not identified. At this time, the request was to review other cities regulations prior to specifying amendments. CA Daykin also informed the

Commission that there was an intent to hold stakeholder's meetings on some of the issues and asked the Commissioner's what types of questions they would like asked. The responses were occupancy rates, what city regulations help them run their business, how complaints they receive are received and handled, and, for the investor, why did they choose Dundee. It was also requested that another resident be added to the stakeholder's list.

VI. Planning Issues from Commission Members.

CA Daykin gave a heads up to the Commissioners about possible upcoming work, including exterior lighting since the compliance date was quickly approaching.

VII. Adjournment

The meeting was adjourned.

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Shannon Howland, Chairman

ATTEST:

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Melody Osborne, Planning Secretary

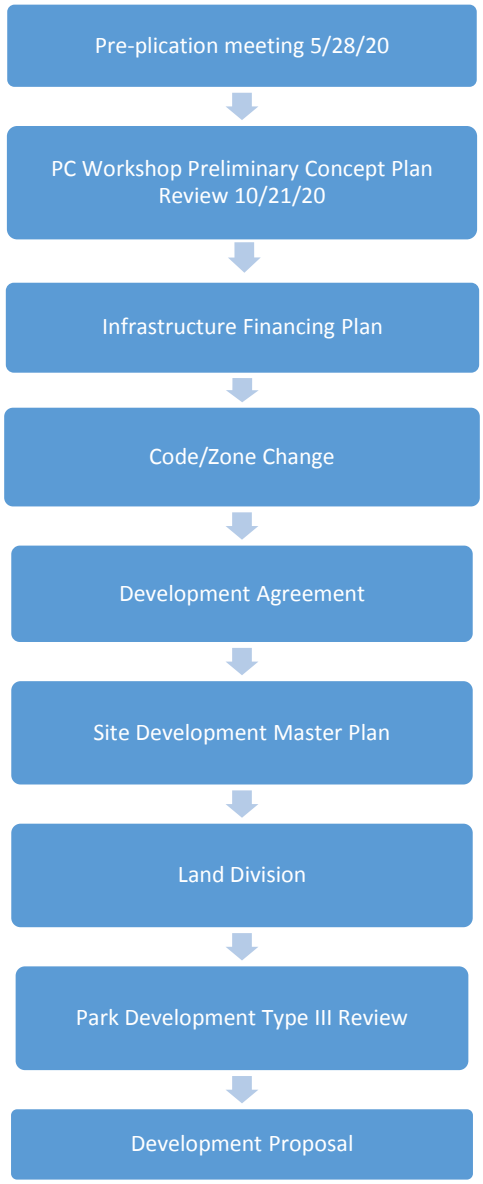
TO:	Dundee Planning Commission
FROM:	Doug Rux, Planner
CC:	Rob Daykin, City Administrator
DATE:	October 21, 2020
SUBJECT:	Workshop Riverside District Subarea C – Lindquist

Purpose of Workshop

Stuart Lindquist, the owner of property bounded by SE Edwards, SE 8th, and Newberg-Dundee Bypass, is proposing a development concept within the Riverside District Master Plan in Subarea C. Material on his proposal is included as Attachment 1. Supplemental material was submitted on October 14 and was not analyzed as part of this analysis, but is included as part of Attachment 1.

Staff held a pre-application with Mr. Lindquist and his team on May 28, 2020, providing initial feedback on the processes and requirements to develop Subarea C. Through that discussion, the City identified holding a workshop on the development concept with the Planning Commission to gain preliminary feedback. Mr. Lindquist was provided a preliminary sequencing which is further refined below:

Sequencing Approval Process



Riverside District Master Plan (2011) and Comprehensive Plan

The basis for development within the Riverside District is contained within the Riverside District Master Plan (RDMP) that was incorporated into the Comprehensive Plan in 2011 by Ordinance No. 503-2011. Specific

elements within the Riverside District Master Plan establish the context for Development and Zoning Map modifications.

The following are excerpts from the RDMP that are applicable to development occurring within Subarea C. The full RDMP is included in Attachment 2.

Executive Summary (Page 1-2)

"The City had initially hoped to amend the Development Code and the Zoning Map to apply the new Riverside District Zone (with seven subareas) to implement the master plan. However, following consideration of a March 2011 memo from the City's consulting engineer (Murray, Smith & Associates, Inc.) that documented the severity of the constraints on the existing water supply, the City decided to defer adoption of the Riverside District Zone and rezoning land in the Riverside District until more detailed infrastructure and financial plans are prepared to support the master plan, with a specific emphasis on water supply improvements.

The City will retain existing zoning that applies within the new Riverside District Plan designation for an interim period. Existing zoning is considered consistent with the Riverside District plan designation because existing zones allow less intensive, lower density development than anticipated in the Riverside District Master Plan. Uses and development allowed under existing zoning regulations will be allowed in this interim period, consistent with the provisions of the Dundee Development Code, statewide administrative rules and statutes, policies in the Riverside District Comprehensive Plan chapter, and any conditions of prior zone change approvals.

Additional land use approvals will be required prior to development to the scale and density envisioned in this master plan, including but not limited to:

- Development Code text amendment to adopt new Riverside District Zone;
- Zone change(s) to apply the new Riverside District Zone;
- Detailed master plans (by subarea) to establish local street network, identify specific park sites and trail connections, lay out blocks, refine mix of land uses and set mix of housing types and lot sizes, establish phasing schedule, etc.
- Subdivision(s) to divide land in accordance with detailed master plans; dedicate local streets parks and trail and utility easements; install public and private improvements, etc.
- Potential site design review for multi-family and non-residential buildings, unless clear and objective design standards are adopted as part of the detailed master plan for a particular subarea.
- Traffic analysis will be required as part of a zone change or site design review to document that the proposed phase of development is consistent with the overall trip thresholds outlined in the Master Plan."

A. Plan and Zoning Designations (Page 13)

"**Subarea C**, located west of the Bypass corridor and south of 8th Street, is designated for residential uses and a neighborhood park. Permitted residential uses include a mix of single-family detached units on standard and small lots, single-family attached units (e.g., townhouses or rowhouses) and some multi-family uses. Lower density residential uses are planned at the west edge of Subarea C for compatibility with adjacent development. Residential densities are higher closer to the Bypass. The Master Plan targets development of up to 64 residential units in Subarea C.

The Master Plan identifies the location of a neighborhood park in Subarea C that will be dedicated with development. The park location reflects the amenity value of specimen Oak trees and is based on neighborhood park size and location criteria from the Dundee Parks and Open Space Plan. The size and location of the neighborhood park is conceptual and the precise location and size will be determined as part of a future development application process."

Table 2 (Page 16) of the Master Plan identifies that Subarea C has a target of 64 dwelling units on 11 acres of land.

Staff Assessment: *Attachment 1 identifies residential uses within Subarea C. No park is identified within the subarea. The park is identified outside of the subarea along SE Edwards Drive on land that is designated as Agriculture. A total of 230 residential units, well above the 65 units anticipated, are proposed in the RDMP. The proposed residential lots are small lots for detached single family development on lots of 4,000 square feet. The lower density residential uses are located on the west side as envisioned by the master plan. Attached single family are located on the north side of Subareas C. There is higher density residential uses identified on the east and south side of Subarea C near the Newberg-Dundee Bypass.*

B. Riverside District Policies (Page 16)

"After the adoption and implementation of a new Riverside District Zone, the following policies will apply to Planning Commission review and approval of detailed master plan(s) and subdivision(s) of individual or consolidated subareas within the Riverside Master Plan District. The detailed master plan and subdivision reviews will be key steps in setting the stage for specific development of each subarea because they will:

- Establish and dedicate the local street system;
- Identify the specific location and size of neighborhood park(s) identified in the Master Plan and dedicate the planned park(s) in conjunction with the subdivision;
- Confirm that the number of residential lots is consistent with the overall target residential units;
- Layout infrastructure (particularly water and sewer) to accommodate the proposed subdivision and identify improvements needed to assure adequate public facilities; and
- Include a simple traffic analysis to assess the trips and required transportation improvements based on the overall transportation analysis completed for the Master Plan.

The policies will also apply to discretionary review of conditional uses, site design review and amendments of the Riverside District Master Plan. However, the policies will not apply to the review of individual building permits for development on platted lots that is consistent with the use tables and design standards of the Riverside District Zone once it is adopted."

Staff Assessment: *The policies will be further evaluated Site Development Master Plan section of this analysis. This will include the street system, parks, number of residential units, infrastructure, and transportation.*

Land Use Pages (16 – 17)

"2. When a partition or subdivision application is submitted for a subarea, even if it only includes a smaller first phase of development, a detailed master plan shall be submitted for the entire subarea to show the layout of streets and more precise location of the neighborhood park (if a conceptual location is shown on the approved Master Plan for the Subarea). The detailed master plan will provide the tool to track the target housing units and maximum non-residential floor area consistent with the allocations by subarea in Table 2."

"3. A mixture of different building types is encouraged within the residential areas (e.g. single family residential, duplex, attached single family residential, multi-family). Outside of the overall target number of housing units specific for each subarea, it is expected that the Riverside District Zone will provide broad flexibility for a mix of housing types and lot sizes. The detailed master plan shall identify lots intended for attached and multifamily housing. To ensure efficient use of land in the Riverside District, an average density of 10 units per acre is established. Lot sizes may be averaged and densities may be shifted between subareas to provide flexibility to meet changing housing and market needs."

Staff Assessment: *Attachment 1 identifies that a subdivision will be proposed for development of Subarea C. This would follow review of a Site Development Master Plan. As noted previously the number of units proposed (230) is well above the state target density of 65 units. Attachment 1 notes a variety of dwelling units types of single family, attached single family and multifamily/townhomes. This will be further discussed in the Site Development Master Plan section of this analysis. Additional details will be needed on density to get to the average of 10 units per acres within the RDMP area and Subarea C. As will be noted later in the analysis part of the development concept is outside of Subarea C and staff cannot determine the density number proposed.*

Transportation (Pages 18 – 19)

"3. An interconnected street system shall be provided within and between residential, commercial, and mixed use areas. Because local streets may be extended on an incremental basis in some subareas, it may be necessary to accept temporary dead-ends or "stub streets" that will be extended when future development occurs."

"4. All streets shall be built to established standards for street connectivity and block length as set forth in Chapter 2.202 of the Development Code. Street standards in the Riverside District Zone shall supersede TSP or Development Code standards where they conflict.

"6. Street trees shall be required in all subareas of the Riverside District. Street trees shall be installed and maintained to the standards specified in the Development Code."

"7. No private streets shall be allowed in the Riverside District."

"8. Developers will be allowed and encouraged to construct green street features on local and collector streets to reduce the amount of stormwater entering local rivers and streams, reduce demand on the city's infrastructure and improve water quality. Modifications to street standards will be allowed without a variance at the subdivision phase if a developer proposes green street features that are approved by the City

Engineer and Planning Commission."

"11. A pedestrian/bicycle pathway shall be accommodated under the Bypass structure located near 10th Street to provide an ADA accessible connection between Dundee and the Riverside District. The City of Dundee may pursue grants to fund construction of this undercrossing. ODOT has committed that the Bypass design will accommodate the pedestrian/bicycle pathway."

Staff Assessment: *An interconnected street system is identified in Attachment 1 for Subarea C. All streets shall be built to Chapter 2.202 of the Development Code. Street trees have been identified along most public streets. Several street have not been identified for street trees such as SE Edwards Dive, SE Boysen Lane and the new n/s street connection Se 8th and SE 9th Streets. No private street are proposed. No material has been provided on green street concepts that are encouraged. Pedestrian No pedestrian/bicycle connection has been identified under the Bypass that connects Subarea C and D as envisioned in the RDMP.*

Water, Wastewater and Stormwater (Page 19)

"1. Public facilities for the Riverside District shall be planned, designed and constructed in accordance with adopted Public Facility Master Plans for water, wastewater and stormwater."

"2. Each subdivision or development application shall show that its water, wastewater and stormwater requirements can be met adequately by infrastructure that is in place or will be in place at the time of occupancy. The City Engineer shall review and confirm the adequacy of infrastructure plans prior to City approval of the land use application. As a general policy, the City requires that developers bear the cost of infrastructure improvements required to support their project."

"3. As authorized by ORS 94.504, the City may require City Council approval of Development Agreements as a condition of subdivision or development application approval to allow the city and an applicant to coordinate in the provision of facilities to serve the development. The Development Agreement may require specific performance conditions for development of the property. These performance conditions may include, but are not limited to, construction of public facilities, dedication or reservation of land for right-of-ways, easements, or parks, or other conditions proper for the development."

Staff Assessment: *An application for a Site Development Master Plan will need to designed and constructed in accordance with adopted Public Facility Master Plans for water, wastewater and stormwater. Attachment 1 only indicates that infrastrure will be provided. An infrastructure financing plan with preliminary engineering plans will need to be prepared and reviewed by the City Council to ensure infrastructure will be available at the time of occupancy of proposed units. A Development Agreement will need to be entered into for development within Subarea C.*

Parks, Open Space and Trails (Pages 19 – 20)

"1. A minimum of three neighborhood parks shall be established within Subareas C, D, and F as shown in Figures 1 and 2 of the Riverside District Master Plan and based on the housing target of 970 dwelling units.

The specific location and size of each neighborhood park shall be refined through the detailed master plan and subdivision process. However, each neighborhood park site shall be consistent with the location and size criteria in the adopted Dundee Parks and Open Space Master Plan and the Neighborhood park sites shall be developed in accordance with the provisions of the Parks and Open Space Zone (Chapter 2.111) of the Development Code. The City shall collaborate with Chehalem Parks and Recreation District (e.g. IGA) on Riverside District park and trail issues such as dedication, improvements, standards, maintenance, etc."

"7. A linked trail system shall be developed within the Riverside District and integrated with plans for the Willamette Greenway Trail and Chehalem Heritage Trail as shown on Figures 1 and 3. Through the subdivision and development permit process, the City of Dundee may require dedication or easements to accommodate the development of the trail system. In general, 30-foot wide easements will be adequate to accommodate 10-foot wide multipurpose trails. As noted above, a wider 50-foot easement will be required along the designated riparian corridors."

"9. The City will support "green" development approaches, including co-location of stormwater swales in parks and along linear trail corridors to reduce land needs and costs and create opportunities for education, amenities, and recreational activities."

Staff Assessment: *Attachment 1 identifies a park but it is located outside of the RDMP and Subarea C. Through the Site Development Master Plan process the size of the park will be determined. The park development will need to in accordance with the provisions of the Parks and Open Space Zone (Chapter 2.111) of the Development Code. A trail system is identified in Attachment 1. Easements will be required for the trails. The proposed Development Code regulations differ from the RDMP in the width of the easements and width of the trails and will need to be reconciled.*

C. Implementation (Pages 20 – 21)
Land Use and Development

"Development within the Master Plan area will be dependent on the ability to provide needed public infrastructure and services, including water, wastewater, stormwater and transportation facilities. General phasing objectives include the following, some of which are described in more detail in Section III Action Charts.

- A new Riverside District zone will be adopted to implement the Master Plan.

- When the Riverside District Zone is adopted, the City Council may condition approval of zone changes to the Riverside District Zone based on availability of adequate public facilities. A similar condition was attached to the 2008 approval of the plan amendment/zone change for Riverside Farms, LLC.

- Water, wastewater and stormwater facilities should be sized to accommodate projected total future levels of development. Reimbursement agreements, a Riverside District System Development Charge, development agreements or other mechanisms may be needed to ensure equitable arrangements for funding these facilities.

- Roads should be sized and constructed per the classifications and standards identified in this Plan and the

City's TSP. Where development is proposed on only one side of a road, a half-street or three-quarter street improvement may be allowed if it provides adequate capacity and connectivity for automobile, bicycle and pedestrian travel."

Staff Assessment: *An infrastructure financing plan and preliminary engineering plans will need to be developed and reviewed by the City Council for infrastructure improvements to ensure adequate infrastructure is in place to support development.*

Transportation Facilities and Improvements (Page 21 – 26)

- "Implementation of the 5th Street Extension will require approval of a statewide exception to Goal 3 (Agricultural Lands) or a minor UGB amendment. Prior to or in lieu of the 5th Street Extension, a combination of 8th Street (east of Edwards Road), Edwards Road (north and south of 8th Street) and 5th Street are likely to be used as the primary routes from the northern portion of the planning area to OR 99W. Use of these roads will necessitate the following interim transportation improvements (or improvements to be made in lieu):

    - Improvements to Edwards Road to meet Collector Street standards, including the provision of sidewalks, will be needed when development in Subareas A-D results in approximately 250 net new trips along Edwards Road (north and south of 8th Street) during the weekday p.m. peak hour. (See Table 3-6 for more information). These improvements should be constructed as new development along Edwards Road occurs, consistent with section 2.206 of the Dundee Development Code."

    - "Addition of a westbound right turn lane at the intersection of OR 99W/5th Street ($100,000) will be needed if development in Subareas A-D results in approximately 24 net new trips at the intersection during the weekday p.m. peak hour prior to construction of the Newberg Dundee Bypass. If this threshold of 24 additional trips is not met prior to construction of the Bypass, this improvement will not be needed."

    - "Improvement of Parks Drive to a collector street standard, including the provision of sidewalks, will be needed when developments in Subareas A-G result in approximately 275 net new trips along Parks Drive during the weekday p.m. peak hour (see Table 3-6 for more information)."

"Construction of a new traffic signal at Parks Drive and OR 99W will be needed when full build-out of Subareas A-G occurs with or without development of the Bypass, or when warranted (all new traffic signals must be approved by the state traffic engineer)."

"Railroad crossings:

- Railroad crossing improvements along 5th Street will be needed when development in Subareas A-D result in approximately 200 net new trips along 5th Street during the weekday p.m. peak hour (see Table 3-6 for more information).
- Railroad crossing improvements at Parks Drive will be needed when development in Subareas A-G result in approximately 275 net new trips on Parks Drive during the weekday p.m. peak hour (see Table 3-6 for more information)"

Table 6 – Estimated Trip Distribution by Subarea

Roadway	Subarea A		Subarea B[1]		Subarea C		Subarea D[1]		Subarea F		Total ADT
	Dist.	Trips	Dist.	Trips	Dist.	Trips	Dist.	Trips	Dist.	Trips	
5th Street via Edwards Road	50%	209	50%	53	50%	29	50%	191	0%	0	482
10th Street via Edwards Road	25%	104	0%	0	25%	14	0%	0	0%	0	118
Parks Drive via Fulquartz Landing	25%	104	50%	53	25%	14	50%	190	100%	539	900
Total	***100%***	***417***	***100%***	***106***	***100%***	***57***	***100%***	***381***	***100%***	***539***	***1500***

[1] The estimated trip distribution pattern for Subareas G and E were assumed to be consistent with Subareas B and D, respectively.

"In addition to the trips shown in Table 6, approximately 25 percent of the trips from subareas A and C and 100 percent of the trips from subareas C and D are expected to use 8th Street to access Edwards Road. The remaining trips from subareas A and C are expected to access Edwards Road via the local street network."

Staff Assessment: *Development of Subarea C will need to take into consideration off-site improvements as well as on-site improvements based on information in the RDMP. This includes SE Edwards Drive, intersection of OR 99W/5th Street, SE Parks Drive, and railroad crossing based on a traffic impact analysis and trips generated by the development. This improvements will also need to be considered in an infrastructure financing plan and Development Agreement.*

Appendix A
Comprehensive Plan Amendments – New Riverside District Chapter

"RIVERSIDE DISTRICT

GOAL: Adopt a new Riverside District comprehensive plan designation and master plan to provide a land use and transportation framework to guide long-term development of the Riverside District.

OBJECTIVES

1. Apply a new Riverside District comprehensive plan designation to the approximately 360 acre planning area within the city limits shown in Figure 1.
2. Adopt the Riverside District Master Plan (June 2011) by reference as a support document to the Dundee Comprehensive Plan.
3. Adopt comprehensive plan policies specific to the Riverside District.
4. Recognize that adoption of the comprehensive plan framework (text and map amendments) represents the first steps in a multi-step process required prior to development. Future actions will include, but not be limited to:

- Preparation of more detailed infrastructure and financial plans to assure adequate public facilities and

services to support the master plan;

- Development Code text amendment to adopt new Riverside District Zone;
- Zone Change(s) to apply the new Riverside District Zone;
- Detailed master plans (by subarea) to establish local street network, identify specific park sites and trail connections, lay out blocks, refine mix of land uses and set range of densities, mix of housing types and lot sizes, establish phasing schedule, etc.
- Subdivision(s) to divide land in accordance with detailed master plans; dedicate local streets, parks and trail and utility easements; install public and private improvements, etc.
- Potential site design review for non-residential buildings, unless clear and objective design standards are adopted as part of the detailed master plan for a particular subarea.

POLICIES

1. The policies in this Riverside District chapter shall replace and supersede any policies in the Dundee Comprehensive Plan that relate to the area within the new Riverside District plan designation.
2. The City will identify the boundaries of the Riverside District plan designation on the Comprehensive Plan
   Map as shown in Figure 1.
3. The City will retain existing zoning that applies within the Riverside District plan designation. Existing zoning shall be considered consistent with the Riverside District plan designation because existing zones allow less intensive, lower density development than anticipated in the Riverside District Master Plan. Uses and development allowed under existing zoning regulations will be allowed, consistent with the provisions of the Dundee Development Code, statewide administrative rules and statutes, all of these policies, and any conditions of prior zoning and development approvals.
4. The waterfront uses are integral to and needed to support the overall development and open space vision of the Master Plan. The City will support the concept of expanding the UGB to coincide with the existing city limits and provide more appropriate zoning to accommodate the urban park, open space and recreational uses identified in the Riverside District Master Plan.
5. The City will adopt the Riverside District Master Plan (June 2011) by reference as a supporting document to the Dundee Comprehensive Plan. The Master Plan is intended to identify a coordinated mix of residential, commercial, tourism and open space and recreational uses that are cohesive and connected with Dundee's larger community vision. The Master Plan includes additional policies that will be applicable to review and approval of future zone changes, detailed master plans and subdivisions within the Riverside District.
6. Because the Master Plan is considered a concept document, the City will consider refinements to the location and arrangement of land uses and other aspects of the Master Plan prior to or in coordination with implementation of Riverside District zoning. Any changes to the concept Master Plan must include the following limitations and components:
   - A maximum of 22 acres designated for Commercial uses.
   - A maximum of 13 acres designated for Light Industrial uses.
   - A mix of housing types and densities, with a target of 970 units in the Riverside District.
   - In areas where the Riverside District is adjacent to developed, lower density residential areas, the development standards of the lower density zone (maximum heights and setbacks) shall apply to new housing on abutting lots in the Riverside District.

- Neighborhood park sites shall be required based on the target of 970 dwelling units according to the standards of the Dundee Parks and Open Space Plan.
- A connected trail system shall be required to accommodate the Willamette River Trail, the Chehalem Heritage Trail, and connecting local trails within the Riverside District that link to the larger community trail system.
- Cross-sections for trail improvements shall accommodate linear stormwater quality facilities, particularly along the top of the bluff.
- A connected local street system with cross-sections specified to encourage sidewalks, planter strips, and street trees. Blocks shall not exceed a maximum length of 400 feet in commercial areas or 600 feet in residential areas.
- A parkway collector shall be required to provide a north-south link of development subareas to the east of the Bypass and connections to the two Bypass overcrossings. The cross-section for the parkway collector shall be consistent with the standards in the Dundee TSP.
- Riparian corridors shall be protected with a minimum 50-foot setback from the top of bank elevation.

7. Planning for water use should incorporate techniques and systems (e.g. "purple pipe") for water reuse and conservation to the greatest degree practical, including potential reuse of wastewater for irrigation or other purposes.
8. All development within the Riverside District shall be adequately supported by the required facilities and services, including parks, schools, transportation, water, stormwater and wastewater infrastructure. Implementing ordinances shall provide that:
   - Required facilities and services must be available concurrent with development; and
   - No implementing zoning map amendment may be granted except upon a finding that all required facilities and services are available, or can be made available, concurrent with development."

Staff Assessment: *A development proposal will need to take into consideration the Goal, Objectives and Polices within the Comprehensive Plan in preparing a proposal for development.*

<u>Development Code and Zoning Map</u>

The Dundee City Council adopted Resolution No. 2019-09 on August 20, 2019, accepting the proposed amendments to the Dundee Development Code and Dundee Zoning Map to Implement the Riverside District Master Plan and Directing Staff to Initiate an Infrastructure Finance Plan for the Riverside District and any necessary updates to the Comprehensive Plan, Infrastructure Plans, Transportation System Plan, and Public Works and Design and Construction Standards.

Riverside District Implementation – Development Code/Zoning

City Council has only accepted the Development Code and Zoning changes. They have not been officially adopted. Adoption is tied to infrastructure financing plans for transportation, water, sewer, stormwater and parks. To get to a code/zone change public hearing an applicant will have to have prepared a complete and all-encompassing infrastructure package including financing to be part of the proposal.

Subdistrict areas can develop infrastructure financing plans, and it would need to take into consideration infrastructure outside of the proposed subarea to ensure adequate sizing and extension termination points.

Development Code and Zoning can be adopted by subarea. There are several paths to adopting development code and zoning. One option is to adopt the proposed code language with a qualifier that it only applies to the subarea. Another possible option is to extract out of the proposed regulations certain elements applicable to a subarea and create a new set of development code and zoning for the subarea based on the type of uses proposed. In either option an applicant will have to have prepared a complete and all-encompassing infrastructure package including financing to be part of the proposal.

Obtaining the needed zone change will require City Council approval of both an infrastructure plan that addresses the city's assessment of the project's impacts and an implementing finance plan.

Once infrastructure financing is resolved by an applicant, the City Council the Planning Commission can hold a new hearings on Development Code and Zoning changes.

The following is a preliminary assessment of the Subarea C material submitted by Mr. Lindquist to provide feedback on conformance with the RDMP, Comprehensive Plan, and Proposed Development Code and Zoning changes. This assessment is not a land use decision, but only preliminary feedback similar to a pre-application meeting on applicable requirements that will need to be responded to in an official Site Master Plan proposal. Staff would also note that there will be minor adjustments to the Development Code language that was presented to the City Council as part of Resolution No. 2019-09 based on evaluation of that code language post City Council acceptance.

Site Development Master Plan

17.204.060 Riverside District overlay (RD).

B. Applicability. The following Site Development Master Plan (SDMP) provisions apply to all land within the Riverside District Overlay zone. Subdivisions and partitions of land and associated land use applications proposed after approval of a SDMP are subject to subsection G (Consistency) and H (Modifications), provided a SDMP has been previously approved for the subject site.

Staff Assessment: *A proposal will be required to comply with the following provisions.*

C. Application Procedure. Prior to approval of any application for land division or development within a given subarea of the Riverside District Overlay, a Site Development Master Plan for the subject subarea must have been submitted and approved. Site Development Master Plans in the Riverside District Overlay are reviewed as a Type III (Planning Commission) decision. The City shall approve, approve with conditions, or deny a Site Development Master Plan.

Staff Assessment: *A Site Development Master Plan approval is required to develop Subarea C. Material in Attachment 1 identifies subdividing Subarea C and development of residential housing.*

1. Subarea Coverage. The Site Development Master Plan must cover, at a minimum, all lots within at least one subarea identified on Riverside District Master Plan Figure 2. Site Development Master Plans may cover multiple subareas.

Staff Assessment: *Attachment 1 identifies that the Site Development Master Plan would cover the entirety of Subarea C. The material also identifies land outside of the RDMP and Subarea C as part of the development concept. It is unclear if the area outside of the RDMP and Subarea C will be proposed to be brought into the RDMP and Subarea C. If this is the intent a Comprehensive Plan amendment would need to be applied for and the analysis within the RDMP would need to be updated for the additional area.*

2. Owners of 90 percent of total acreage included in the Site Development Master Plan must sign the Site Development Master Plan application and thereby agree to all requirements associated with preparation, approval, and implementation of the Site Development Master Plan. The Dundee City Council may approve submittal of a Site Development Master Plan that applies to less than 90 percent, but no less than 50 percent of the area within the subject Riverside District subarea.

Staff Assessment: *Attachment 1 indicates that Subarea C is under one ownership by Mr. Lindquist which exceeds the 90 percent requirement. Mr. Lindquist will need to sign the Site Development Master Plan application when it is submitted and would be bound to all requirements associated with preparation, approval and implementation of the Site Development Master Plan.*

3. A site development master plan may be submitted concurrently with an application for development or land division or with a concurrent quasi-judicial zoning map amendment.

Staff Assessment: *As noted previously in this analysis, prior to submittal of a Site Development Master Plan there are three steps. This includes preparation by an applicant of an Infrastructure Financing Plan with accompanying preliminary engineering plans and approval of that plan by the City Council. Second is adoption of Development Code/Zone Change regulations by the Planning Commission and City Council. It is anticipated that this step would use the material from Resolution No. 2019-09 and extract those elements applicable to Subarea C for Development Code regulations and Zoning. The third step is an applicant and the City Council entering into a Development Agreement.*

Once these steps have been processed and finalized companion subdivision and development applications are allowed at the time of submittal of a Site Development Master Plan.

D. Site Development Master Plans Submittal Requirements. Applications must include the following information in addition to information required by DMC 17.401.040 for Type III applications. The Site Development Master Plan must include all of the following components:

1. General Information, including names, addresses, telephone numbers, and signatures from owners within the Site Development Master Plan area per subsection C2.

Staff Assessment: *An application will need to comply with the application requirements.*

2. Boundaries of areas within Site Development Master Plan.

Staff Assessment: *A map will be required identifying the areas within the Site Development Master Plan.*

3. General description. An overall description of the plan, including both written and graphic elements, existing, proposed, and possible development and uses, height and massing of development, phasing of development, applicable review procedures for each development or phase, and what standards, guidelines, and approval criteria will be used to evaluate each development or phase.

Staff Assessment: *Attachment 1 is an initial description of the plan. The initial material does not identify building height and massing, graphic on phasing, address the applicable review procedures for each development or phase and details on the applicable standards for the development.*

4. Preliminary layout and sizing of infrastructure and public facilities (see subsection F). Site plans, showing the location, size, and dimensions of existing and proposed structures, including the pedestrian, bicycle, and vehicle circulation system; rights-of-way proposed for dedication or vacation; water, wastewater and stormwater infrastructure improvements; stormwater management plan; and any proposed temporary uses during construction and phasing of development.

Staff Assessment: *Scaled drawings will be required with the above information included. The infrastructure plan will need to show the size and location of the infrastructure and will need to tie to infrastructure financing plan. Infrastructure sizing will need to take into consideration future development in Subarea A. Off-site infrastructure improvements will also need to be shown such as water lines, wastewater lift station(s), transportation improvements, as examples.*

Attachment 1 includes a site plan identifying the location of proposed single family residential (detached), attached single family residential, and multifamily. Building footprints are shown for the single family. Bubble diagram locations for multifamily development are proposed but not the location of the structures or size. The site plan shows a bike path running north/south along the west side of the proposed development area. A pedestrian trial is shown along the north side of the Newberg-Dundee Bypass as part of the Green Seam Trail. Vehicular circulation is shown by public streets (Edwards/8th/9th/Boysen/new N/S street) and interior circulation for multifamily.

A stormwater management plan will need to be prepared.

5. Proposed location, size, boundaries and alignment of trails, open space and park land (if any), and areas subject to natural resource preservation requirements.

Show trails to subarea D shown in the Riverside Master Plan and to the park. This includes the trail under the Newberg-Dundee Bypass and the trail on the north side of the Bypass.

Staff Assessment: *Attachment 1 identifies a bike path running north/south along the west side of the proposed development area. A pedestrian trial is shown along the north side of the Newberg-Dundee Bypass as part of the Green Seam Trail. The material does not show the trail to Subarea D. Open space area are identified on the site plan. Some are identified as water quality facilities and others are not. A park is identified along SE Edwards Drive outside of the Subarea C.*

6. Uses and activities. Proposed uses within areas, including all areas proposed to be dedicated as public right-of-way or reserved as open space for the purpose of surface water management, recreation, residential, and non-residential use. The description must include information as to the general amount and type of all uses.

Staff Assessment: *The narrative in Attachment 1 indicates that SE 9th Street will be extended. This will need to be dedicated as public ROW and the street improved to City standards. SE 8th Street may also need ROW dedication and additional improvement to City standards. The Green Seam trail will need to be dedicated in an easement and constructed by the development. Open space areas are identified. Some of the open space is indicated as storm treatment. Others are not and it is unclear if the other open spaces area will incorporate storm water or are improved open space areas with other features. Residential use areas are indicated. Assessment of the density target range can't be determined if it's met or not. The written description and graphics will need to be enhanced to comply with this requirement.*

7. Phasing of development. The plan must include the proposed development phases, probable sequence for proposed infrastructure and development, and estimated dates. Phasing must be consistent with subsection D9 of this section.

Staff Assessment: *The narrative indicates two phases of development. Single family and multifamily. A graphic will need to be prepared showing the phases of development. Phasing for infrastructure both written and graphic will need to be prepared as part of a Site Development Plan submittal and include estimated dates. Phasing will need to comply with subsection D9 of this section.*

8. Housing Mix and Capacity Estimates: For all residential areas, the following estimates must be included in the Site Development Master Plan:

a. A graphic demonstration showing the different housing types for each residential area. Materials must include a detailed map of each area, including housing types proposed.

Staff Assessment: *the Site Plan in Attachment 1 show the location of detached single family, attached single family, and multifamily locations.*

b. An estimate of gross and net developable acres within each area devoted to a specific mix of housing types, based on proposed local street layout; areas identified for non-residential uses, parks and trails; and areas subject to natural resource protections.

Staff Assessment: *A note on the site plan indicates 11 du.ac. Detail on that number has not been provided. The density calculation needs to occur on the area that is within Subarea C and does not include land outside of Subarea C. Both gross and net density calculations need to be provided. This should be broken down for gross/net for single family (detached and attached), multifamily, and combined.*

c. A calculation estimating the minimum and maximum number of units that are proposed to be built in each area based on allowed density ranges for each housing type and net developable acres identified for each housing type.

   i. For single family detached housing, the density calculation shall be based on the minimum and maximum allowable density as defined in Section 17.204.060.F.

   ii. For other housing types, the density calculation shall be based on the proposed number of units divided by the net developable area allocated to those units.

   iii. For all units, the overall average density calculation will be based on the total number of all units divided by the net developable acres of land proposed for residential development.

   Staff Assessment: *Need gross/net calculations, housing types, minimum/maximum number units each area. 8-11 du/ac required single family. Townhouse (apartments) determined by number of units per net developable acreage. Unknown at this time if gross and net density calculation would comply.*

   The potential development has inquired about retirement housing and how that is factored into the density calculation. Staff responded that additional information is needed on what the retirement housing concept may be. If it is independent living, each unit would need to be factored into the density calculation. If it was a group facility, a new definition would need to be added to the Development Code to reflect that type of facility to factor into the density calculation.

   Based on the narrative and site plan in Attachment 1 staff estimates the following number of units:

   10 single family (detached)
   32 attached single family (these are not duplexes by definition)
   188 Townhouses (apartments)

   Some of the attached single family will need to be removed and replaced with single family homes along SE 8th Street.

The RDMP targeted 64 units for Subarea C. The proposed number of units exceeds what was targeted in the RDMP.

9. Proposed phasing of development shall be specified. The phasing must be proposed for at least 5 years and up to 10 years. An approved Site Development Master Plan remains in effect for 10 years, unless the plan is modified.

Staff Assessment: *No phasing plan has been provided for compliance with the above requirements. A phasing plan needs to be provided that responds to the timelines listed above.*

E. Housing Mix Requirements. The Site Development Master Plan must identify at least two different housing types in each subarea where residential only development is proposed.

1. The following are considered distinct housing types for purposes of meeting this standard:
   a. Single family detached dwellings (with or without an accessory dwelling units) or residential care home
   b. Duplexes or single family attached dwellings in which both dwelling units are at least 800 square feet or are of equal size
   c. Townhouse or Compact Detached dwellings
   d. Multifamily dwellings or residential care facility
   e. Manufactured dwelling park

Staff Assessment: *The Concept shows housing types of single family, attached single family, townhouses (apartments). A proposal will need to pay attention to the following definitions in the Development Code for housing type.*

"Dwelling, single-family" means a detached building containing one dwelling unit designed exclusively for occupancy by one family.

"Dwelling, single-family attached" means a two-family dwelling so designed that each individual dwelling unit is located upon a separate lot or parcel.

"Dwelling, two-family (duplex)" means a detached building containing two dwelling units designed exclusively for occupancy by two families living independently of each other.

"Dwelling, townhouse" means a multifamily dwelling so designed that each individual dwelling unit is located upon a separate lot or parcel.

"Dwelling, multifamily" means a building containing three or more dwelling units designed for occupancy by three or more families living independently of each other.

The townhouses identified are actually apartments as each units is not on an individual lot or parcel. Attachment 2 indicates that the multifamily may be turned into condominiums in the future.

2. If including townhouse dwellings, compact detached dwellings, multifamily dwellings, or residential care facilities in subdivision: a minimum of 6 units of that housing type must be provided.

   Staff Assessment: *Attachment 1 identifies the multifamily housing as both apartments and townhouses. These are two different housing types per the definitions above. It will need to be clarified on what type of housing is actually being proposed. Based on the site plan concept is that more than 6 apartment/townhomes units would be proposed in Phase 2.*

   The potential developer has inquired about retirement housing and how that is factored into the unit calculation. Staff responded that additional information is needed on what the retirement housing concept may be. If it is independent living each unit would need to be factored into the number of units calculation. If it was a group facility a new definition would need to be added to the Development Code to reflect that type of facility to factor into the unit calculation.

3. If including duplexes or single family attached dwellings in a subdivision, at least 25 percent of the corner lots within the subdivision that includes these housing types, or an equivalent number of lots, must be designated on the Site Development Master Plan for duplexes or single family attached dwellings and shall be recorded on a subdivision plat as such at the time of subdivision plan submittal.

   Staff Assessment: *Attachment 1 indicates that the first phase will be single family detached and attached dwelling units. This will occur through a subdivision. No duplexes are proposed per the definitions above. The proposed units are across the street from existing single family which requires additional requirements on the placement of attached single family and duplexes. This limits the requirement for 25 percent of corner lots being attached single family. Overall 42 residential lots are proposed. A minimum of 11 units would need to be attached single family dispersed in the proposal. Currently there are 32 units proposed. This number will change slightly.*

4. The Site Development Master Plan must not identify areas abutting existing single family detached dwellings outside the Riverside District Overlay for housing types other than single family detached dwellings or residential care homes.

   Staff Assessment: *The site plan identifies across SE Edwards Drive are single family homes, across SE 8th Street are single family homes. The concept will need to be modified. There are 4 attached single family units on SE 8th Street to the east of SE Boysen Lane that are across the street from detached single family and will need to be changed to detached single family.*

F. Density Requirements. Each Site Development Master Plan must demonstrate that the overall average density of proposed housing development within each subarea will be between 8 and 11 units per net acre, with the following exception.

1. A site development master plan may be submitted with a lower housing density within a subarea if the applicant simultaneously submits a Site Development Master Plan for another subarea within the Riverside District that exceeds a housing density of 11 units per net acre, provided the combined and averaged area density of the two subareas still averages between 8 and 11 units per net acre.

   Staff Assessment: *Density calculation information will need to be submitted based on the number of units proposed with Subarea C. This calculation will not include land outside of Subarea C. The density calculation will need to comply with the 8 -11 units per net acre. Calculation methodology has been previously described in an above section.*

G. All standards of Chapters 17.301 and 17.305 apply, except that:

1. Private streets will be permitted only for alleys with public access. All other streets within the Riverside District Overlay must be public streets.[1]

Staff Assessment: *No private streets are proposed. No alleys are proposed. SE 8th Street, SE 9th Street extension, SE Boysen Lane extension and the new n/s street will all need to be public streets.*

2. In commercial and mixed use areas, except as restricted on collector and arterial streets, a street or driveway intersection providing multi-modal connectivity and circulation for pedestrians, bicyclists, and automobiles shall occur not less than once for every 400 linear feet of street frontage, measured from street right-of-way line to street right-of-way line.

Staff Assessment: *The site plan and RDMP do not identify commercial or mixed uses in Subarea C. Chapter 17.301 ACCESS AND CIRCULATION and Chapter 17.305 PUBLIC IMPROVEMENTS AND UTILITIES are applicable to development in Subarea C. All streets must be public.*

SE Edwards Drive – Collector.
SE 8th Street – Parkway Collector (with or without bike lanes, no on street parking).
Proposed SE 9th Street would be a local street.
SE 9th Street connecting back into SE 8th Street needs to be shown as a T-Intersection.
Street spacing standards 600 feet (DMC 17.301.020I1). New street will need to meet this requirement.
Intersection of SE 9th Street and SE Edwards Drive needs to meet City's design and construction standards.
Driveway locations for attached single family will need to be looked at by the City Engineer along SE 8th Street and SE 9th Street for compliance with City regulations.
Traffic Analysis will be required for the subarea development.

[1] This supersedes the allowances for private streets in 17.301.020(K).

H. Each Site Development Master Plan that includes residential development must provide for land for neighborhood parks which meets the following requirements.

1. The amount of land in acres dedicated for a park shall equal at least the following calculation: (2.9 persons per dwelling units) x (total number of dwelling units proposed in the subarea) x (2.5 acres) / (1,000 persons).

Staff Assessment: *A calculation on park acreage needs to be provided. Need calculation to determine park acreage needed. The park needs to be located with the RDMP area and is currently located outside of the RDMP are and Subarea C.*

2. Prior to approval of the dedication of land for a neighborhood park, the developer must submit a Phase I Environmental Site Assessment to demonstrate that the land is free of any environmental contamination.

   Staff Assessment: *A Phase 1 Environmental Site Assessment for a park will need to be prepared and submitted with a Site Development Mater Plan proposal.*

3. The entire acreage must be dedicated to the City of Dundee prior to approval of the final plat or development approval for the first phase of development.

   Staff Assessment: *The park will need to be dedicated to the City prior to approval of final plat or first phase of development. Construction of the park is part of the infrastructure financing plan and construction would occur by a developer and not the City of Dundee.*

4. Neighborhood park sites proposed for dedication must meet the following criteria.
   a. At least two (2.5) acres in size with an average depth of not more than two times the average width.
   b. Adjacent to at least two streets that will have residential or non-residential development on the other side.
   c. Not within 200 feet of the right-of-way for the Newberg-Dundee Bypass.
   d. Contain a contiguous area representing at least 80 percent of the required minimum size that is free of slopes in excess of 5 percent and no slopes in excess of 15 percent. Wetlands, stream corridors, or designated wildlife habitat areas or established buffers located within the proposed park site shall not count toward the required minimum size.
   e. Located within a one quarter-mile of all planned residential areas within the Site Development Master Plan area.
   f. Interconnected by a public shared use path system.

   Staff Assessment: *A 2 acre neighborhood park is proposed. It may not meet the minimum size requirement. The proposed park is outside of the RDMP and Subarea C and does not meet the overall location requirement. The proposed park is not adjacent to at least two streets that will have residential or non-residential development on the other side. No information has been provided on the distance to the Newberg-Dundee Bypass. No information has been provided on slope requirements No information has been provided on the ¼ mile distance requirement all planned residential areas within the Site*

Development Master Plan area. This include Subareas C and A. Pedestrian paths are shown on the site plan.

Additional observations by staff:
Does the park location need a zone change to R-3?

Does the park location need a Comp Plan change to include the site within the Riverside District Master Plan? The park location is outside of the Riverside District and does not meet the requirement to be within the Riverside District. A Comp Plan/Master Plan change would be required to bring the park location into the Riverside District.

Park location is to serve Subareas A and C. Should the park be located on SE 8th Street? The location and size of the park need to take into consideration Subareas A and C. Density proposed in Subarea C reduces the capacity in Subarea A to approximately 90 units. The acreage of the park my need to be 2.5 acres to better accommodate the density for both subareas. Lindquist and Edwards would need to discuss the options. Financing of the park also needs to be considered and be part of the proposed financing plan which could include a reimbursement district.

There may be an inconsistency in the proposed Development Code language on park size. 4.a. has conflicting language on size indicating 2 acre and 2.5 acres.

I. Shared Use Paths must meet the following criteria.

1. Provided in compliance with Figure 17.204.060.1 by the following:

   a. Connecting parks in the Riverside District Master Plan Subareas A and C underneath the Newberg-Dundee Bypass to the North South Parkway;

      Staff Assessment: *Need to show location of shared use path from Subarea D to Subarea C and connection to park. Construct shared use path in Subarea C to Subarea D. Will require coordination with ODOT and meet their requirements. The concept would then be reviewed by technical staff and, once approved, you would then get the permit needed to do the work.)*

   b. Connecting SW 6th Street with the existing SW 8th Street (Dundee Landing Road) bicycle and pedestrian facilities that cross over the Dundee-Newberg Bypass.

      Staff Assessment: *Not applicable.*

   c. Connecting parks in the Riverside District Master Plan Subareas D, E, and F.

      Staff Assessment: *Not applicable.*

d. Path alignments may vary from Figure 17.204.060.1 depending on the final location of parks; however a path must be provided along the Willamette River top of bluff and south of the Canyon Lake Natural Area connecting the North-South Parkway to the bluff.

Staff Assessment: *Final alignment of path to the park to be established based on park location and connection to subarea D.*

2. Provide public access points at intervals no greater than 500 feet.

Staff Assessment: *Need to show access points not greater than 500 feet intervals for the path to the park and to the Green Seam trail. Attachment 1 site plan shows a concept of path connection.*

3. Located within land areas or public easements dedicated to the City of Dundee with a minimum width of 20 feet. Maximum cross-slope within the easement cannot exceed 12 percent.

Staff Assessment: *Paths (n/s to park and Green Seam trail) need to be in a public easement or on public land, 20 foot wide easement.*

4. Must meet all applicable federal and state accessibility standards.

Staff Assessment: *To be determined at the time of a public improvement permit approval.*

5. Paths through protected natural resource areas must obtain all necessary approvals and meet all applicable development standards.

Staff Assessment: *The path construction under the Bypass will need ODOT approval and permitting.*

J. Prior to approval of a Site Development Master Plan for a District Subarea, the applicant must enter into a Development Agreement with the City of Dundee that specifies how all needed and required public facility improvements for water, wastewater, stormwater, transportation, and parks will be constructed and funded.

Staff Assessment: *A Development Agreement will need to be entered into between the developer and City by approval of the City Council. The Development Agreement directly ties to the infrastructure financing plan.*

K. Consistency Requirements. Once a Site Development Master Plan is approved, all future land divisions and development within its boundaries must be consistent with the approved Site Development Master Plan, unless a modification is approved. If the land division or development application is not consistent, a modification must be approved prior to the application being considered. Land division or Development applications may be submitted concurrently with the modification application.

Staff Assessment: *An applicant can submit for modifications to Site Development Master Plan. A subdivision must comply with Site Development Master Plan.*

1. Consistency shall be defined as:

    a. A change of no more than ten (10) percent of any quantifiable matter, requirement, or performance measure, as specified in subsection E, or F, above, excluding park size, overall density requirements, and housing type and quantity, and

    Staff Assessment: *Not applicable at this time. If future modifications are proposed they will need to comply with this requirement.*

2. The following factors must be consistent with the Site Development Master Plan:

    a. Housing type and quantity. Changes to planned housing type do not affect more than 20 percent of the total area designated for a certain housing type (e.g. if 3 acres of land are designated for multifamily housing, then 0.6 acres may be changed to a different housing type).
    b. Residential density. Density is within the required range, as defined within section 17.204.060.F of the DMC.
    c. Non-residential use. Proposed non-residential uses are located in the area(s) identified in the master plan for non-residential use.
    d. Local street layout. The following must apply.
        i. Local street alignments are within 150 feet of the alignments shown in the Master Plan.
        ii. The number of local street connections is no less than 90 percent of the number of connections shown in the Master Plan.
    e. Shared use path and trail alignment. Shared use path and trail alignments must be adjacent to the same lots or roadway shown in the Site Development Master Plan.

    f. Infrastructure alignment and sizing. Alignments and connections of proposed facilities are adjacent to the same streets as shown in the Site Development Master Plan; and sizing of proposed water, sanitary sewer, and storm drainage must provide adequate capacity to serve proposed uses in the area as determined by the City Engineer.

    g. Neighborhood park location. Neighborhood parks must be located within one-quarter mile of the locations shown in the Site Development Master Plan and must continue to meet the locational criteria established in subsection (H) of this section of the DMC.

    h. Phasing. The sequence of each phase must be the same sequence as that which was listed in the Site Development Master Plan for each area; or the applicant can demonstrate that changes in phasing do not affect the timing of infrastructure improvements.

Staff Assessment: *Not applicable at this time. If future modifications are proposed they will need to comply with this requirement.*

L. Modifications of an Approved Site Development Master Plan. Modifications will be reviewed as a Type III Application.

1. Modifications include the following.
   a. Any changes which are not consistent with the Site Development Master Plan as described in Section (I) of this section of the DMC.
   b. Changing an area from a non-residential use to residential use or vice-versa.
2. Proposed modifications shall address each of the submittal requirements described in Subsection (D) of this Section and shall be consistent with all review and approval requirements described in all other subsections of this Section of the Development Code.

   Staff Assessment: *Not applicable at this time. If future modifications are proposed they will need to comply with these requirements.*

M. Subdivision, land divisions, and development of land within the Riverside District Overlay zone must meet the following minimum density requirements to ensure that detached dwellings within a given subarea achieve the minimum target density of eight (8) units per net acre.

1. Subdivisions in areas identified for single family detached dwellings in an approved Site Development Master Plan, including those with lots designated for duplex or single family attached dwellings: the average lot size for all single family detached dwelling lots in the subdivision shall not exceed 6,000 square feet. For example, a subdivision of 30 lots all intended for single family detached dwellings may have lot sizes ranging from 4,000 square feet to 12,000 square feet, provided that the average size across all 30 lots is no more than 6,000 square feet.

   Staff Assessment: *Information will need to be submitted to show compliance with this requirement. Minimum density 8 du/ac. Lot size averaging allowed for the detached single family housing.*

2. Individual lots may be as small as the minimum lot size in the RR zone (4,000 square feet for single family detached dwellings), and there is no maximum size for an individual lot.

   Staff Assessment: *Attachment1 indicates detached single family is proposed on minimum 4,000 square foot lots.*

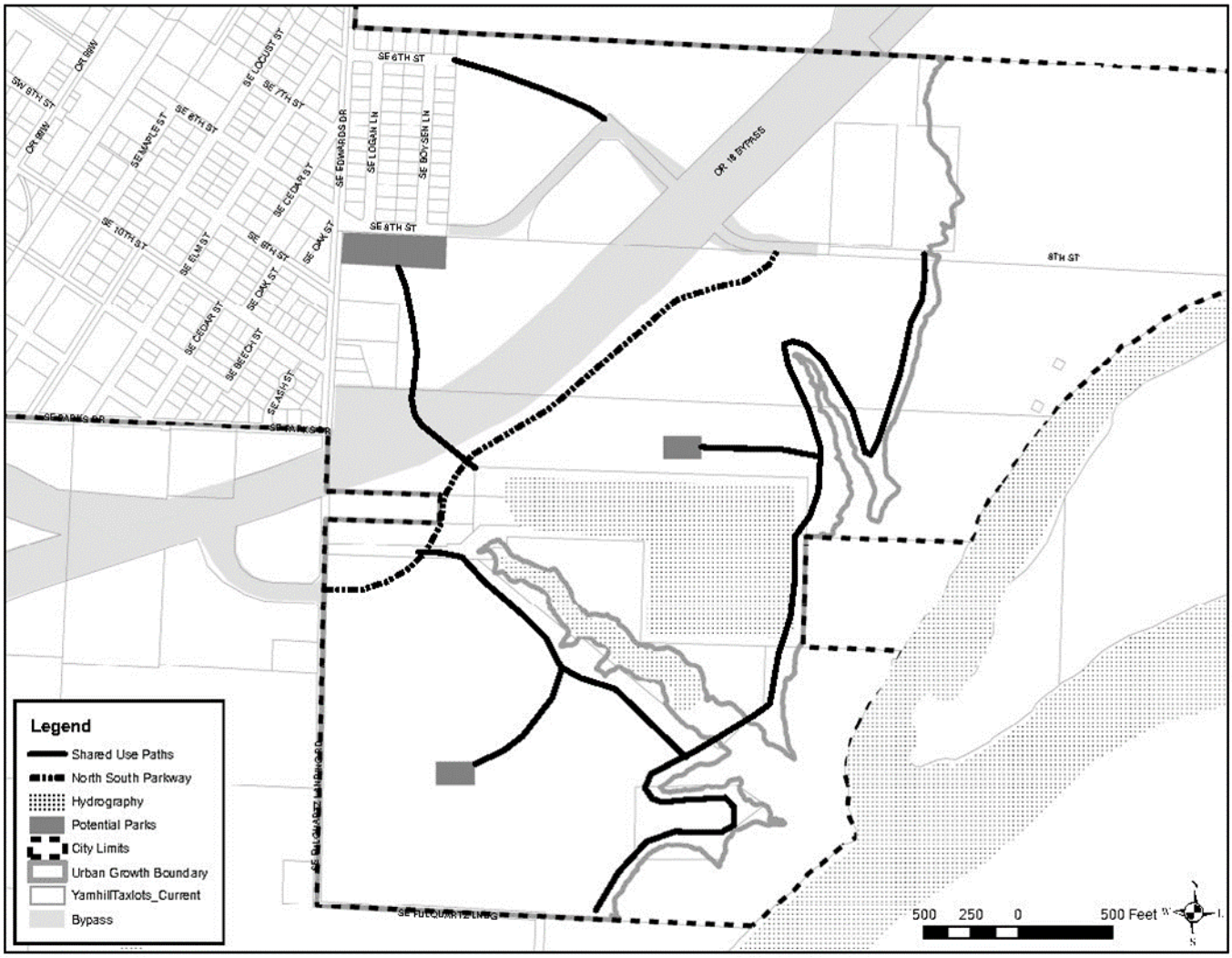
3. Lots and tracts reserved for non-residential uses, parks, trails, protected natural resources, and other housing types are not included in the calculation of average lot size.

   Staff Assessment: *An application will need to take into consideration this requirement for average lot size.*

N. Approval Period. Modification of the Plan may result in an extension of the approval of the Master Plan period for up to five years. Only one five-year extension will be granted for a Master Plan, regardless of the number of modifications requested and approved.

Staff Assessment: *Not applicable at this time. If future modifications are proposed they will need to comply with these requirements.*

Figure 17.204.060.1 Shared Use Paths Map



Items to consider in an Infrastructure Financing Plan

Subarea infrastructure financing plans can be proposed. It would need to take into consideration infrastructure outside of the proposed subarea to ensure adequate sizing and extension termination points.

There are several paths to adopting zoning and development regulations for a subarea. One options is to adopt the proposed code language with a qualifier that it only applies to the subarea. Another possible option is to pull out the proposed regulations and create a new set for the subarea based on the type of uses proposed and the corresponding zone classification. In either option an applicant will have to have prepared a complete and all-encompassing infrastructure package including financing to be part of the proposal.
Obtaining the needed zone change will require City Council approval of both an infrastructure plan that addresses the city's assessment if the project's impacts and an implementing finance plan.

Water demand calculations need to be developed for summer time peak at buildout to determine if sufficient water supply is available.

The wastewater lift station may need to consider shared cost and shared cost piping.

There are options on an infrastructure reimbursement district concept as part of infrastructure financing plan. Option could include Local Improvement District (LID) and System Development Charge (SDCs). Reimbursement District or LID require City Council approval.

An applicant will need to provide their calculation of the Maximum Dailey Demand for the water system for each proposed phase of development.

Land Division or Planned Unit Development

Comply with Chapter 17.403 LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS
Chapter 17.407 PLANNED UNIT DEVELOPMENT (PUD)

> *Subdividing Subarea C into parcels will require compliance with land division standards.*

Development Proposals

Chapter 17.202 ZONING REGULATIONS
Chapter 17.203 SPECIAL USE STANDARDS
Chapter 17.302 LANDSCAPING AND SCREENING
Chapter 17.303 EXTERIOR LIGHTING
Chapter 17.304 PARKING AND LOADING

> *Development proposals for duplexes and apartments will require compliance with the above listed Code sections.*

Some regulations above are tied to adoption by the Planning Commission and City Council as part of the Riverside Zone amendments. The proposed amendments can be found at:

https://www.dundeecity.org/vertical/sites/%7BE14ACB8D-5C5F-45F7-9F7A-A518EB570F6B%7D/uploads/2019-09_Accept_Development_Code_Amendments(1).pdf

Attachments: 1. *Riverside District Master Plan Subarea C Concept Material 9/16/20 and Supplemental Material 10/14/20*
2. *Riverside District Master Plan RDMP*

PRO ECT NARRATIVE FOR T E CITY OF DUNDEE . .
Lindquist Property, bounded by SE Edwards, SE 8th, and Newberg-Dundee Bypass.

The Surrounding Area

Beautiful Dundee, nested within the fertile Willamette Valley, is one of several cities strung together by Highway 99. It is also part of another network of cities placed along the Willamette River. The city is primarily located northwest of Highway 99 and the railroad line, which parallel the river to the southeast. Sprawling agricultural land surrounds the city and the river. A smaller grid of neighborhood streets, that somewhat follow the angle of the river, is located on the east side of the railroad line and ends at the west edge of the project site. The entire city is separated from the river by the rail line and Highway 99 – the recently constructed Newberg-Dundee Bypass, has further cut the residents of Dundee off from this incredible natural resource.

The Riverside District is a 360 acre piece of land that was annexed to the city in 1969, and consists primarily of agricultural land that links the City of Dundee to the Willamette river. The Riverside Masterplan was enacted in 2011 to sensitively guide development of this riverside land – with opportunities for river access as well as denser, more affordable housing and support services. Although not yet enforced, our proposal is guided by the principals of this Masterplan.

The western and a portion of the northern edge of the site falls on the Riverside District Boundary, and is bordered by a grid of adjacent neighborhoods (within the older city limits) across SE 8th and Edwards that the city has slated for Medium and High density Residential development.

The land to the North of the site, across SE 8th Street, is proposed to be zoned (from west to east) Low Residential (with housing along SE Logan and SE Boysen Street), Riverside Residential (undeveloped), then Community Commercial (undeveloped). SE 8th Street curves NE and leads to a Gateway Feature / Focal Point, that is proposed as part of the Riverside Masterplan, where it will meet up with the proposed Chehalem Heritage Trail – from here, SE 8th (and eventually the Heritage Trail) crosses the Bypass (overhead) and connects to one of two river access points that are proposed within the Masterplan Study Area.

South and east of the site, between the Highway Bypass and a proposed North South Parkway, the adjacent land is zoned Riverside Residential. The Riverside Masterplan proposes a Green Seam (trails and stormwater) that follows the edge of the Bypass, acting as a buffer to the SE edge of our property. A second river access, under the Bypass, is proposed just south of the property, that will lead to the proposed Green Seam Trail.

Site Proposal

The project site is located within subarea C of the Riverside District. The SW corner of the subarea is not included in the project site. Our site is approximately 18-acres, which includes the out-parcel located at 909 SE Edwards Drive. It is bounded by SE Edwards Drive, SE 8th Street, (both neighborhood collectors), and the Highway Bypass. Except for the lots in the Agricultural zone located in the SW corner, which contain the only buildings on site and the proposed park, the property is within the Riverside Master Plan and is proposed to be zoned for R-2 and R-3 residential development, which is consistent with the Riverside Residential zone. The existing houses in the SW corner of the site and the proposed public park are located outside the Riverside District boundary. This proposal incorporates the park into the Riverside District's boundary.

The site itself is primarily agricultural in nature and conceptually shown in the Master Plan as Neighborhood Park and Riverside Residential (10 units / acre). However, 4 parcels facing Edwards Street, in the SW corner of the site, are "out" parcels – they predate the creation of the Riverside District Boundary and are part of the original city limits. The homes and accessory structures on these four agricultural parcels will remain as is, outside the Riverside District.

Above these 4 parcels, is an Agriculture-zoned parcel (909 SE Edwards) that will be a new Public Park, connected to a network of tree-lined paths that will lead to the proposed Green Seam and the two Bypass crossings described above. The Park is located here to better serve the community: Subarea A is already slated for two public parks; this location is closer to the city's (future) higher density areas; and a stronger connection can be established from the park to the bypass crossing / river access via the internal landscaped paths and open spaces of the phase II development.

SE 8th Street has potential to become a very active and vibrant street that we would like our first phase of development to orient toward, providing a strong visual and physical connection (for cars, bikes and pedestrians) to the Bypass crossing and the future Gateway Feature and Heritage Trail that leads to the river (described above) – this Focal Point is in the center of a proposed Community Commercial zone (it is our understanding that this area is likely to change to Residential since the Bypass has, unfortunately, disrupted the viability of commercial activity in this area). Regardless, 21 homes will face 8th street, adding to its vibrancy.

An extension of SE 9th Street is proposed that will cut through the site, connecting SE Edwards Road to SE 8th Street. The street provides access to 4 landscaped paths that take you to the "Green Seam" trail which leads to future parks, nature trails and, ultimately, provides access to the river. In addition, an extension of SE Boysen Street is also proposed as a continuation of the urban grid, providing easier access to the landscaped paths. A prominent gateway element will also be placed at the corner of SE 8th and Edwards, with a smaller marker located at the NE entry to the development. The series of interconnected green spaces act as a 'biological sink' within the city while providing nice views and easier access to its natural resources.

Phase I ousing

This phase will divide the north portion of the site into 40' & 42' x 100' parcels that form two back-to-back rows that parallel SE 8th Street. Half of the parcels will have homes that face 8th Street, while their back-yard neighbors will face the new SE 9th Street extension (see above). This portion of the site will tie into the adjacent neighborhood grid with single family homes across the street from existing houses, and duplexes (with a shared property line) further east, where higher density housing is planned. The homes will be compatible with the nicer structures in Dundee, and have a 'kit of parts' to choose from that customize and add variation to the street.

Phase I will begin when Land Use and Building Permits are secured, with construction of the new road and single family homes. The market will dictate the timing of duplex construction.

Phase II ousing

The interior of the site (designed to the standards of the R-3 and Riverside Residential Zone) will have a denser, more affordable configuration of rental apartments connected to each other, and to the new private road, by a network of greenway courts and paths that lead to the proposed Green Seam Trail, Public Park and various Open Spaces throughout the site. The buildings will carve out resting and viewing areas, 'outdoor living rooms', intimate gathering spaces, and safe, private outdoor space - ultimately linking every home to the river's natural resources.

The housing will be buffered from the Bypass by the proposed Green Seam Trail that will parallel the Bypass. A heavily landscaped on-site trail, that will run along the SE edge of the property and parallel the Green Seam trail, will also protect residents from noise and pollution generated from the Bypass. A series of greenway trails will connect the proposed SE 9th Street to this new trail, ultimately drawing people from Dundee, via SE 8th Street and SE Edwards Street, to the proposed Green Seam Trail.

The apartments will be oriented around parking courts that have easy-to-maneuver trash / recycling areas and loading zones that serve each housing cluster. The apartments will primarily be 2 to 3 bedroom townhouses –ground floor apartments could be added if the market supports this and / or the need arises to accommodate physically impaired residents.

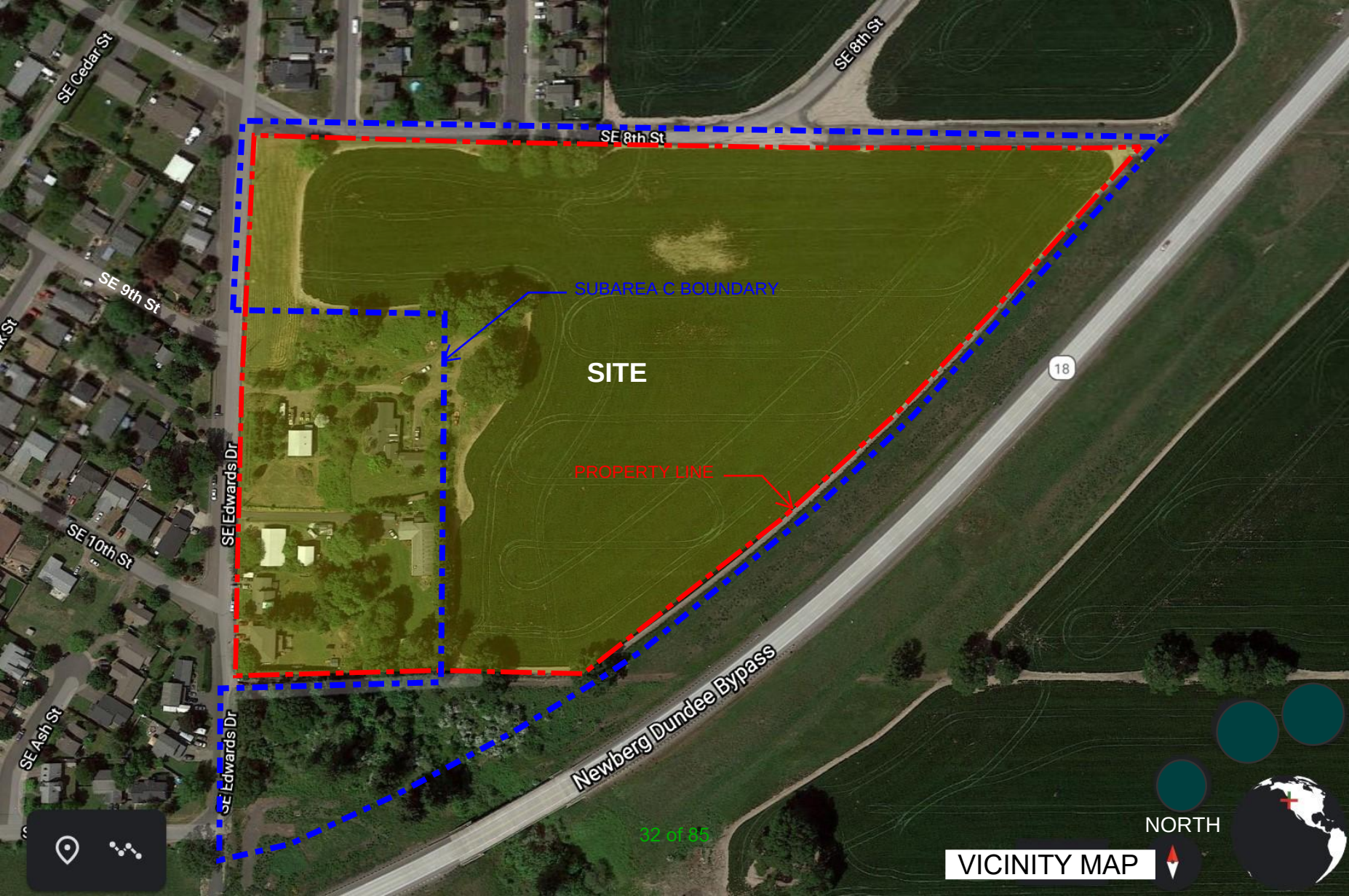
The units will be designed with flexibility toward future market needs, by allowing conversion into condominiums – with defined outdoor space, large windows, ample daylight, and varied facade articulation. The Kitchens will have windows overlooking the entries with 'eyes on the outdoor space' for safety and a welcoming sense of openness and community- there will not be any dark or hidden outdoor space.

The Highway Bypass has had a detrimental impact on Dundee, particularly its access to the river. This proposal helps connect the river to the city through a series of buffered greenway paths, a public park and open space, and through a new greenway road with pedestrian and bike connections that help link people to the two Bypass crossings (that lead to the river).

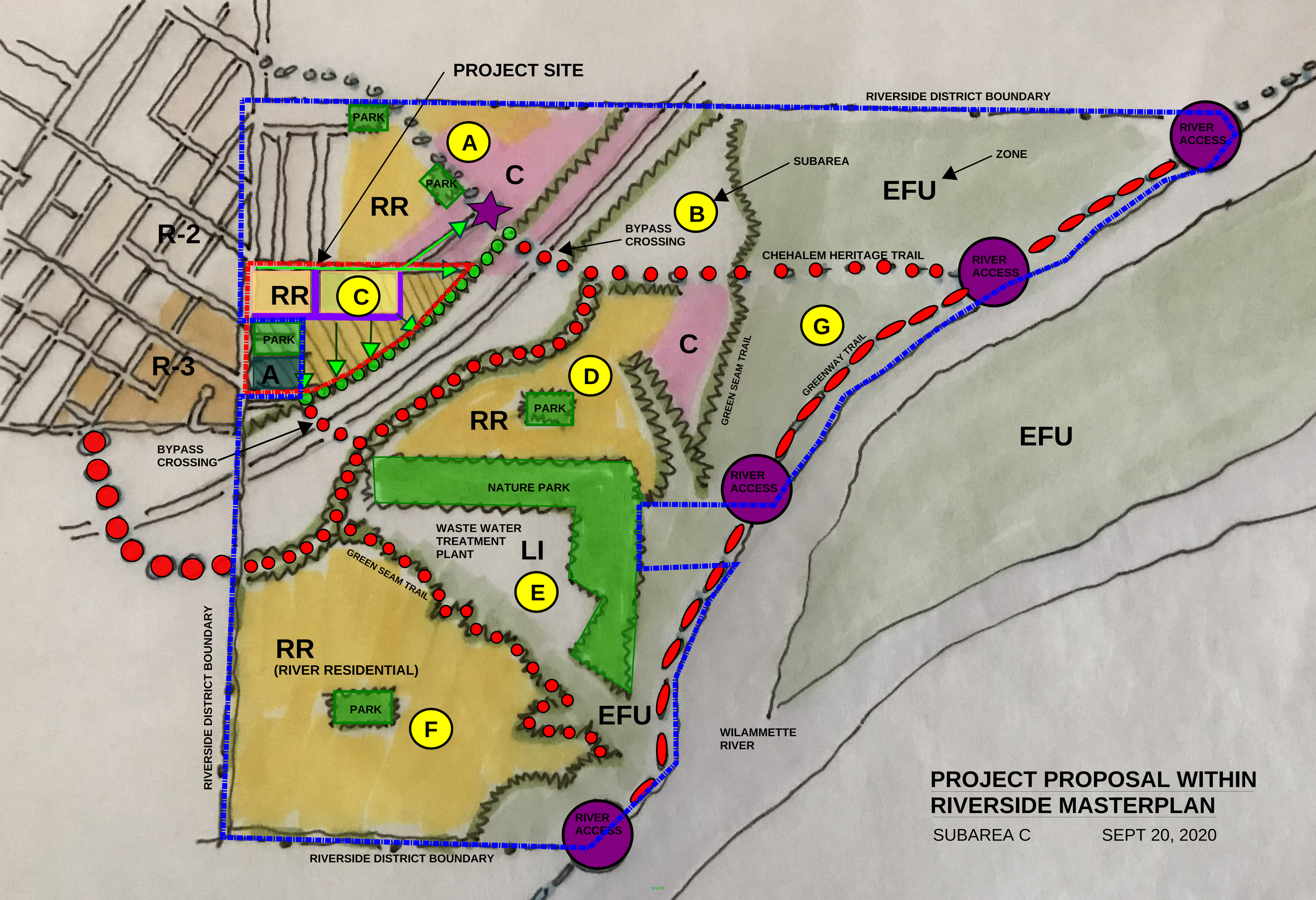
We are in the midst of uncertain times, therefore, the timing of this phase will be dictated by market demand. It will begin with new access roads, parking and infrastructure for a single cluster of apartments at the east end of the site (Cluster 1). We are optimistic that this will be greeted by the Dundee community with success, and the design process for Phase II can commence very soon.

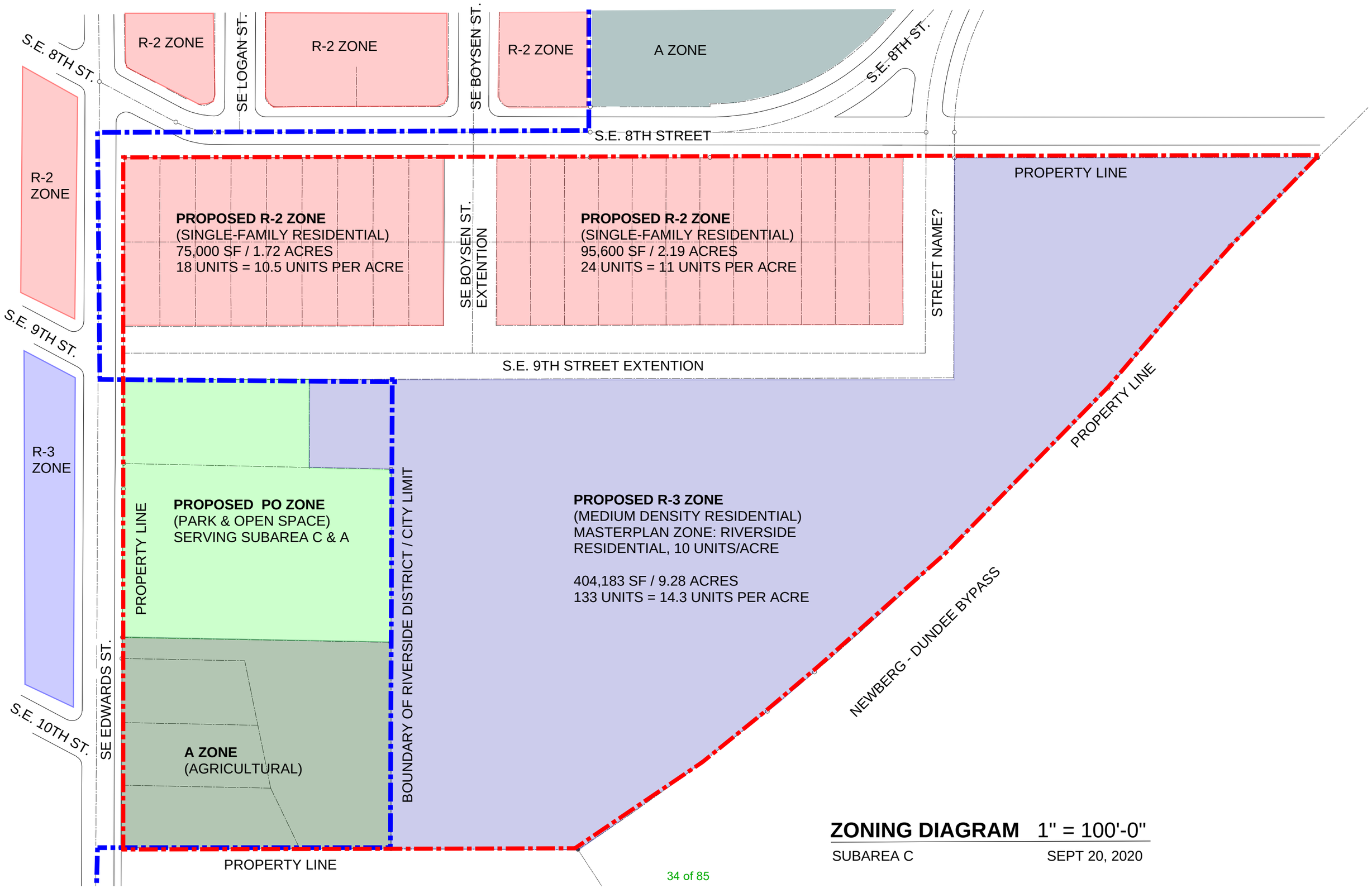
Financial picture

Lindquist Development would like to pay for infrastructure privately and would request reimbursement for any oversizing etc. through SDC credits or other reimbursement mechanisms as building permits are pulled.



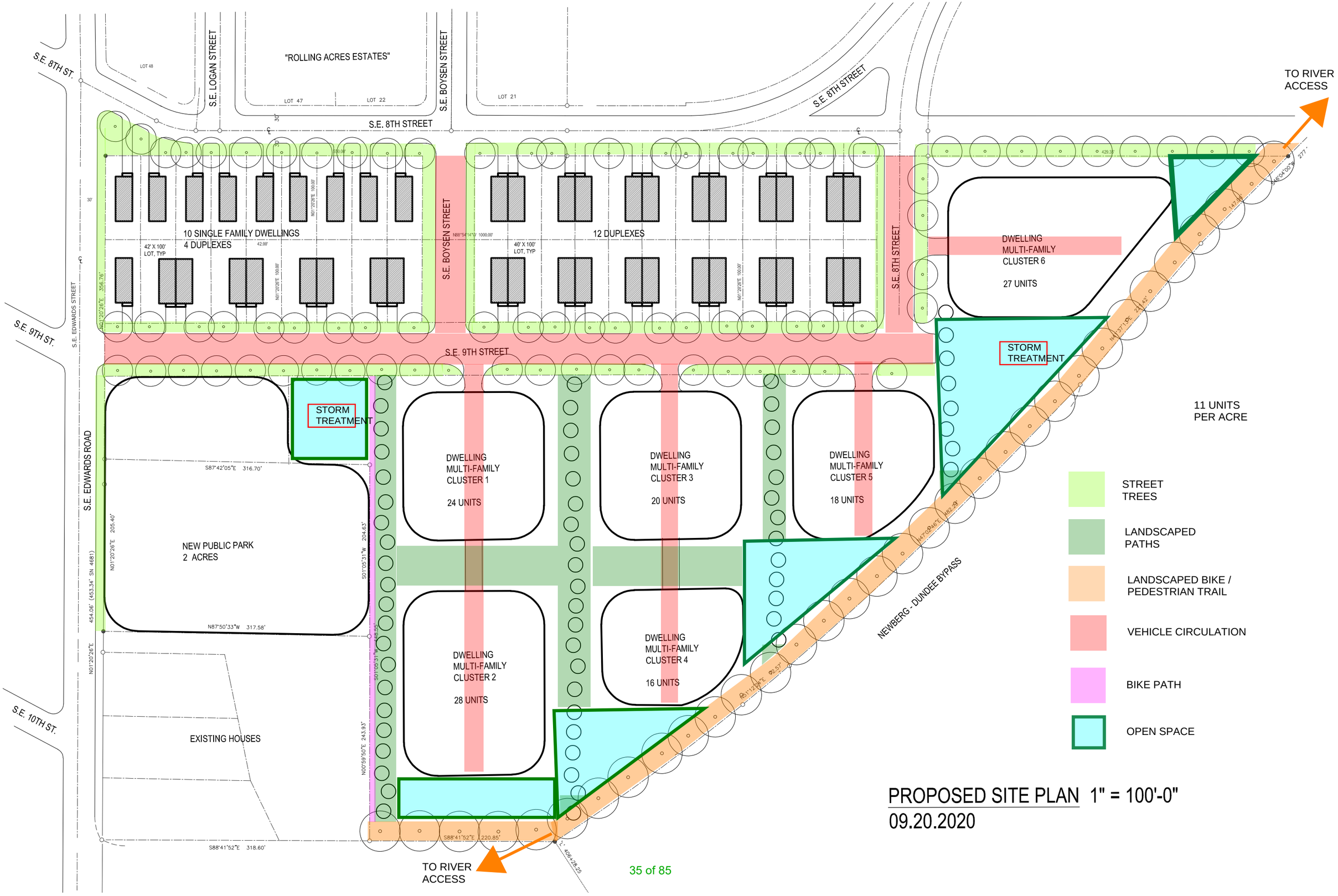
VICINITY MAP


PROJECT SITE
RIVERSIDE DISTRICT BOUNDARY
PARK
A
C
RR
PARK
SUBAREA
ZONE
EFU
B
BYPASS
CROSSING
CHEHALEM HERITAGE TRAIL
RIVER
ACCESS
RIVER
ACCESS
R-2
RR
C
PARK
A
R-3
C
G
GREEN SEAM TRAIL
GREENWAY TRAIL
D
RR
PARK
EFU
BYPASS
CROSSING
RIVER
ACCESS
NATURE PARK
WASTE WATER
TREATMENT
PLANT
LI
GREEN SEAM TRAIL
E
RIVERSIDE DISTRICT BOUNDARY
RR
(RIVER RESIDENTIAL)
PARK
F
EFU
WILAMMETTE
RIVER
RIVER
ACCESS
RIVERSIDE DISTRICT BOUNDARY
PROJECT PROPOSAL WITHIN
RIVERSIDE MASTERPLAN
SUBAREA C
SEPT 20, 2020



ZONING DIAGRAM 1" = 100'-0"

SUBAREA C SEPT 20, 2020



PROPOSED SITE PLAN 1" = 100'-0"
09.20.2020

SUPPLEMENTAL MATERIAL
10/14/20

PRO ECT NARRATIVE FOR T E CITY OF DUNDEE . .
Lindquist Property, bounded by SE Edwards, SE 8th, and Newberg-Dundee Bypass.

The Surrounding Area

Beautiful Dundee, nested within the fertile Willamette Valley, is one of several cities strung together by Highway 99. It is also part of another network of cities that sit along the Willamette River. The city is primarily located northwest of Highway 99 and the railroad line, which parallel the river to the southeast. Sprawling agricultural land surrounds the city and the river. A smaller grid of neighborhood streets, that somewhat follow the angle of the river, is located on the east side of the railroad line and ends at the west edge of the project site. The entire city is separated from the river by the rail line and Highway 99 – the recently constructed Newberg-Dundee Bypass, has further cut the residents of Dundee off from this incredible natural resource.

The Riverside District is a 360 acre piece of land that was annexed to the city in 1969, and consists primarily of agricultural land that links the City of Dundee to the Willamette river. The Riverside Masterplan was enacted in 2011 to sensitively guide development of this riverside land – with opportunities for river access as well as denser, more affordable housing and support services. Although not yet enforced, our proposal is guided by the principals of this Masterplan.

The western and a portion of the northern edge of the site falls on the Riverside District Boundary, and is bordered by a grid of adjacent neighborhoods (within the older city limits) on the other side of SE 8th street and SE Edwards drive, that the city has slated for Medium and High density Residential development.

The land to the North of the site, across SE 8th Street, is proposed to be zoned (from west to east) Low Residential (with housing along SE Logan and SE Boysen Street), Riverside Residential (undeveloped), then Community Commercial (undeveloped). SE 8th Street curves NE and leads to a Gateway Feature / Focal Point, that is proposed as part of the Riverside Masterplan, where it will meet up with the proposed Chehalem Heritage Trail – from here, SE 8th (and eventually the Heritage Trail) crosses the Bypass (overhead) and connects to one of two river access points that are proposed within the Masterplan Study Area.

South and east of the site, between the Highway Bypass and a proposed North South Parkway, the adjacent land is zoned Riverside Residential. The Riverside Masterplan proposes a Green Seam (trails and stormwater) that follows the edge of the Bypass, acting as a buffer to the SE edge of our property. A second river access, under the Bypass, is proposed just south of the property, that will lead to the proposed Green Seam Trail.

4072 N Williams Avenue
Suite A
Portland, Oregon 97227
503.367.8057
connectarchitecture.us

Site Proposal

The project site is located within subarea C of the Riverside District. The SW corner of subarea C is not included in the project site or in this proposed scope of work. Our site is approximately 18-acres, which includes the out-parcel located at 909 SE Edwards Drive (the out-parcels predate the creation of the Riverside District). It is bounded by SE Edwards Drive, SE 8th Street, (both neighborhood collectors), and the Highway Bypass. Except for the lots in the Agricultural zone located in the SW corner of the site, which contain the only buildings on site, the property is within the Riverside Master Plan and is proposed to be zoned 'Riverside Residential' and 'Parks'. A portion of the Agricultural zoned property is proposed to be incorporated into the Riverside Masterplan through a quasi-judicial zoning map amendment.

A public park is proposed in the north-east corner of the site that parallels the proposed 'Green Seam' trail. It will serve, and is within ¼ mile of, Subarea A and C. The park provides a direct link to the Heritage Trail and the two bypass crossings that lead to the river and other amenities within the District.

An extension of SE 9th Street, SE Logan, and SE Boysen, along with two other new streets, create an extension of the Dundee street grid, creating a vibrant urban fabric that sets the stage for future development. The new SE 9th street, which runs east-west, provides access to 3 landscaped paths that take you to the "Green Seam" trail which leads to future parks, nature trails and the river. The four north-south streets provide easier access to these landscaped paths. The series of interconnected green spaces and proposed park act as a 'biological sink' within the city while providing nice views for the pedestrian using the street-lined sidewalks. A prominent gateway element will also be placed at the corner of SE 8th and Edwards.

Phase I ousing

This phase will divide the north portion of the site into fifteen 40' x 100'+ parcels. This portion of the site will tie into the adjacent neighborhood grid with single family and attached single family homes. The homes will be compatible with the nicer structures in Dundee, and have a 'kit of parts' to choose from that customize and add variation to the street.

Phase I will begin when Land Use and Building Permits are secured.

Phase II ousing

The interior of the site (designed to the standards of the Riverside Residential Zone) will have a denser, more affordable configuration of rental apartments connected to each other, and to the new private roads, by a network of greenway courts and paths that lead to the proposed Green Seam Trail, Public Park and various Open Spaces throughout the site. The buildings will carve out resting and viewing areas, 'outdoor living rooms', intimate gathering spaces, and safe, private outdoor space - ultimately linking every home to the river's natural resources.

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The units will be designed with flexibility toward future market needs, by allowing conversion into condominiums – with defined outdoor space, large windows, ample daylight, and varied facade articulation. The Kitchens will have windows overlooking the entries with 'eyes on the outdoor space' for safety and a welcoming sense of openness and community- there will not be any dark or hidden outdoor space.

The Highway Bypass has had a detrimental impact on Dundee, particularly its access to the river. This proposal helps connect the river to the city through a series of buffered greenway paths, a public park and open space, and through a new greenway road with pedestrian and bike connections that help link people to the two Bypass crossings (that lead to the river).

We are in the midst of uncertain times, therefore, the timing of this second phase will be dictated by market demand. It will begin with a single cluster of 28 units. We are optimistic that this will be greeted by the Dundee community with success, and the design process for Phase II can commence very soon.

Financial picture

Lindquist Development would like to use sewer and water on Edwards for the single family homes The phase II apartments (Multi-family dwellings) will require the sewer going to the plant under the bypass. The intent is to pay for infrastructure privately and request reimbursement for any oversizing etc. through SDC credits or other reimbursement mechanisms as building permits are pulled.

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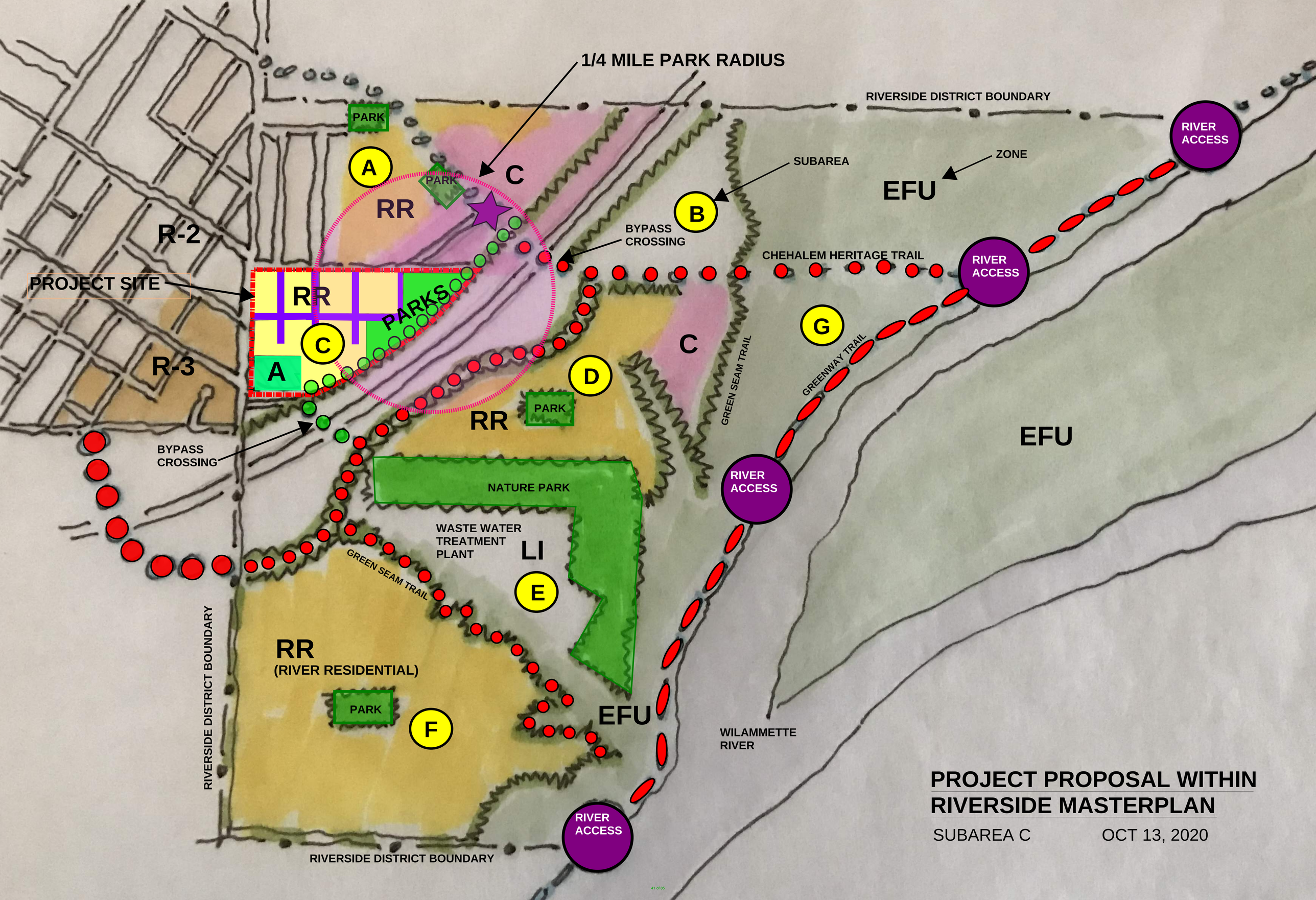
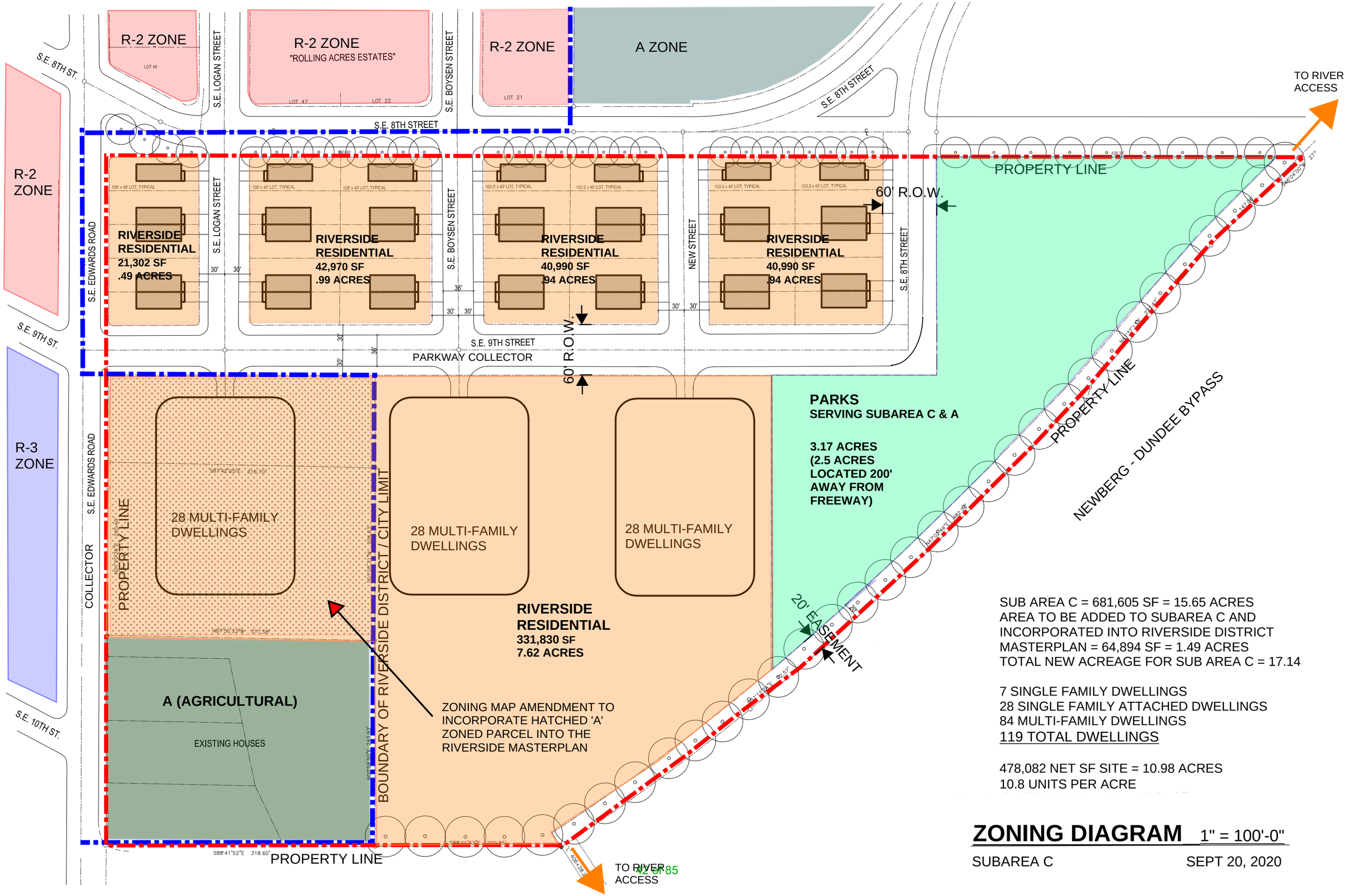
VICINITY MAP


1/4 MILE PARK RADIUS
RIVERSIDE DISTRICT BOUNDARY
PARK
A
PARK
C
RR
SUBAREA
ZONE
EFU
RIVER ACCESS
B
BYPASS CROSSING
CHEHALEM HERITAGE TRAIL
RIVER ACCESS
R-2
PROJECT SITE
RR
PARKS
C
A
G
C
GREEN SEAM TRAIL
GREENWAY TRAIL
R-3
D
PARK
RR
EFU
BYPASS CROSSING
NATURE PARK
RIVER ACCESS
WASTE WATER TREATMENT PLANT
LI
GREEN SEAM TRAIL
E
RIVERSIDE DISTRICT BOUNDARY
RR
(RIVER RESIDENTIAL)
PARK
F
EFU
WILAMMETTE RIVER
RIVER ACCESS
RIVERSIDE DISTRICT BOUNDARY
PROJECT PROPOSAL WITHIN
RIVERSIDE MASTERPLAN
SUBAREA C
OCT 13, 2020



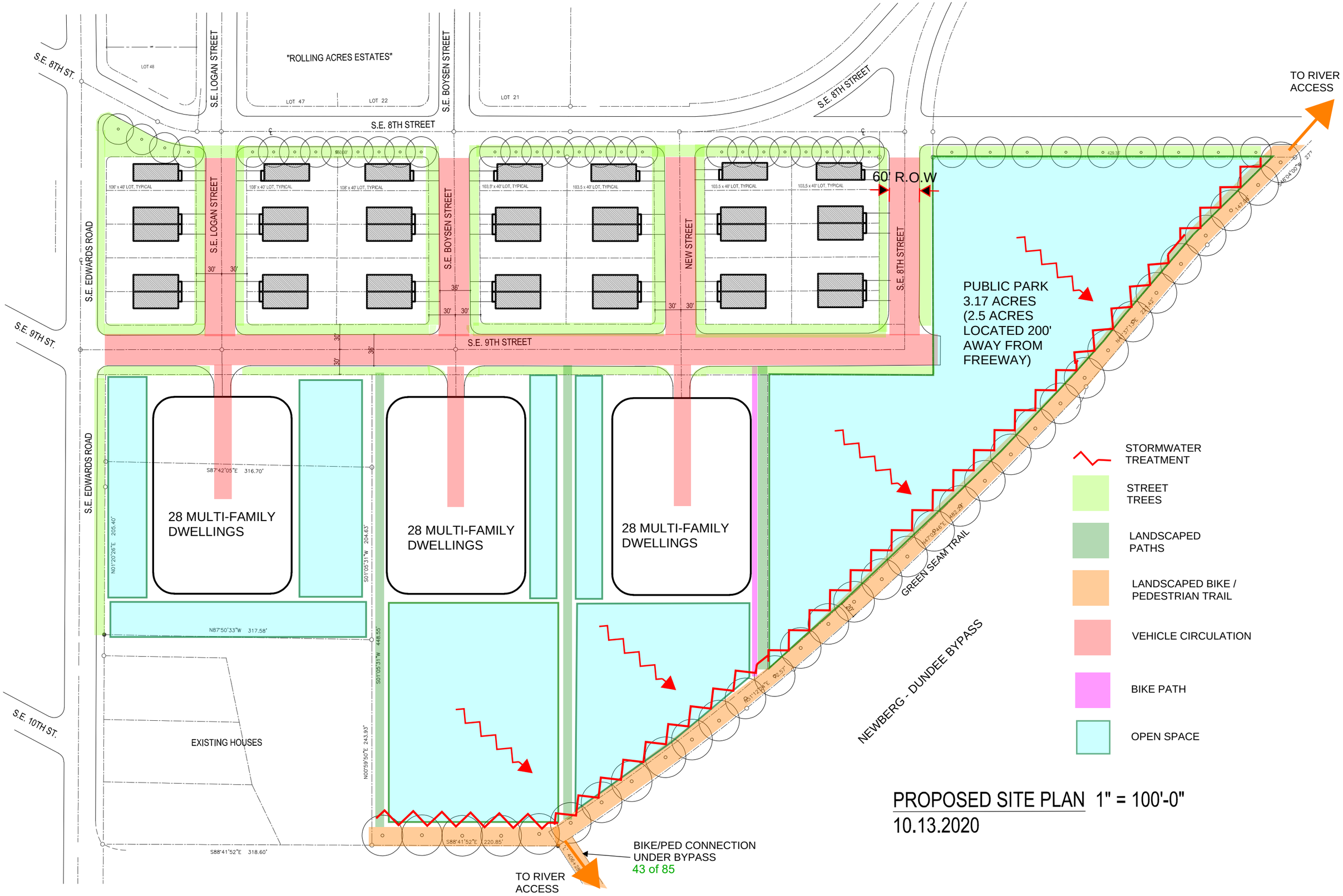
SUB AREA C = 681,605 SF = 15.65 ACRES
AREA TO BE ADDED TO SUBAREA C AND INCORPORATED INTO RIVERSIDE DISTRICT MASTERPLAN = 64,894 SF = 1.49 ACRES
TOTAL NEW ACREAGE FOR SUB AREA C = 17.14

7 SINGLE FAMILY DWELLINGS
28 SINGLE FAMILY ATTACHED DWELLINGS
84 MULTI-FAMILY DWELLINGS
119 TOTAL DWELLINGS

478,082 NET SF SITE = 10.98 ACRES
10.8 UNITS PER ACRE

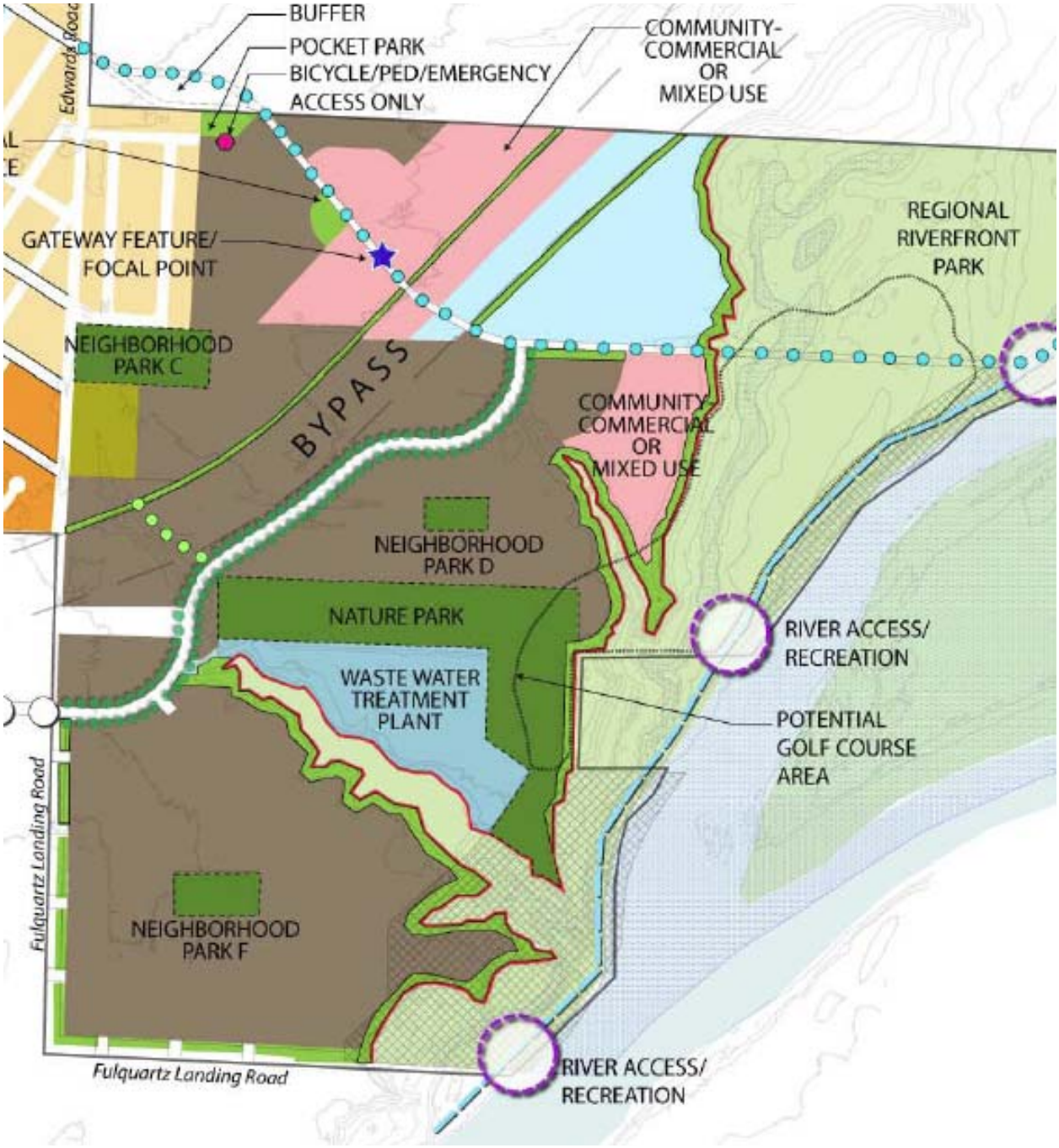
ZONING DIAGRAM 1" = 100'-0"

SUBAREA C SEPT 20, 2020



PROPOSED SITE PLAN 1" = 100'-0"
10.13.2020

Riverside District Master Plan



CITY OF Dundee OREGON

Prepared for the City of Dundee

June 2011

Riverside District Master Plan

Prepared for the City of Dundee

By Angelo Planning Group

In Association with

Cogan Owens Cogan, LLC

GreenWorks

Johnson Reid, LLC

Kittelson & Associates, Inc.

June 2011

This project is partially funded by a grant from the Transportation and Growth Management Program ("TGM"), a joint program of the Oregon Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT). This is financed in part by federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETY-LU), local government and State of Oregon funds.

The contents of this document do not necessarily reflect the views or policies of the State of Oregon.

Acknowledgements

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Ted Crawford, Mayor
Doug Pugsley, President
Jeannette Adlong
Ivon Miller
Jennifer Munson
Storr Nelson
J. Randy Reddell

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Storr Nelson
Doug Pugsley
Dian Maybury
Truman Stone
Mart Storm

Table of Contents

Executive Summary 1
I. Background 3
II. The Plan 5
A. Plan and Zoning Designations 12
B. Riverside District Policies 16
Land Use 16
Transportation 18
Water, Wastewater and Stormwater 19
Parks, Open Space and Trails 19
C. Implementation 20
Land Use and Development 20
Transportation Facilities and Improvements 21
III. Future Actions 27
Other Implementation and Phasing Issues and Actions 27
Appendices 30

Appendix A – Comprehensive Plan Amendments – New Riverside District Chapter
Appendix B – Supporting Documents (Adopted by Reference)
Appendix B1 – Project Goals, Objectives and Evaluation Criteria
Appendix B2 – Meeting Summaries
Appendix B3 – Public Involvement Summary
Appendix B4 – Dundee Identity Framework Plan
Appendix B5 – Background Conditions Report
Appendix B6 – Charrette Report
Appendix B7 – Land Use Alternatives Report
Appendix B8 – Transportation Analysis
Appendix B9 – Cost Estimates, Funding Strategies and Responsibilities

Figures
Figure 1 – Riverside District Land Use Plan
Figure 2 – Riverside District Subareas
Figure 3 – Riverside District Transportation Framework Plan
Figure 4 – Standard Cross Sections for Local Streets
Figure 5 – Standard Cross Sections for Parkway Collector and Collector Streets
Figure 6 – Riverside District Natural Resources and Riparian Areas

Tables
Table 1 – Riverside District Land Uses
Table 2 – Target Dwelling Units and Non-Residential Floor Area by Subarea and Land Use
Table 3 – Riverside District Land Uses by Subarea
Table 4 – Trip Generation Rates
Table 5 – Estimated Riverside District Trip Generation – Weekday PM Peak Hour
Table 6 – Estimated Trip Distribution by Subarea
Table 7 – Riverside District Action Chart

Executive Summary

The Riverside District Master Plan area is comprised of about 360 acres in the City of Dundee, Oregon. The planning area fronts the Willamette River for over 6,000 linear feet across from Ash Island in the Chehalem Valley area of Yamhill County. The planning area is primarily undeveloped with the exception of a few single family dwellings and the wastewater treatment plant. The planning area encompasses the majority of the city's buildable land inventory. The City of Dundee initiated the master planning process in 2010 to provide a more detailed land use and transportation plan to guide coordinated development of this special area. The project was funded by a grant from the Oregon Transportation and Growth Management (TGM) Program consistent with Statewide Planning Goals that require cities to plan for future growth, including providing adequate land and facilities to meet long term (20–year) growth projections.

The Riverside District planning area features a number of unique assets and opportunities:

- A relatively small number of property owners and large parcels of undeveloped land, making master planning easier;
- A prime location along the Willamette River, with outstanding views of the river and surrounding areas in addition to access to water-based recreation;
- Natural resources that provide intrinsic natural values as well as amenities to future residents and visitors; and
- Community support for a creative, sustainable master plan and planning process.

The adopted Riverside District Master Plan reflects substantial input from the public involvement process, including opportunities for input from the major property owners. The Master Plan will guide future development of the planning area with a coordinated mix of residential, commercial, tourism and open space and recreational uses that are cohesive and connected with Dundee's larger community vision. The adopted Master Plan provides more detail regarding future development than can typically be provided through basic comprehensive plan designations and zoning. The Dundee Comprehensive Plan includes a new Riverside District plan designation and policies to provide a framework to implement the Riverside District Master Plan. Text of the Riverside District Comprehensive Plan Chapter is included in Appendix A of this Master Plan.

Adoption of the Master Plan concludes the following steps in a multi-step process required prior to development in the Riverside District:

1. Amendment of the Dundee Comprehensive Plan text to include a new chapter and policies relating to the Riverside District.
2. Amendment of the Comprehensive Plan Map to change existing designations for the Master Plan area from Agricultural, Residential, Commercial, Light Industrial and Public to the Riverside Plan District.
3. Adoption of the Riverside District Master Plan by reference as a support document to the Dundee Comprehensive Plan.

The City had initially hoped to amend the Development Code and the Zoning Map to apply the new Riverside District Zone (with seven subareas) to implement the master plan. However, following consideration of a March 2011 memo from the City's consulting engineer (Murray, Smith & Associates, Inc.) that documented the severity of the constraints on the existing water supply, the City decided to defer adoption of the Riverside District Zone and rezoning land in the Riverside District until more detailed infrastructure and financial plans are prepared to support the master plan, with a specific emphasis on water supply improvements.

The City will retain existing zoning that applies within the new Riverside District Plan designation for an interim period. Existing zoning is considered consistent with the Riverside District plan designation because existing zones allow less intensive, lower density development than anticipated in the Riverside District Master Plan. Uses and development allowed under existing zoning regulations will be allowed in this interim period, consistent with the provisions of the Dundee Development Code, statewide administrative rules and statutes, policies in the Riverside District Comprehensive Plan chapter, and any conditions of prior zone change approvals.

Additional land use approvals will be required prior to development to the scale and density envisioned in this master plan, including but not limited to:

- Development Code text amendment to adopt new Riverside District Zone;
- Zone change(s) to apply the new Riverside District Zone;
- Detailed master plans (by subarea) to establish local street network, identify specific park sites and trail connections, lay out blocks, refine mix of land uses and set mix of housing types and lot sizes, establish phasing schedule, etc.
- Subdivision(s) to divide land in accordance with detailed master plans; dedicate local streets parks and trail and utility easements; install public and private improvements, etc.
- Potential site design review for multi-family and non-residential buildings, unless clear and objective design standards are adopted as part of the detailed master plan for a particular subarea.
- Traffic analysis will be required as part of a zone change or site design review to document that the proposed phase of development is consistent with the overall trip thresholds outlined in the Master Plan.

This Master Plan document is divided into four sections:

I. **Background** – This section summarizes background information for the planning area, including project goals, public involvement and land use alternatives.

II. **Plan** – This section includes the key maps, figures and tables, including the Comprehensive Plan Map designation, the Master Plan (with land uses), the Street and Trail Plan, the Riparian Corridors, and typical street and trail cross-sections.

    Section II also includes the additional Master Plan policies that will be used by staff and the Planning Commission to review future development proposals (refinement plans and subdivisions) after the Riverside District Zone is implemented.

III. **Future Actions** – This section includes an Action Chart that identifies the issues that are left undecided, tasks left to do, or analysis that is still needed and recommended to be pursued after the plan is adopted. The Action Chart identifies action items, responsible party, and tentative time frame.

IV. **Appendices**
    - Appendix A – Adopted Riverside District Comprehensive Plan Chapter
    - Appendix B1 through B9 – Supporting Documents, including meeting summaries, land use alternatives report, charrette report, transportation analysis, and other background documents.

I. Background

The Master Plan area was annexed to the City of Dundee in 1969. When the Dundee Comprehensive Plan was adopted in 1977, the planning area was designated for Agricultural use and placed in an Agricultural holding zone with policies stating that the land would be rezoned incrementally for residential use when need for the land was shown. In 2008, Dundee City Council approved a plan amendment and zone change affecting about 54 acres in the northerly portion of the planning area. However, the Council wanted to avoid incremental zoning of the larger area as called for in the Comprehensive Plan. As a condition of the plan amendment/zone change approval, the City Council required submittal and approval of a master plan prior to development of the subject property. During the public hearing process on the zone change, the City Council expressed interest in using the master planning process to ensure integrated planning and development of the Riverside Farms, LLC property and adjacent developable properties.

As described in the Executive Summary, the City initiated the master planning process in 2010 after receiving a grant from Oregon's Transportation and Growth Management Program. The master planning project was informed by an extensive community involvement process that included guidance from citizens and technical advisory committees, participation from property owners, public meetings, use of a project Web site (www.dundeeriverfront.net) and other means to inform community members about the process and public hearings associated with adoption of the plan. A key step in the planning process was a design charrette to identify land use and transportation plan alternatives for the Riverside District. The charrette, held October 10-14, 2010, resulted in the identification of a preferred land use and transportation concept for the planning area. A market study and a transportation analysis of the alternatives informed the selection of the preferred alternative. A report describing the charrette process and results is available on the project Web site and in Appendix B6.

A set of Master Plan goals and objectives was developed by the project management team and project advisory committees. These goals and objectives served as the criteria used to evaluate land use and transportation alternatives that were developed during the design charrette. The plan goals are presented below.

1. Conduct a fair and transparent master planning process.
2. Build on, enhance and communicate the unique characteristics of the planning area for the citizens of Dundee.
3. Allow for a mix of future land uses that meets the City's economic, housing and other needs.
4. Create an integrated land use and transportation system that is well-connected internally and to other parts of the city, incorporates a full range of ways to travel and is safe, efficient and sustainable.
5. Incorporate natural features and resources into the Master Plan in a way that protects key resources and enhances the value of the area for future residents.
6. Develop strategies for successful, efficient and cost-effective implementation of the Master Plan.
7. Address current and future public facility needs.

The Preferred Land Use and Transportation Alternative developed through this process forms the basis for the content of this Master Plan. The Master Plan elements are described in more detail in Section II. Existing conditions in the planning area have been presented in earlier reports and can best be summarized in terms of the general context of the planning area, existing zoning and land use, and natural resources and environmental conditions.

- **Planning area context**. The planning area is approximately 360 acres in size, located southeast of the developed portions of Dundee. It is almost as large as the rest of the city. It is approximately one-quarter mile east of OR 99W and bisected by the corridor for the planned Newberg Dundee Bypass. Overcrossings of the Bypass in the vicinity of 8th Street and Fulquartz Landing/Parks Street will provide connections between the developed area of Dundee and the riverfront area. However, the Bypass divides the planning area into several subareas and provides a barrier to greater connectivity.
- **Existing land use and zoning**. Most land in the planning area currently is in residential or agricultural use or is vacant. There are a total of 24 separate parcels in the area, ranging from 0.6 to 91 acres in size, with a total of nine dwellings. The city's municipal wastewater treatment facility is located roughly in the center of the planning area and includes a series of settling ponds and lagoons. A majority of the land in the planning area is currently zoned for agricultural use. In 2008, the city rezoned about 54 acres in the northern portion of the planning area for a combination of residential, commercial and light industrial uses.
- **Urban growth boundary and city limits**. Virtually the entire study area is included within the Dundee city limits. However, the Urban Growth Boundary (UGB) generally parallels the 150-foot elevation and about 97 acres abutting the Willamette River are located within the city limits but outside of the UGB. The area outside of the UGB is currently zoned for Exclusive Farm Use (EFU) on the Dundee zoning map, and some of the area is also within Greenway and Floodplain Overlays. Under Oregon's planning system, it is unusual to have land within the city limits but outside of the UGB.
- **Natural resources and environmental conditions**. The planning area features a variety of natural resources that provide value for Dundee residents and natural systems, while also representing restrictions to future use and development of some portions of the planning area. These include areas affected by flooding or the risk of floods, waterways such as streams and wetlands, steep slopes and unstable soil conditions.
  - Water Resources and Riparian Areas. The Willamette River is the dominant water feature adjacent to the planning area. Two main drainage swales extend from the Willamette River to the northwest into the Master Plan area. These two riparian areas are adjacent to current agricultural land uses and the wastewater treatment plant and have intermittent tree canopy.
  - Floodplains. The 100-year floodplain adjacent to the Willamette River is the principal water hazard related to flooding for the City of Dundee. The City's Development Ordinance regulates development within the floodplain and floodway.
  - Steep Slopes. Steep slopes often represent constraints to development, given the cost of addressing the hazards related to erosion and other soil movement and the resulting impacts on properties or resources below them. Much of the area is very flat, with slopes of less than 5%. However, there are sloped areas to the east of a ridge that is located at an elevation of about 150 feet. There also are sloped areas directly adjacent to the river and in the two drainage areas that extend northwest from the river.

A significant amount of information related to conditions within and related to the planning area is found in a separate Background Conditions report prepared for this project (Appendix B5) and available on the project Web site.

II. The Plan

This section of the Master Plan provides the maps and policies to implement the conceptual land use and transportation framework.

Rather than apply and modify existing zoning regulations for the Master Plan, a new Riverside District Zone has been proposed to tailor specific land uses, densities, and development and design standards to the unique characteristics of this area. The maps and policies in this section and the provisions of the new Riverside District Zone, when adopted, will be used by staff and the Planning Commission to evaluate future land use proposals such as detailed master plans, subdivisions and site development review applications within the Riverside District boundary. The zoning regulations will be tailored to seven distinct subareas (A through G). As described in Section I, existing zoning will be retained in the interim period before the Riverside District Zone is refined and adopted, and zone changes approved based on the criteria in Chapter 3.102 of the Dundee Code.

The following figures are adopted as part of the Riverside Master Plan:

Figure 1 – Riverside District Land Use Plan

Figure 2 – Riverside District Subareas

Figure 3 – Riverside District Transportation Framework Plan

Figure 4 – Standard Cross Sections for Local Streets

Figure 5 – Standard Cross Sections for Parkway Collector and Collector Streets

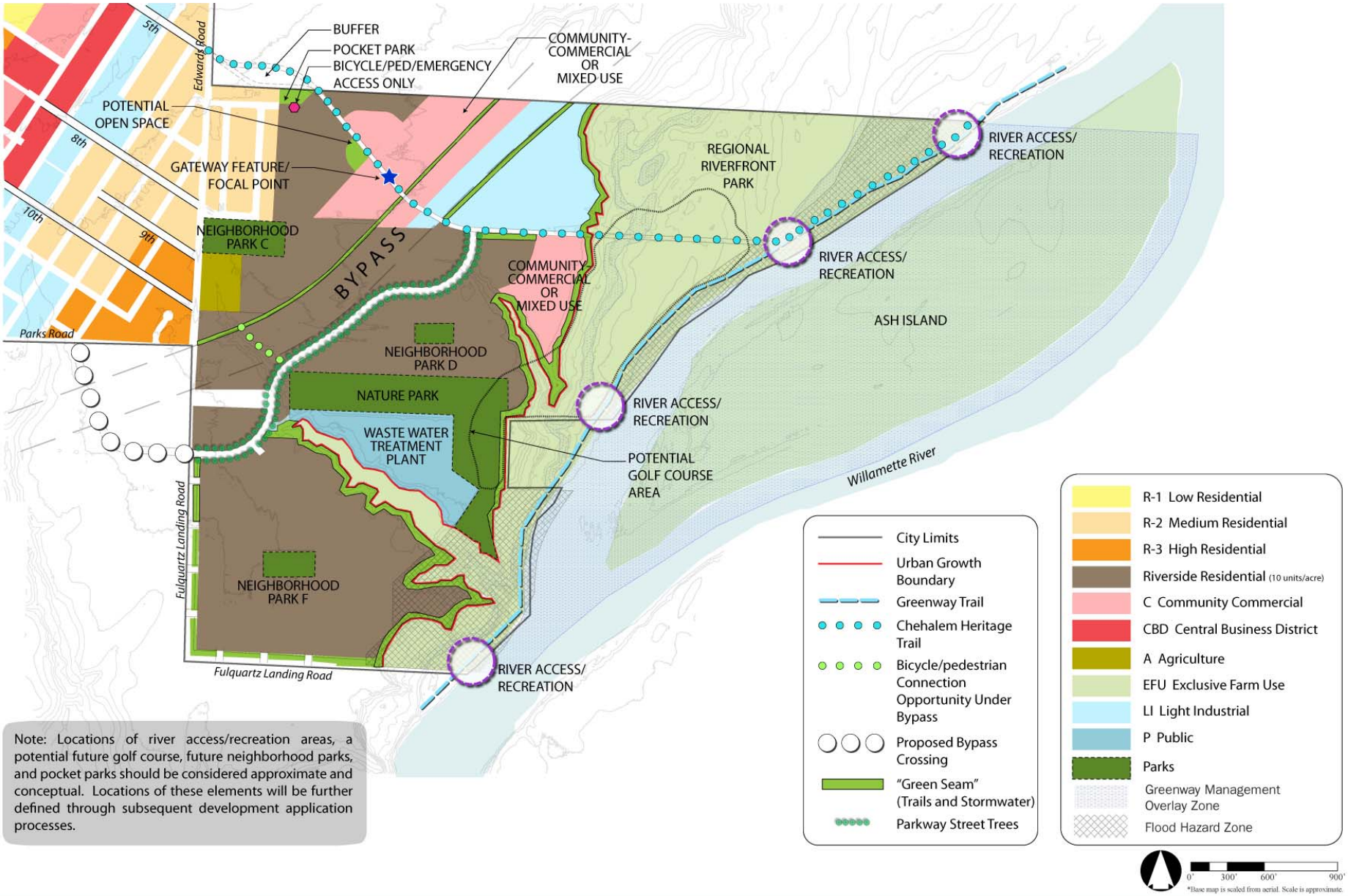
Figure 6 – Riverside District Natural Resources and Riparian Areas.

Through the Riverside District planning process, a conflict was identified between the cross-sections for Local Street I in the Dundee TSP and the Dundee Development Code. The TSP allows a 26-foot paved section while the Development Code requires a 28-foot paved section.

ODOT has made a commitment to the City of Dundee to fund an update of the city's TSP starting in 2011. Through that process, the City expects to consider options for local street cross-sections and will assure that TSP and Code provisions are consistent. After the TSP and Code are updated, future development in the Riverside District may be able to take advantage of a wider variety of local street cross-sections. At a minimum, street trees will be a required feature for all streets in the Riverside District. Residential streets will typically have landscape strips for street trees. Commercial areas may have wider streets with trees planted in tree wells.

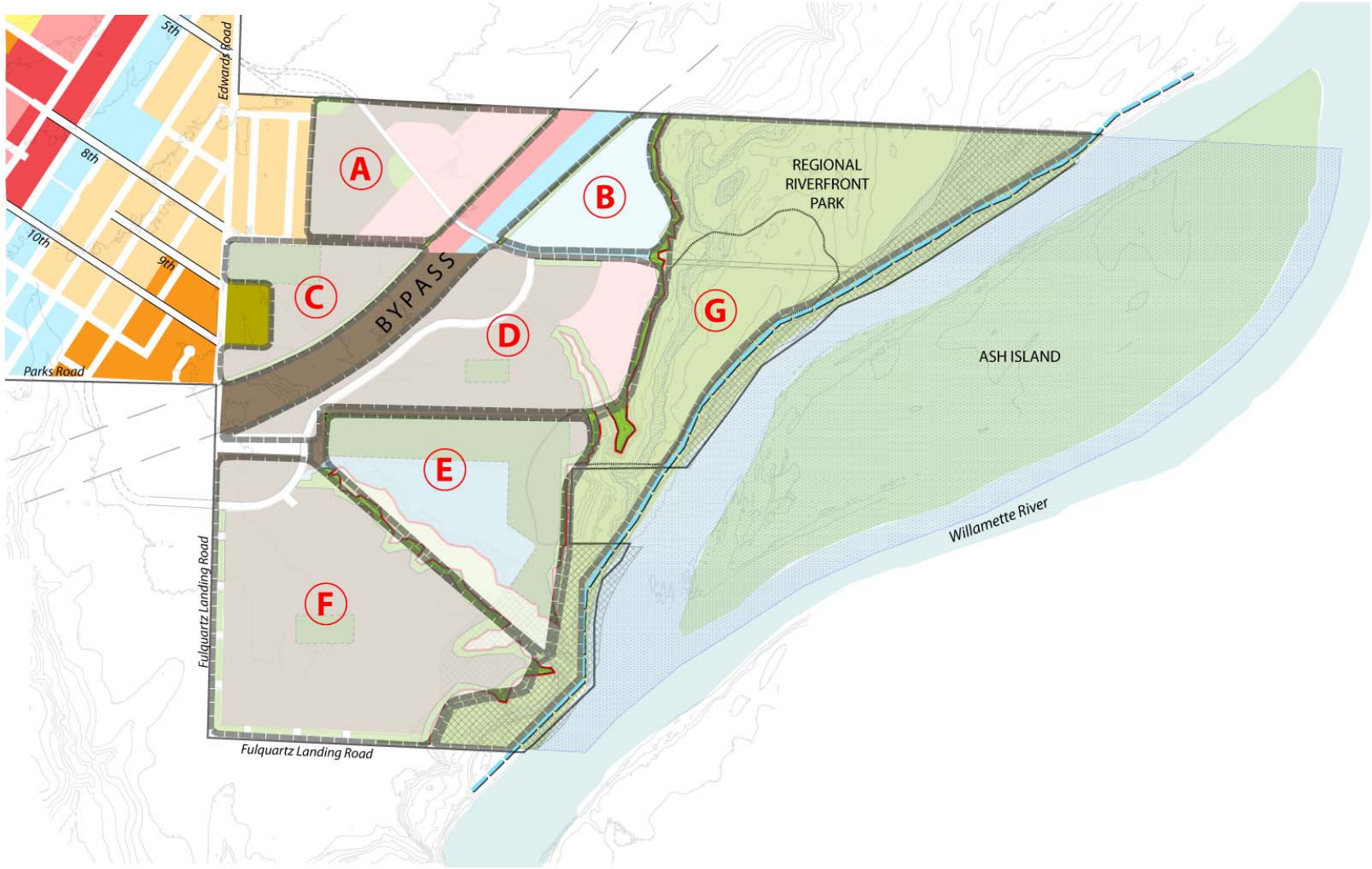
The established cross-section for the Parkway Collector in the TSP and Development Code will be maintained to help establish the special character for the collector road east of the Bypass that provides an important link between the two Bypass overcrossings and connectivity of several Riverside District Subareas. The "parkway" design features will help to reinforce the special character of the Riverside District. If the Parkway Collector parallels the Bypass, the wider multi-purpose path would only be required on one side adjacent to the development area.

Figure 1 - Riverside District Land Uses



Note: Locations of river access/recreation areas, a potential future golf course, future neighborhood parks, and pocket parks should be considered approximate and conceptual. Locations of these elements will be further defined through subsequent development application processes.

Figure 2 - Riverside District Subareas



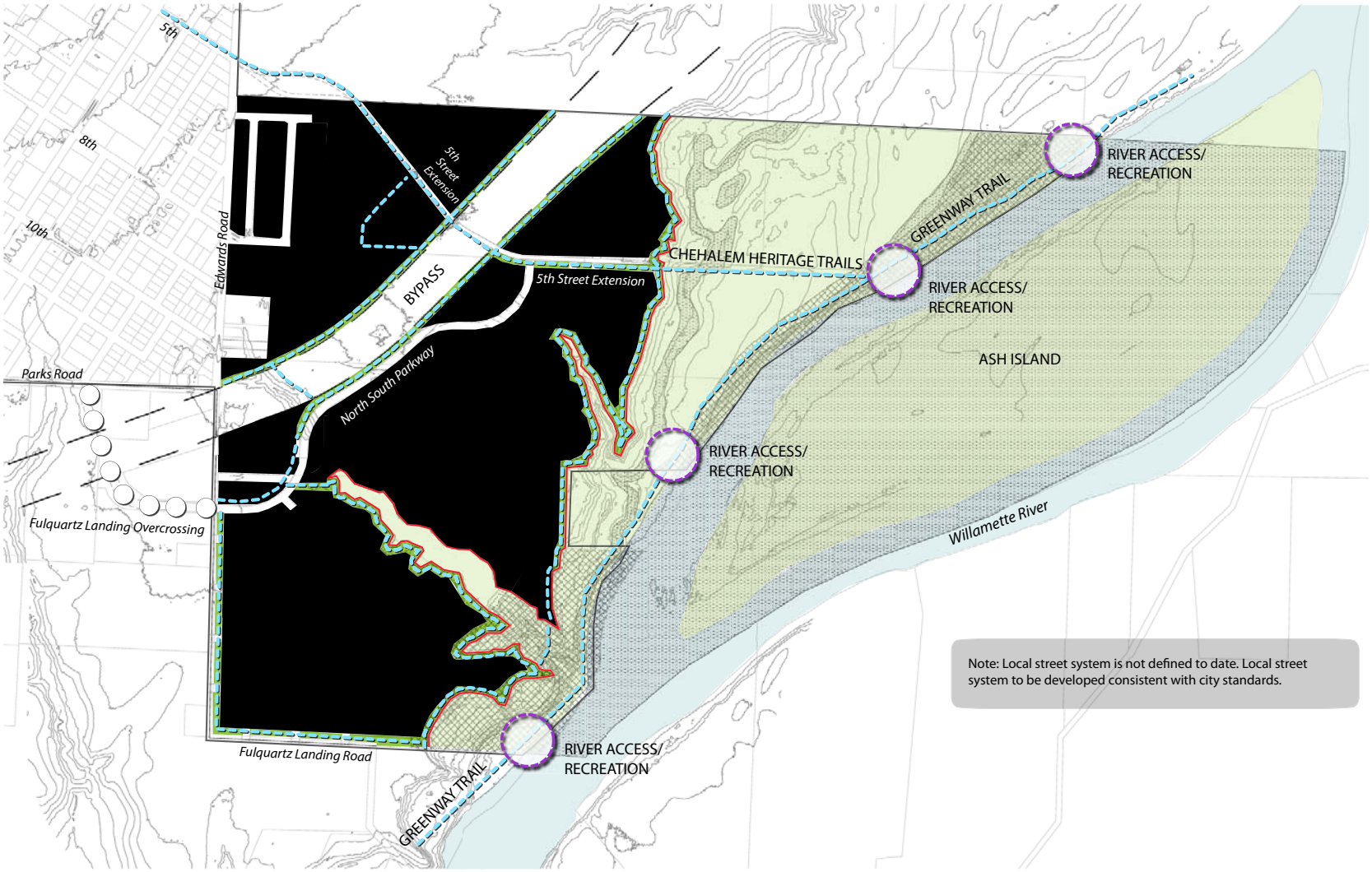
0' 300' 600' 900'
*Base map is scaled from aerial. Scale is approximate.

Master Plan Subareas

RIVERSIDE DISTRICT AND SUBAREAS MASTER PLAN - CITY OF DUNDEE

June 10, 2011

Figure 3 - Riverside District Transportation Framework Plan



0' 300' 600' 900'

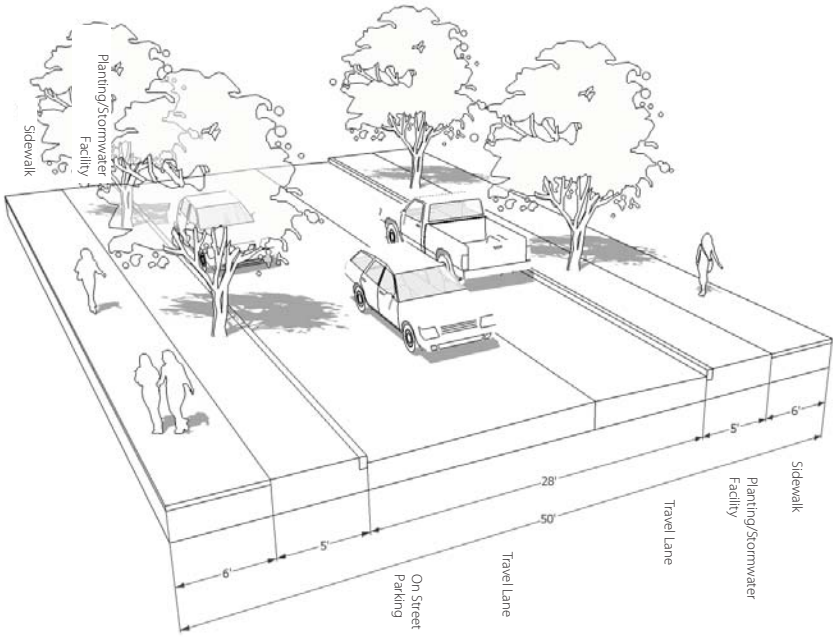
*Base map is scaled from aerial. Scale is approximate.

Master Plan Transportation Context

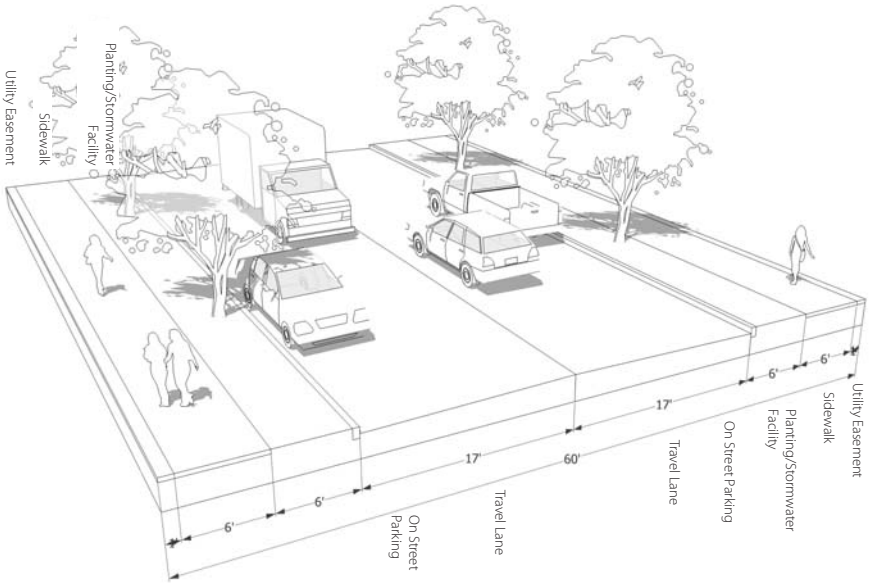
RIVERSIDE DISTRICT AND SUBAREAS MASTER PLAN - CITY OF DUNDEE

June 6, 2011

Figure 4 - Standard Cross Sections for Local Streets

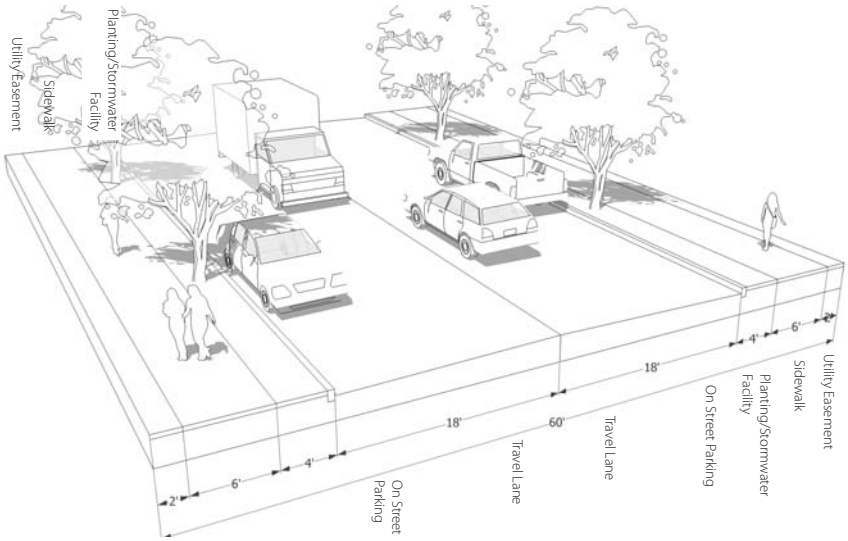


LOCAL STREET I - Two Travel Lanes with On-Street Parking on One side only

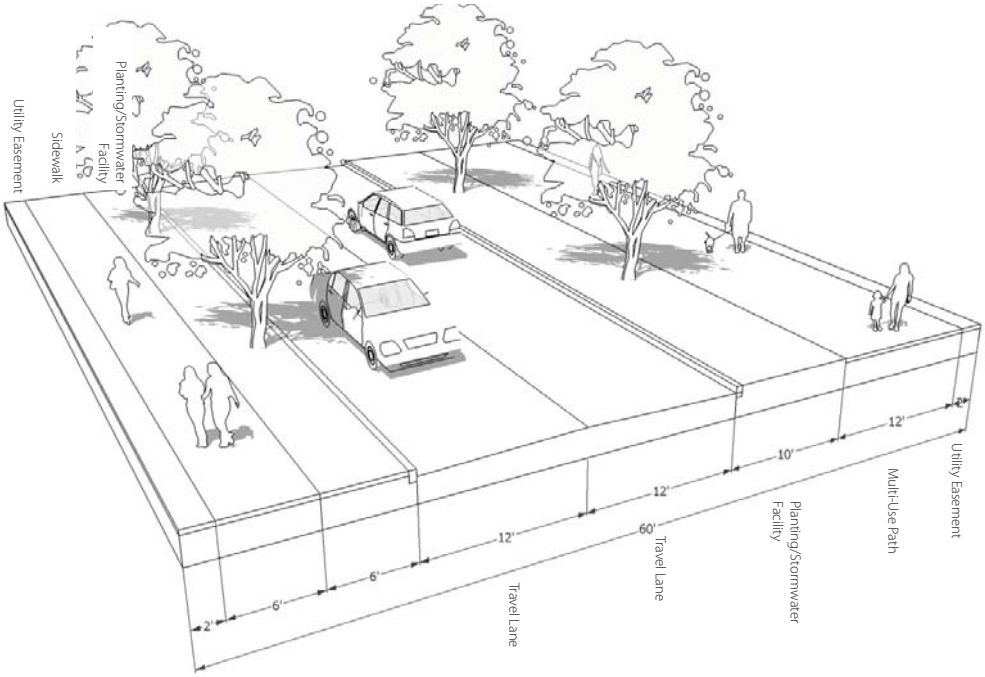


LOCAL STREET II - Two Travel Lanes with On-Street Parking on Both sides

Figure 5 - Standard Cross Sections for Parkway Collector and Collector Streets

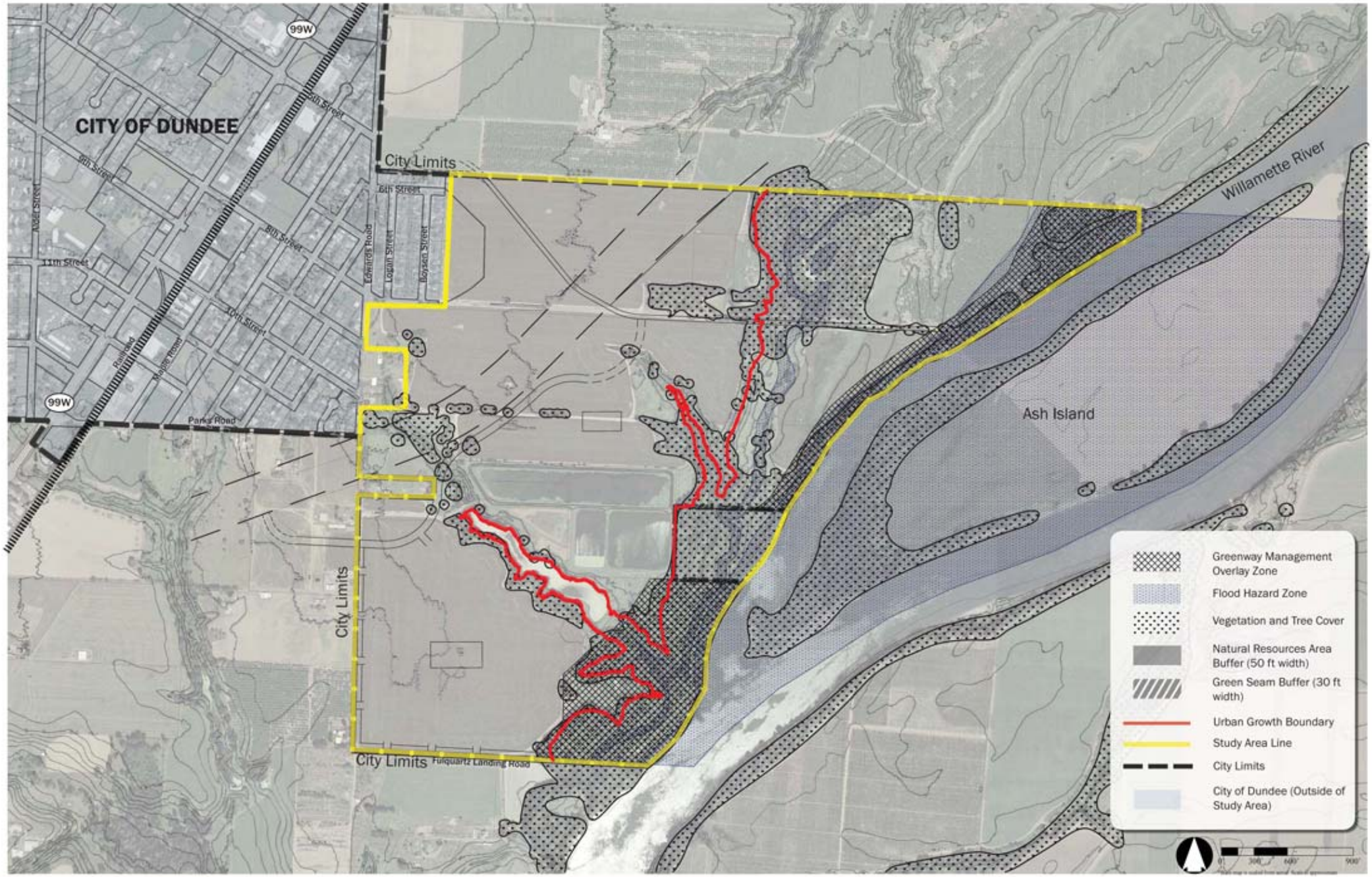


COLLECTOR - Two Travel Lanes with On-Street Parking Both Sides



PARKWAY COLLECTOR - Two Travel Lanes with no On-Street Parking

Figure 6 - Riverside District Natural Resources and Riparian Areas



Natural Resources and Riparian Areas - *Vegetated Buffers*

SOUTHEAST DUNDEE RIVERFRONT MASTER PLAN - CITY OF DUNDEE

June 6, 2011

A. Plan and oning Designations

Figures 1 and 2 illustrate the boundaries of the new Riverside District and identify the boundaries of the seven subareas. The boundaries between the subareas were defined as follows:

- Used existing parcel boundaries between major property owners (Edwards, Lindquist and City of Dundee);
- Used the bypass corridor to identify boundaries of subareas to the west and east of the bypass; and
- Generally followed the 150-foot elevation line to define Subarea G (outside of the UGB). The only exception is provided for the two riparian corridors which are currently outside of the UGB, but will instead be protected under the Riverside District plan policies and future zoning.

Figure 1 provides the basis for the Comprehensive Plan Map amendments.

Primary land uses have been planned by subarea within the Riverside District Master Plan area. The allocation of land uses by subarea (including target number of housing units and maximum non-residential floor area) is shown in Tables 1 and 2 and provided the basis for the Master Plan transportation analysis shown in Table 5.

The allocation of housing units and non-residential floor area to Riverside District Subareas was based on the following assumptions:

- The number of housing units is consistent with population and housing projections assumed for the Riverside District in other reports and plans, including the 1999 Buildable Lands Inventory and Housing Needs Analysis, Wastewater Master Plan and Transportation System Plan.
- Higher densities and levels of development in the Riverfront District will help the city implement needed water, wastewater and transportation improvements and spread those costs over a larger number of households, thereby reducing the cost burden on existing city residents. Allowing for more density and development in this area is also important to provide and pay for trails, parks and other amenities within the planning area.
- The Master Plan assumes an average residential density of about 10 units per acre, with the flexibility to average lot sizes within a single development or over a larger subarea or several subareas. By providing broad flexibility to meet changing housing needs and market demands, the Master Plan provides opportunities for a mix of housing types to meet the City's overall housing needs and support required infrastructure and amenities.
- As summarized in the 1999 Buildable Lands Inventory and Housing Needs Analysis, the actual average housing density in Dundee was 4.7 dwelling units per net acre from 1985-1998. As stated in that report, it is clear that Dundee needs to zone additional land to meet the need for more affordable housing types at increased densities – especially as Dundee takes steps to provide more local employment opportunities. To provide for more affordable housing opportunities, the Housing Needs Analysis recommended that additional land be zoned for smaller single family lot sizes, row houses, manufactured dwelling parks and multi-family housing. Therefore, the Riverside District Master Plan is consistent with the recommendations from the 1999 Housing Needs Analysis because the plan establishes a higher average density for the Riverside District and provides broad flexibility for a mix of housing types and lot sizes.
- For the non-residential areas, typical floor area ratios were assigned to the acres designated commercial, mixed use and light industrial to arrive at the maximum non-residential floor area. The maximum non-residential floor area is possible based on standard zoning assumptions relating to parking and landscape requirements. However, the actual non-residential development in the Riverside District could be at a much smaller sale and will largely depend on market demand.

- The acreage designated for Commercial (14 acres) and Light Industrial (13 acres) uses in the Master Plan is generally consistent with the zone change approved for the Edwards property in 2008. The Master Plan identifies one additional area for Commercial or Mixed Use (8 acres) in Subarea D that is currently in the Agriculture holding zone.

General land uses for each subarea are described below and illustrated on Figures 1 and 2 on the following pages. The allocation of housing units and non-residential floor area by subarea is shown in Table 2.

Subarea A, located west of the Bypass corridor and north of 8th Street, includes a mix of planned commercial and residential uses along with pocket parks. The land uses in Subarea A are generally consistent with the uses approved as part of the 2008 zone change for River Farms, LLC, with some refinements in the location of certain uses. General land use categories for Subarea A are summarized below.

- Permitted residential uses include a mix of single-family detached units on relatively small lots, single-family attached units (e.g., townhouses or rowhouses) and some multi-family uses. Lower density residential uses are planned at the west edge of Subarea A for compatibility with adjacent development. A broader mix of housing types and higher densities are accommodated in the central portion of the Subarea. The Master Plan targets development of up to 110 residential units in Subarea A.
- Commercial and Mixed uses are located in the easterly portion of Subarea A, abutting the Bypass and higher density residential uses. The commercial use category accommodates a variety of retail, service and office uses. Drive-through facilities will be prohibited to foster a village scale. The Riverside District Zone may limit the footprint of individual buildings, require conditional use approval for buildings over a certain size (such as 10,000 or 20,000 square feet) and impose design standards. The Commercial and Mixed Use areas will provide flexibility for vertical and horizontal mixed use, including upper story residential or office over ground floor commercial and live/work units. The Master Plan allows development of up to approximately 147,000 square feet of non-residential floor area in Subarea A, assuming typical floor area ratios for commercial development. The actual amount and scale of commercial development may be lower, based largely on market demand.

Subarea B, located east of the Bypass corridor and north of 8th Street, is designated for light industrial use. Permitted uses in this area include food and beverage production and sales activities, which could include a "Vintner's Village" of independent wine production and tasting facilities and indoor and outdoor event space. Other permitted uses include eating and drinking facilities. The Master Plan envisions that uses in Subarea B will have a synergy with tourist, open space and recreational uses that take advantage of the riverside location east of the Bypass. The Master Plan allows development of up to 204,000 square feet of non-residential floor area in Subarea B, assuming typical floor area ratios for this type of development. The actual amount and scale of development in Subarea B may be lower, based largely on market demand.

Subarea C, located west of the Bypass corridor and south of 8th Street, is designated for residential uses and a neighborhood park. Permitted residential uses include a mix of single-family detached units on standard and small lots, single-family attached units (e.g., townhouses or rowhouses) and some multi-family uses. Lower density residential uses are planned at the west edge of Subarea C for compatibility with adjacent development. Residential densities are higher closer to the Bypass. The Master Plan targets development of up to 64 residential units in Subarea C.

The Master Plan identifies the location of a neighborhood park in Subarea C that will be dedicated with development. The park location reflects the amenity value of specimen Oak trees and is based on neighborhood park size and location criteria from the Dundee Parks and Open Space Plan. The size and location of the neighborhood park is conceptual and the precise location and size will be determined as part of a future development application process.

Subarea D includes a mix of residential, commercial and mixed use designations, as well as a possible golf course that may be located in the eastern portion of this subarea and extend into Subarea G. A neighborhood park is also required with development of this Subarea. Master Plan designations in this subarea include the following:

- A mixture of residential housing types and lot sizes, including single-family detached units on small to medium sized lots, single-family attached units (e.g., townhouses or rowhouses), duplex or tri-plex units and multifamily units. The Master Plan targets development of up to 277 residential units in Subarea D.

An area is identified for commercial or mixed use development in the northeast portion of Subarea D. Permitted uses include lodging, restaurants and recreation related uses, including a golf club house. The Master Plan envisions that uses in this commercial/mixed use area of Subarea D will have a synergy with tourist, open space and recreational uses that take advantage of the riverside location east of the Bypass. The Master Plan allows development of up to about 91,500 square feet of non-residential floor area in Subarea D. The actual amount and scale of commercial/mixed use development in Subarea D may be lower, based largely on market demand.

- The Master Plan also allows development of a golf course in a portion of Subarea D. A golf course is considered an appropriate use, but conditional use review is required to identify public access around and through a golf course to the riverfront. Because a specific location has not been defined, the acreage associated with a potential 9-hole golf course has not been deducted from the overall land inventory.
- The Master Plan identifies the conceptual location of a neighborhood park in Subarea D that will be dedicated with development, based on neighborhood park size and location criteria from the Dundee Parks and Open Space Plan. The precise location and size of the neighborhood park will be determined as part of a future development application process.

Subarea E includes the city's wastewater treatment plant (WWTP), approved treatment plant facilities, and a new nature park. All uses that are permitted outright or with conditional use approval in the Public (P) zone will be permitted in Subarea E. The Public zone permits the public facilities and park uses. Private golf and related facilities (such as a driving range) are identified as conditional uses in the Public zone.

Subarea F is designated for residential uses and a neighborhood park. Permitted residential uses include a mix of single-family detached units on small to medium sized lots, single-family attached units (e.g., townhouses or rowhouses), duplex and tri-plex units and multi-family units. The Master Plan targets development of up to 519 residential units in Subarea F. The Master Plan identifies the conceptual location of a neighborhood park in Subarea F that will be dedicated with development, based on neighborhood park size and location criteria from the Dundee Parks and Open Space Plan. The precise location and size of the neighborhood park will be determined as part of a future development application process.

Subarea G is currently located within the city limits but outside of the UGB. The Master Plan designates Subarea G for mixture of agriculture, parks, open space and recreational uses, including a regional riverfront park and trails, a possible 9-hole golf course and other open space areas. This area will remain zoned for Exclusive Farm Use by the City of Dundee until such time as it is brought into the city's UGB. All of the planned uses in this area are allowed in Dundee's EFU zone as outright or conditional uses, including a golf course. The Master Plan does not identify any housing, commercial or employment uses in Subarea G.

In April 2011, the Department of Land Conservation and Development (DLCD) indicated that golf courses are not allowed on high value farmland under state statutes and rules, even if the use is allowed under the City's EFU zone. This comment was brought up late in the process, and a golf course has been considered an appropriate use throughout the master planning process and was expressly discussed at the October design charrette for the Riverfront District. No changes to Dundee's acknowledged EFU zone are proposed as part of this process. The City of Dundee will support efforts to expand the UGB to coincide with the existing city limits and provide more appropriate zoning to accommodate the urban park, open space and recreational uses identified in the Riverside District Master Plan. The waterfront open space and recreational uses are integral to and needed to support the

overall development and open space vision of the Master Plan. Additionally, Yamhill County has recommended a UGB amendment that would accommodate the uses shown in the master plan and remove the on-going confusion regarding land use jurisdiction.

The following table summarizes projected acres of development by land use type, as well as target dwelling units, and square footage of retail, commercial, and industrial development for the Riverside District.

Table 1 – Riverside District Land Uses

Locations/Designations	Acres	Percent[1]	Target Dwelling Units[3]	Maximum Floor Area of Development[4]
Inside urban growth boundary (UGB)				
Residential	100	38%	970	
Commercial	22	8%		239,000
Light Industrial	13	5%		204,000
Subtotal	*135*	*51%*	*970*	*443,000*
Neighborhood Park	8	3%		
Nature Park	24	10%		
Roads (excluding Bypass)	29	11%		
Trails/green seams	23	9%		
Newberg Dundee Bypass corridor	27	10%		
Wastewater treatment plant[2]	17	7%		
Subtotal (Inside UGB)	*263*	*73%*		
Outside UGB (open space or recreation)	97	27%		
Total Planning Area	**360**	**100%**	**970**	**443,000**

Notes

1. Percentages are as a total of land within the UGB except the Subtotal and land outside the UGB.

2. A small portion of the treatment plant acreage reflected in this number is outside the UGB; acreage does not include potential turtle habitat areas south of Lagoon #4 (Canyon Lake)

3. Assumes a mix of housing types and an overall average density of about 10 units/acre.

4. Assumes floor area ratios of 0.25 for commercial and mixed use and 0.35 light industrial and hotel uses.

Table 2 – Target Dwelling Units and Non-Residential Floor Area by Subarea and Land Use

Subarea	Land Use Designation	Acres	Target Dwelling Units	Max. Non-Residential Floor Area
A	Commercial	14	14	147,500
A	Residential	13	96	NA
B	Light Industrial	13	NA	204,000
C	Residential	11	64	NA
D	Commercial/Mixed Use	8	NA	91,500
D	Residential	23	277	NA
E	Public	41[1]	NA	NA
F	Residential	53	519	NA
G	Agricultural, Open Space and Recreation	97	NA	NA
TOTAL		**273[2]**	**970**	**443,000**

Notes

1. Acreage includes approximate area of WWTP and planned Nature Park

2. This total does not include the area estimated for neighborhood parks, trails, roads and the Bypass corridor, shown in Table 1.

. Riverside District Policies

After the adoption and implementation of a new Riverside District Zone, the following policies will apply to Planning Commission review and approval of detailed master plan(s) and subdivision(s) of individual or consolidated subareas within the Riverside Master Plan District. The detailed master plan and subdivision reviews will be key steps in setting the stage for specific development of each subarea because they will:

- Establish and dedicate the local street system;
- Identify the specific location and size of neighborhood park(s) identified in the Master Plan and dedicate the planned park(s) in conjunction with the subdivision;
- Confirm that the number of residential lots is consistent with the overall target residential units;
- Layout infrastructure (particularly water and sewer) to accommodate the proposed subdivision and identify improvements needed to assure adequate public facilities; and
- Include a simple traffic analysis to assess the trips and required transportation improvements based on the overall transportation analysis completed for the Master Plan.

The policies will also apply to discretionary review of conditional uses, site design review and amendments of the Riverside District Master Plan. However, the policies will not apply to the review of individual building permits for development on platted lots that is consistent with the use tables and design standards of the Riverside District Zone once it is adopted.

Land Use

As shown in Figure 1, the Riverside District Master Plan envisions the long-term development of a cohesive district that includes a mix of land uses and housing types served by an interconnected of “complete” streets

with planter strips, street trees and sidewalks. A substantial portion of the Riverside District will be devoted to park, open space and a trail network that will serve both the Riverside District and the larger community and provide a unique amenity for development. Non-residential development is targeted to the northerly 1/3 of the Riverside District. It is envisioned that commercial uses to the west of the Bypass will be smaller-scale neighborhood commercial uses. Non-residential uses to the east of the Bypass are envisioned to be larger-scale "destination" uses such as wineries, event facilities, hotel, restaurants and related uses.

1. The Riverside District Master Plan identifies the approximate location and acres of general land use categories by subarea (See Figure 2 and Table 2). Through the detailed master plan and subdivision process, the applicant shall have the ability to propose minor changes between the boundaries of the use areas, consistent with the overall target housing units and non-residential floor area allocated to the subarea.

2. When a partition or subdivision application is submitted for a subarea, even if it only includes a smaller first phase of development, a detailed master plan shall be submitted for the entire subarea to show the layout of streets and more precise location of the neighborhood park (if a conceptual location is shown on the approved Master Plan for the Subarea). The detailed master plan will provide the tool to track the target housing units and maximum non-residential floor area consistent with the allocations by subarea in Table 2.

3. A mixture of different building types is encouraged within the residential areas (e.g. single family residential, duplex, attached single family residential, multi-family). Outside of the overall target number of housing units specific for each subarea, it is expected that the Riverside District Zone will provide broad flexibility for a mix of housing types and lot sizes. The detailed master plan shall identify lots intended for attached and multifamily housing. To ensure efficient use of land in the Riverside District, an average density of 10 units per acre is established. Lot sizes may be averaged and densities may be shifted between subareas to provide flexibility to meet changing housing and market needs.

4. Development within subareas designated for commercial, mixed use and light industrial uses in Subareas A, B and D shall be consistent with the standards included in the Riverside District Zone (when adopted), including limitations on certain uses, maximum building size and basic design standards.

5. The approved Master Plan assumed certain categories of commercial and light industrial uses would be appropriate in the Riverside District. While the Riverside District Zone will provide some flexibility for the City to allow "similar uses" through a Type I-B review, a major change in the list of permitted and conditional uses will require Type II Planning Commission approval or a Type IV Development Code text amendment.

6. The Master Plan identifies a conceptual location for a potential golf course. While a golf course is considered an appropriate use in the Riverside District, conditional use approval is required to review the layout of the golf course relative to public trails and access to the riverfront. Additionally, conditional use approval is required for any portion of the golf course located within Dundee's Exclusive Farm Use (EFU) zone. Through the conditional use review process, the City shall also encourage the use of recycled wastewater or on-site water sources for golf course irrigation to avoid pressure on the City's domestic water supply sources. Based on input from the Department of Land Conservation and Development, development of a golf course on Dundee's designated EFU land may require a goal exception or UGB amendment.

7. The City will support a future UGB amendment application to include Subarea G within Dundee's UGB to accommodate the open space and recreational uses identified in the Riverside Master Plan. The location of this subarea inside of the city limits but outside of the UGB complicates land use jurisdiction.

8. If the School District identifies a need for future school(s) within the Master Plan area, appropriate site(s) shall be identified consistent with the policies of the Dundee Comprehensive Plan and/or School District Facility Plan.

9. The Riverside District Master Plan does not designate potential school sites and the transportation analysis did not assume development of a school in any of the subareas. At a minimum, development of a public school within the Riverside District would require conditional use approval and a full traffic analysis.

Transportation

The main elements of the Riverside District transportation system are shown in Figure 3. This figure shows the approximate location of the two overcrossings of the Bypass that will be built by ODOT. The approximate location of the "Parkway Collector" is also shown to the east side of the Bypass. The local street system for the Riverside District will be defined as part of subsequent land use applications, based on established code standards for street connectivity and maximum block length.

1. The Riverside District Master Plan accommodates the development of the Bypass in the location shown in the Tier 2 Draft Environmental Impact Statement (Tier 2 DEIS) and the Dundee TSP. ODOT shall acquire all right-of-way needed for the Bypass and the overcrossings and construct the facilities.
2. The City and the affected property owners will continue to coordinate with ODOT on the location and design details for the overcrossings and landscaping of the berms. The City will advocate for a design that maximizes the developable area in the Riverfront District and reduces the visual impact of the Bypass.
3. An interconnected street system shall be provided within and between residential, commercial, and mixed use areas. Because local streets may be extended on an incremental basis in some subareas, it may be necessary to accept temporary dead-ends or "stub streets" that will be extended when future development occurs.
4. All streets shall be built to established standards for street connectivity and block length as set forth in Chapter 2.202 of the Development Code. Street standards in the Riverside District Zone shall supersede TSP or Development Code standards where they conflict.
5. The collector to the east side of the Bypass shall be developed to a "parkway" standard to integrate the subareas and help establish the overall design character of the Riverside District. In addition to providing internal connections east of the Bypass, construction of this road will ensure that all subareas east of the Bypass would have two ways to cross the Bypass, which is important for safety and emergency service reasons.
6. Street trees shall be required in all subareas of the Riverside District. Street trees shall be installed and maintained to the standards specified in the Development Code.
7. No private streets shall be allowed in the Riverside District.
8. Developers will be allowed and encouraged to construct green street features on local and collector streets to reduce the amount of stormwater entering local rivers and streams, reduce demand on the city's infrastructure and improve water quality. Modifications to street standards will be allowed without a variance at the subdivision phase if a developer proposes green street features that are approved by the City Engineer and Planning Commission.
9. Where cul-de-sacs are constructed, they shall comply with the maximum length standards in Section 2.202 of the City of Dundee Development Code. A pedestrian and bicycle connection may be required between the end of the cul-de-sac and the nearest local street to provide connectivity.
10. Sidewalks shall be provided along both sides of all streets. Where a wider multi-use path is provided (for example, on the side of the Parkway Collector adjacent to the Bypass or on the urban side of the Fulquartz Landing Road frontage), the multi-use path shall replace the required sidewalk.
11. A pedestrian/bicycle pathway shall be accommodated under the Bypass structure located near 10th Street to provide an ADA accessible connection between Dundee and the Riverside District. The City of Dundee may

pursue grants to fund construction of this undercrossing. ODOT has committed that the Bypass design will accommodate the pedestrian/bicycle pathway.

Water, Wastewater and Stormwater

Water, wastewater and stormwater facilities that are needed to support proposed development in the Riverside District will require further planning of needed improvements, updates of city system development charges (SDCs) and other fees, and coordination between the city and property owners regarding the timing and funding of infrastructure improvements. The types of improvements required to serve the Riverside District are described in more detail in the Land Use Alternatives Report in Appendix B7 and the Cost Estimates, Funding Strategies and Responsibilities document Appendix B9 (adopted by reference).

1. Public facilities for the Riverside District shall be planned, designed and constructed in accordance with adopted Public Facility Master Plans for water, wastewater and stormwater.
2. Each subdivision or development application shall show that its water, wastewater and stormwater requirements can be met adequately by infrastructure that is in place or will be in place at the time of occupancy. The City Engineer shall review and confirm the adequacy of infrastructure plans prior to City approval of the land use application. As a general policy, the City requires that developers bear the cost of infrastructure improvements required to support their project.
3. As authorized by ORS 94.504, the City may require City Council approval of Development Agreements as a condition of subdivision or development application approval to allow the city and an applicant to coordinate in the provision of facilities to serve the development. The Development Agreement may require specific performance conditions for development of the property. These performance conditions may include, but are not limited to, construction of public facilities, dedication or reservation of land for right-of-ways, easements, or parks, or other conditions proper for the development.
4. Planning for water use should incorporate techniques and systems for water reuse and conservation to the greatest degree practical, including potential reuse of wastewater for irrigation or other purposes.
5. The City will encourage natural stormwater drainage systems designed to manage and filter as much stormwater on site as reasonably possible and to incorporate natural drainage and management techniques. Examples and illustrations of low impact development approaches that may be appropriate in the Riverside District are included in the Background Conditions Report, Charrette Report, and Land Use Alternatives Report in Appendix B.

Parks, Open Space and Trails

Figure 1 illustrates the park and open space framework for the Riverside District, including planned neighborhood parks, a regional riverside park, a nature park, and a connected trail system to access the river and connect the various subareas. Figure 6 highlights natural resource and riparian areas and identifies the general location of the riparian buffer (50 foot width) and green seam buffer (30 foot width).

1. A minimum of three neighborhood parks shall be established within Subareas C, D, and F as shown in Figures 1 and 2 of the Riverside District Master Plan and based on the housing target of 970 dwelling units. The specific location and size of each neighborhood park shall be refined through the detailed master plan and subdivision process. However, each neighborhood park site shall be consistent with the location and size criteria in the adopted Dundee Parks and Open Space Master Plan and the Neighborhood park sites shall be developed in accordance with the provisions of the Parks and Open Space Zone (Chapter 2.111) of the Development Code. The City shall collaborate with Chehalem Parks and Recreation District (e.g. IGA) on Riverside District park and trail issues such as dedication, improvements, standards, maintenance, etc.

2. A regional riverside park is planned in Subarea G as shown on Figure 1. The existing sloped, wooded area within the riverside regional park area shall generally be protected in a natural state as part of future park development. This wooded area may contain trails or other passive recreational facilities (e.g., interpretive features).
3. Planning for the regional riverside park shall be coordinated between the City of Dundee and the Chehalem Park and Recreation District. Additionally, planning shall include coordination with the Oregon Department of Parks and Recreation to ensure opportunities to connect to a potential future state park on Ash Island, should such a park be developed.
4. Figure 1 of the Riverside Master Plan shows development of a "nature park" on city-owned property to the north of the wastewater treatment plant facilities. Development of this park should be consistent with the conceptual park plan approved by the City Council.
5. The Riverside District Master Plan establishes a buffer around the Canyon Lake Natural area, extending to approximately the 150-foot elevation line to the south and west of this area (see Figure 6). Within this area, human access and activity will be restricted to help protect habitat for two turtle species – the Western Painted and Western Pond Turtles. In addition, a secondary, additional riparian buffer of approximately 50 feet is established beyond the 150-foot elevation line, within which uses will be limited to natural resource protection, open space and passive recreation, such as walking and bicycling. A pedestrian and bicycle pathway may be constructed within this riparian buffer area.
6. The Riverside District Zone will protect riparian areas by using a regulatory approach consistent the State of Oregon's Goal 5 safe harbor approach (50 foot setback from top of bank), and by allowing developers (if they want an alternative to the safe harbor approach) to inventory riparian and other natural resources and identify alternative measures to protect them, consistent with the goals and requirements of the this Master Plan, as well as the city's Comprehensive Plan and Development Code.
7. A linked trail system shall be developed within the Riverside District and integrated with plans for the Willamette Greenway Trail and Chehalem Heritage Trail as shown on Figures 1 and 3. Through the subdivision and development permit process, the City of Dundee may require dedication or easements to accommodate the development of the trail system. In general, 30-foot wide easements will be adequate to accommodate 10-foot wide multipurpose trails. As noted above, a wider 50-foot easement will be required along the designated riparian corridors.
8. Locations of trail connections and associated riverfront recreational opportunity areas are conceptual and will be further detailed as future Action Items.
9. The City will support "green" development approaches, including co-location of stormwater swales in parks and along linear trail corridors to reduce land needs and costs and create opportunities for education, amenities, and recreational activities.

C. Implementation

Land Use and Development

Development of the Riverside District Master Plan is expected to occur over an extended period of time, given that land in the planning area represents a 20-year supply of buildable land based on future population projections for Dundee. Development of subareas A and C west of the Bypass is likely to occur first, given proximity to existing city transportation facilities and other municipal services. Development of a golf course in the eastern section of the planning area (portion of subareas D and G) could also occur earlier given that it would require limited public facilities in comparison to other land uses designated east of the Bypass corridor.

Development within the Master Plan area will be dependent on the ability to provide needed public infrastructure and services, including water, wastewater, stormwater and transportation facilities. General phasing objectives include the following, some of which are described in more detail in Section III Action Charts.

- A new Riverside District zone will be adopted to implement the Master Plan.
- When the Riverside District Zone is adopted, the City Council may condition approval of zone changes to the Riverside District Zone based on availability of adequate public facilities. A similar condition was attached to the 2008 approval of the plan amendment/zone change for Riverside Farms, LLC.
- Water, wastewater and stormwater facilities should be sized to accommodate projected total future levels of development. Reimbursement agreements, a Riverside District System Development Charge, development agreements or other mechanisms may be needed to ensure equitable arrangements for funding these facilities.
- Roads should be sized and constructed per the classifications and standards identified in this Plan and the City's TSP. Where development is proposed on only one side of a road, a half-street or three-quarter street improvement may be allowed if it provides adequate capacity and connectivity for automobile, bicycle and pedestrian travel.

Transportation Facilities and Improvements

Phasing of transportation facilities and improvements will be related to a number of factors, including coordination with construction of the Bypass; implementation of needed improvements to facilities outside the planning area, including OR 99W, Fulquartz Landing, Edwards and Parks Drives and 5th and 8th Streets; and construction of a new parkway collector road east of the Bypass corridor. The Phasing Analysis documented below provides the City and ODOT with traffic volume thresholds that will trigger transportation improvements. This phasing analysis is intended to facilitate the timely construction of transportation facilities as their need arises, thereby relieving the need to perform individual traffic studies for each component of development. The City may choose to monitor traffic on the major transportation facilities serving to access the Southeast Dundee area, so as to better understand the imminence of approaching transportation needs. Phasing requirements and issues include the following:

- To the extent that development in the Riverside District occurs prior to construction of the Bypass, it must not preclude or interfere with eventual construction of the Bypass.
- The 8th Street right-of-way may continue to be used as a means of connecting the portions of the Master Plan area on either side of the Bypass corridor, prior to construction of the Bypass.
- Implementation of the 5th Street Extension will require approval of a statewide exception to Goal 3 (Agricultural Lands) or a minor UGB amendment. Prior to or in lieu of the 5th Street Extension, a combination of 8th Street (east of Edwards Road), Edwards Road (north and south of 8th Street) and 5th Street are likely to be used as the primary routes from the northern portion of the planning area to OR 99W. Use of these roads will necessitate the following interim transportation improvements (or improvements to be made in lieu):
    - Improvements to Edwards Road to meet Collector Street standards, including the provision of sidewalks, will be needed when development in Subareas A-D results in approximately 250 net new trips along Edwards Road (north and south of 8th Street) during the weekday p.m. peak hour. (See Table 3-6 for more information). These improvements should be constructed as new development along Edwards Road occurs, consistent with section 2.206 of the Dundee Development Code.
    - Improvements to 5th Street to meet Collector Street standards between OR 99W and Edwards Road will be needed when development in Subareas A-D results in approximately 200 net new trips along 5th Street during the weekday p.m. peak hour (see Table 3-6 for more information).

- Addition of a westbound right turn lane at the intersection of OR 99W/5th Street ($100,000) will be needed if development in Subareas A-D results in approximately 24 net new trips at the intersection during the weekday p.m. peak hour prior to construction of the Newberg Dundee Bypass. If this threshold of 24 additional trips is not met prior to construction of the Bypass, this improvement will not be needed.

- Construction of the planned Bypass overcrossing connecting to the 5th Street Extension will require that local infrastructure be in place first. This could include implementation of the 5th Street Extension or the interim improvements described above, as well as the extension of 8th Street to the east of the Bypass.
- The 5th Street Extension or a connecting link to the Bypass overcrossing should be fully constructed when the Bypass is constructed.
- As development occurs within the Master Plan area, construction of the planned North/South Parkway Collector east of the bypass corridor must be phased in such a way as to provide adequate connectivity both within the Master Plan area and between areas east and west of the future Bypass facility. Phasing should be as follows:
  1. If this road is constructed before construction of the Bypass:
     a. The road shall be partially constructed as frontage development of the collector is complete; or
     b. The road shall be fully constructed when 100% of development in Subarea D is complete, or
  2. If the road is constructed after or during construction of the Bypass and the Bypass construction severs connections between Subarea D and access to either 5th Street, 8th Street or Parks Drive, then ODOT must have a temporary detour plan in place to provide access between Subarea D and these facilities (5th, 8th or Parks).
- If Subareas D or F are developed before the Bypass is constructed, traffic from those developments would utilize Fulquartz Landing and Parks Drives to access OR 99W.
- Improvement of Parks Drive to a collector street standard, including the provision of sidewalks, will be needed when developments in Subareas A-G result in approximately 275 net new trips along Parks Drive during the weekday p.m. peak hour (see Table 3-6 for more information).
- Construction of a new traffic signal at Parks Drive and OR 99W will be needed when full build-out of Subareas A-G occurs with or without development of the Bypass, or when warranted (all new traffic signals must be approved by the state traffic engineer).
- Railroad crossings:
  - Railroad crossing improvements along 5th Street will be needed when development in Subareas A-D result in approximately 200 net new trips along 5th Street during the weekday p.m. peak hour (see Table 3-6 for more information).
  - Railroad crossing improvements at Parks Drive will be needed when development in Subareas A-G result in approximately 275 net new trips on Parks Drive during the weekday p.m. peak hour (see Table 3-6 for more information).

    The threshold used to determine the phasing of these improvements relates to the point in time that traffic exceeds the volume guideline for a collector street, 3,000 vehicles per day (vpd), as defined in the Dundee TSP. (Note: A "Diagnostic Investigation", conducted in coordination with ODOT Rail, ODOT Highway, City, and rail providers, should be conducted in which these entities will establish the threshold for construction of rail improvements).

The following tables summarize the assumptions and analysis used to estimate thresholds for needed transportation improvements within and outside the study area. Proposed land uses have been translated into total numbers of trips by subarea or a combination of subareas. These trips have in turn been distributed and assigned to the study area roadways.

Table 3 – Riverside District Land Uses by Subarea

Land Use	Subarea A	Subarea B	Subarea C	Subarea D	Subarea E	Subarea F	Subarea G	Total
Single family residential (units)	96	0	24	222	0	415	0	757
Multifamily residential (units)	14	0	40	55	0	104	0	213
Commercial and retail (sq ft)	131,500[5]	0	0	91,500[3]	0	0	0	223,000
Golf course[4] (holes)	0	0	0	9	0	0	0	N/A
Light industrial[2] (sq ft)	0	204,000	0	0	0	0	0	204,000
Neighborhood park (acres)	4	0	0	2	0	2	0	8
Regional & nature park (acres)	0	0	0	0	25	0	30	55

[1] Golf course includes 9-holes and a club house/pro shop.
[2] Light Industrial includes wine tasting and production.
[3] Overall square-footage includes 50 hotel rooms.
[4] The clubhouse is located in Subarea D.
[5] The 14 multifamily residential units represent the remaining 16,000 square-feet of commercial and retail space shown in Table 2 above.

Table 4 – Trip Generation Rates

Land Use	ITE Code	Trip Rate (PM Peak Hour)	Percent In	Percent Out
Single family residential (units)	210	1.1	63%	37%
Multifamily residential (units)	230	0.78	67%	33%
Hotel use (rooms)	310	.59	53%	47%
Commercial and retail (sq ft)	820	3.73 (1,000 sq ft)	49%	51%
- Internal		*40% of trips*	*50%*	*50%*
- Pass by		*10% of trips*	*50%*	*50%*
Golf course[1]	430	2.78	45%	55%
Light industrial[2] (sq ft)	110	0.97/2[3] (1,000 sq ft)	12%	88%
Neighborhood park (acre)	412	0.59	35%	65%
Regional & nature park (acre)	417	0.26	44%	56%

[1] Golf course is assumed to include 9-holes and a club house/pro shop.
[2] Light Industrial is assumed to include wine tasting and production.
[3] It is assumed that this use will generate approximately half as many trips as traditional light industrial uses.

Table 5 shows the estimated weekday p.m. peak hour trips generated by each land use within subareas.

Table 5 – Estimated Riverside District Trip Generation – Weekday PM Peak Hour

Land Use	Subareas A			Subarea B			Subarea C			Subarea D			Subarea F			Total		
	In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Single family residential	67	39	106	0	0	0	16	10	26	154	90	244	288	169	457	525	308	833
Multifamily residential	7	4	11	0	0	0	21	10	31	29	14	43	54	27	81	111	55	166
Hotel use	0	0	0	0	0	0	0	0	0	16	14	30	0	0	0	16	14	30
Commercial and retail	269	280	549	0	0	0	0	0	0	28	29	57	0	0	0	297	309	606
- Internal	*(110)*	*(110)*	*(220)*	*0*	*0*	*0*	*0*	*0*	*0*	*(11)*	*(11)*	*(22)*	*0*	*0*	*0*	*(121)*	*(121)*	*(242)*
- Pass by	*(16)*	*(16)*	*(32)*	*0*	*0*	*0*	*0*	*0*	*0*	*(2)*	*(2)*	*(4)*	*0*	*0*	*0*	*(18)*	*(18)*	*(36)*
Golf course[1]	0	0	0	0	0	0	0	0	0	11	14	25	0	0	0	11	14	25
Light industrial[2]	0	0	0	12	87	99	0	0	0	0	0	0	0	0	0	12	87	99
Neighborhood parks	1	2	3	0	0	0	0	0	0	0	1	1	0	1	1	1	4	5
Regional & nature parks[3]	0	0	0	3	4	7	0	0	0	3	4	7	0	0	0	6	8	14
Total	**218**	**199**	**417**	**15**	**91**	**106**	**37**	**20**	**57**	**228**	**153**	**381**	**342**	**197**	**539**	**840**	**660**	**1500**

[1] Golf course is assumed to include 9-holes and a club house/pro shop.
[2] Light Industrial is assumed to include wine tasting and production.
[3] The trip generation estimates for Subareas G and E are included in Subareas B and D, respectively. These parks generate a combined estimated 23 trips during the weekday p.m. peak hour.

Table 6 shows the estimated trip distribution of the weekday p.m. peak hour trips generated by each subarea shown in Table 5 onto the major roadways in the study area. The percent distribution (Dist.) represents the proportion of overall trips from each subarea expected to use the specified roadway with and without the 5th Street extension.

Table 6 – Estimated Trip Distribution by Subarea

Roadway	Subarea A		Subarea B[1]		Subarea C		Subarea D[1]		Subarea F		Total ADT
	Dist.	Trips	Dist.	Trips	Dist.	Trips	Dist.	Trips	Dist.	Trips	
5th Street via Edwards Road	50%	209	50%	53	50%	29	50%	191	0%	0	482
10th Street via Edwards Road	25%	104	0%	0	25%	14	0%	0	0%	0	118
Parks Drive via Fulquartz Landing	25%	104	50%	53	25%	14	50%	190	100%	539	900
Total	***100%***	***417***	***100%***	***106***	***100%***	***57***	***100%***	***381***	***100%***	***539***	***1500***

[1] The estimated trip distribution pattern for Subareas G and E were assumed to be consistent with Subareas B and D, respectively.

In addition to the trips shown in Table 6, approximately 25 percent of the trips from subareas A and C and 100 percent of the trips from subareas C and D are expected to use 8th Street to access Edwards Road. The remaining trips from subareas A and C are expected to access Edwards Road via the local street network.

III. Future Actions

Other Implementation and Phasing Issues and Actions

Additional implementation issues will need to be addressed by the city, property owners, and/or other local and state agencies and stakeholders to support development of the Riverside District. The following Action Chart highlights key actions, estimated time frame and lead and supporting parties. The Action Chart does not reflect City budget commitments but is intended to highlight the scope of some of the Action Items.

Table 7 – Riverside District Action Chart

Action #	Action Item Descriptions	Time Frame	Lead/Support
WATER SUPPLY AND WATER MASTER PLAN			
1	Obtain memo from Murray Smith & Associates regarding existing water supply capacity.	Include in hearing record prior to adoption of Master Plan – COMPLETE	City
2	Coordinate with City Attorney to define Riverside District Zone strategy relating to adequate public facilities (particularly water supply).	Define initial strategy prior to public hearing(s) for adoption of Plan – COMPLETE	City/City Attorney
3	Pursue interim measures to expand water supply to allow limited development.	1-2 years	City
4	Establish schedule, budget and scope to update Water System Master Plan.	1-2 years	City
5	Based on updated Water Master Plan, proceed with more detailed planning/design of water supply improvements (could include using water right to the Willamette River and construction of water treatment plant).	2-5 years	City
REFINE AND ADOPT NEW RIVERSIDE DISTRICT ZONE			
5	Complete additional work to refine 3rd Draft of Riverside District Zone and address PC/CC issues (particularly related to scale of commercial/light industrial uses and design standards).	6 months/1 year	City/Property Owners
6	Proceed with quasi-judicial or legislative zone changes when new Riverside District Zone is in place and adequate public facilities assured.	1-3 years	Property Owners/City
RIVERSIDE DISTRICT AREA SYSTEMS DEVELOPMENT CHARGE (SDC)			
7	Consider special study to evaluate an area-wide SDC for the Riverside District to assure equitable funding of required infrastructure (including water, wastewater, transportation and neighborhood parks and trails).	1-5 years	City/Property Owners/Consultant

Action #	Action Item Descriptions	Time Frame	Lead/Support
BYPASS			
8	Refine design of bridges over the Bypass in the Riverside District (cross-section, grade, etc.).	On-going	ODOT/City/Property Owners
9	Coordinate with ODOT on landscaping of berms adjacent to the Bypass (including maintenance).	1-3 years	ODOT/City/Property Owners
10	Acquire right-of-way for Bypass and related improvements.	1-5 years	ODOT/Property Owners
11	Construct Phase 1 of Bypass through Dundee.	3-7 years	ODOT
5th STREET EXTENSION			
12	Meet with DLCD Field Representative and Yamhill County planning staff to discuss options for a goal exception or minor UGB amendment to accommodate 5th Street Extension.	Within next year	City/County/DLCD
13	Meet with Columbia Empire Farms to explore willingness to allow or support the 5th Street Extension. If there is no support, refine alternative for primary access into the Riverside District within the existing UGB.	1-2 years	Affected Property Owners/City
14	If there is support, prepare land use application for a statewide goal exception or minor UGB amendment. If feasible, combine a UGB amendment to expand the UGB to the city limits boundary and also to accommodate the 5th Street Extension.	2-3 years	Property Owner
15	Include the 5th Street Extension (if approved)and the Riverside District Parkway and other Collectors in the update of the Dundee TSP.	2-5 years	City/ODOT
UGB EXPANSION (Without 5th Street Extension)			
16	Prepare application and/or consider UGB expansion to match the existing city limits boundary. Because this area (Subarea G) is identified for public open space and recreational uses, it might be a relatively simple application.	Following adoption of Master Plan	Property Owner(s)/City
PARKS & TRAILS			
17	Coordinate meeting and possible IGA to discuss Riverside District park & trail issues (dedication, improvement, standards, maintenance, etc.)	1-2 years	City/CPRD
18	Complete more detailed park and trial planning as neighborhood parks are dedicated and trail easements obtained.	5-20 years	City/CPRD/Developers
19	Evaluate funding options and pursue Nature Park improvements on the WWTP property.	1-10 years	City
20	Coordinate with other agencies and advocacy groups on park and trail development in the	On-going	City/CPRD/Oregon Parks/Park Advocacy

Action #	Action Item Descriptions	Time Frame	Lead/Support
	Riverside District.		Groups
STREET TREES & STREET SIGNS/LIGHTING			
21	Form an ad hoc committee to evaluate and propose appropriate street trees to require in the Riverside District; amend the Riverside District Zone to specify certain species if needed.	2-3 years	City/Property Owners
22	Based on *Framework Plan to Establish a Unique Visual Identity*, identify appropriate street lighting and street signs to tie in with past work and help establish a cohesive design character for the Riverside District. Amend the Riverside District Zone or Public Works Standards as needed.	2-3 years	City/Property Owners
SUSTAINABILITY			
23	Partner with public agencies, non-profit organizations, and Dundee residents and business owners to develop a city-wide sustainability plan to: • Require and/or promote water conservation and efficiency • Remove barriers and explore incentives to promote "low impact development" • Support green design standards for public and private development projects (through Development Code and/or Public Works Standards).	1-10 years	Citizens/Non-Profits/Advocacy Groups/City

Appendices

To be provided with final version

Appendix A – Comprehensive Plan Amendments – New Riverside District Chapter

Appendix B – Supporting Documents (Adopted by Reference)
Appendix B1 – Project Goals, Objectives and Evaluation Criteria
Appendix B2 – Meeting Summaries
Appendix B3 – Public Involvement Summary
Appendix B4 – Dundee Identity Framework Plan
Appendix B5 – Background Conditions Report
Appendix B6 – Charrette Report
Appendix B7 – Land Use Alternatives Report
Appendix B8 – Transportation Analysis
Appendix B9 – Cost Estimates, Funding Strategies and Responsibilities

Appendi A

Comprehensive Plan Amendments – New Riverside District Chapter

RIVERSIDE DISTRICT

GOAL: Adopt a new Riverside District comprehensive plan designation and master plan to provide a land use and transportation framework to guide long-term development of the Riverside District.

OBJECTIVES

1. Apply a new Riverside District comprehensive plan designation to the approximately 360 acre planning area within the city limits shown in Figure 1.

2. Adopt the Riverside District Master Plan (June 2011) by reference as a support document to the Dundee Comprehensive Plan.

3. Adopt comprehensive plan policies specific to the Riverside District.

4. Recognize that adoption of the comprehensive plan framework (text and map amendments) represents the first steps in a multi-step process required prior to development. Future actions will include, but not be limited to:

    - Preparation of more detailed infrastructure and financial plans to assure adequate public facilities and services to support the master plan;

    - Development Code text amendment to adopt new Riverside District Zone;

    - Zone Change(s) to apply the new Riverside District Zone;

    - Detailed master plans (by subarea) to establish local street network, identify specific park sites and trail connections, lay out blocks, refine mix of land uses and set range of densities, mix of housing types and lot sizes, establish phasing schedule, etc.

    - Subdivision(s) to divide land in accordance with detailed master plans; dedicate local streets, parks and trail and utility easements; install public and private improvements, etc.

    - Potential site design review for non-residential buildings, unless clear and objective design standards are adopted as part of the detailed master plan for a particular subarea.

EXISTING CONDITIONS

The Riverside District was annexed to the City of Dundee in 1969, prior to adoption of Senate Bill 100 and Oregon's statewide planning program. When the Dundee Comprehensive Plan was adopted in 1977, the majority of the Master Plan area was included in Dundee's Urban Growth Boundary (UGB). The city applied an Agriculture (A) holding zone to approximately 235 acres within the UGB and plan policies called for incremental rezoning of the agricultural land for residential use based on need.

Agricultural and undeveloped lands on the lower terrace near the Willamette River were not included in the 1977 UGB. The city applied an Exclusive Farm Use (EFU) zone to preserve approximately 125 acres within the city limits for farm uses.

The Riverside District is still largely undeveloped, with the exception of the wastewater treatment plant and a few single family dwellings. In 2008, Dundee City Council re-zoned about 54 acres in the northerly portion of the Riverside District from the Agriculture holding zone to a mix of residential (R-2 and R-3), commercial (CC) and light industrial (LI) zones. Conditions were attached to the zone change approval to limit certain uses, require submittal and approval of a master plan and assure adequate public facilities prior to development of the subject property. During the zone change process, the City Council expressed interest in using the master planning process to ensure integrated planning and development of the entire Riverside District instead of piecemeal rezoning.

Plans for the Newberg-Dundee Bypass also have significant implications for development in the Riverside District. After a lengthy federal environmental review process, Yamhill County and the cities of Newberg, Dundee and Dayton all approved the Bypass alignment and adopted comprehensive plan policies to support the Bypass. The Bypass alignment fragments the Riverside District. The Bypass will have full access control and ODOT will build two overcrossings in the vicinity of 8th Street and Fulquartz Landing Road/Parks Drive to provide connectivity across the Bypass and maintain access to the Willamette River.

The master plan document summarizes background information and existing conditions for the Riverside District planning area. A Background Conditions Report (August 2010) provides more detailed information on existing conditions.

FINDINGS OF FACT

The Riverside District encompasses the majority of the city's buildable land inventory. The City of Dundee initiated the master planning process in 2010 to provide a more detailed land use and transportation plan to guide coordinated development of this special area. The project was

funded by a grant from the Oregon Department of Transportation and Growth Management (TGM) Program.

The Riverside District features a number of unique assets and opportunities:

- A relatively small number of property owners and large parcels of undeveloped land, making master planning easier;
- A prime location along the Willamette River, with outstanding views of the river and surrounding areas in addition to access to water-based recreation;
- Natural resources that provide intrinsic natural values as well as amenities to future residents and visitors; and
- Community support for the master planning process.

The Riverside District master plan reflects substantial input from the public involvement process, including opportunities for on-going coordination with the major property owners. A key step in the planning process was a design charrette, held October 10-14, 2010, to identify land use and transportation plan alternatives for the Riverside District. A market study and a transportation analysis informed the selection of the preferred alternative.

A preliminary, planning-level analysis of public facilities and services needed to implement the preferred alternative was prepared and included in the Land Use Alternatives Report. However, that report was very clear that more analysis of costs and financing mechanisms and responsibilities will need to be conducted to implement the master plan.

On March 31, 2011, Murray, Smith & Associates, Inc. (MSA) presented a memorandum to the City Administrator to provide an estimate of the available capacity of the City of Dundee's existing water supply sources to serve additional development within the City's Urban Growth Boundary (UGB). The memorandum clearly documented the severity of the constraints on the existing water supply.

Following consideration of the water supply issue, the City decided to proceed with the first steps in the planning process (adoption of the Riverside District plan designation and this Comprehensive Plan chapter) and defer adoption of the Riverside District Zone and rezoning land in the Riverside District until adequate public facilities and services can be assured.

POLICIES

1. The policies in this Riverside District chapter shall replace and supersede any policies in the Dundee Comprehensive Plan that relate to the area within the new Riverside District plan designation.

2. The City will identify the boundaries of the Riverside District plan designation on the Comprehensive Plan Map as shown in Figure 1.

3. The City will retain existing zoning that applies within the Riverside District plan designation. Existing zoning shall be considered consistent with the Riverside District plan designation because existing zones allow less intensive, lower density development than anticipated in the Riverside District Master Plan. Uses and development allowed under existing zoning regulations will be allowed, consistent with the provisions of the Dundee Development Code, statewide administrative rules and statutes, all of these policies, and any conditions of prior zoning and development approvals.

4. The waterfront uses are integral to and needed to support the overall development and open space vision of the Master Plan. The City will support the concept of expanding the UGB to coincide with the existing city limits and provide more appropriate zoning to accommodate the urban park, open space and recreational uses identified in the Riverside District Master Plan.

5. The City will adopt the Riverside District Master Plan (June 2011) by reference as a supporting document to the Dundee Comprehensive Plan. The Master Plan is intended to identify a coordinated mix of residential, commercial, tourism and open space and recreational uses that are cohesive and connected with Dundee's larger community vision. The Master Plan includes additional policies that will be applicable to review and approval of future zone changes, detailed master plans and subdivisions within the Riverside District.

6. Because the Master Plan is considered a concept document, the City will consider refinements to the location and arrangement of land uses and other aspects of the Master Plan prior to or in coordination with implementation of Riverside District zoning. Any changes to the concept Master Plan must include the following limitations and components:

    - A maximum of 22 acres designated for Commercial uses.

    - A maximum of 13 acres designated for Light Industrial uses.

- A mix of housing types and densities, with a target of 970 units in the Riverside District.
- In areas where the Riverside District is adjacent to developed, lower density residential areas, the development standards of the lower density zone (maximum heights and setbacks) shall apply to new housing on abutting lots in the Riverside District.
- Neighborhood park sites shall be required based on the target of 970 dwelling units according to the standards of the Dundee Parks and Open Space Plan.
- A connected trail system shall be required to accommodate the Willamette River Trail, the Chehalem Heritage Trail, and connecting local trails within the Riverside District that link to the larger community trail system.
- Cross-sections for trail improvements shall accommodate linear stormwater quality facilities, particularly along the top of the bluff.
- A connected local street system with cross-sections specified to encourage sidewalks, planter strips, and street trees. Blocks shall not exceed a maximum length of 400 feet in commercial areas or 600 feet in residential areas.
- A parkway collector shall be required to provide a north-south link of development subareas to the east of the Bypass and connections to the two Bypass overcrossings. The cross-section for the parkway collector shall be consistent with the standards in the Dundee TSP.
- Riparian corridors shall be protected with a minimum 50-foot setback from the top of bank elevation.

7. Planning for water use should incorporate techniques and systems (e.g. “purple pipe”) for water reuse and conservation to the greatest degree practical, including potential reuse of wastewater for irrigation or other purposes.

8. All development within the Riverside District shall be adequately supported by the required facilities and services, including parks, schools, transportation, water, stormwater and wastewater infrastructure. Implementing ordinances shall provide that:

    - Required facilities and services must be available concurrent with development; and

- No implementing zoning map amendment may be granted except upon a finding that all required facilities and services are available, or can be made available, concurrent with development.

IMPLEMENTATION

The Riverside District Master Plan includes an Action Chart that identifies implementation action issues that will need to be addressed by the city, property owners, and/or other local and state agencies and stakeholder to support development of the Riverside District. The Action Chart does not reflect City budget commitments but is intended to highlight the scope of some of the action items.

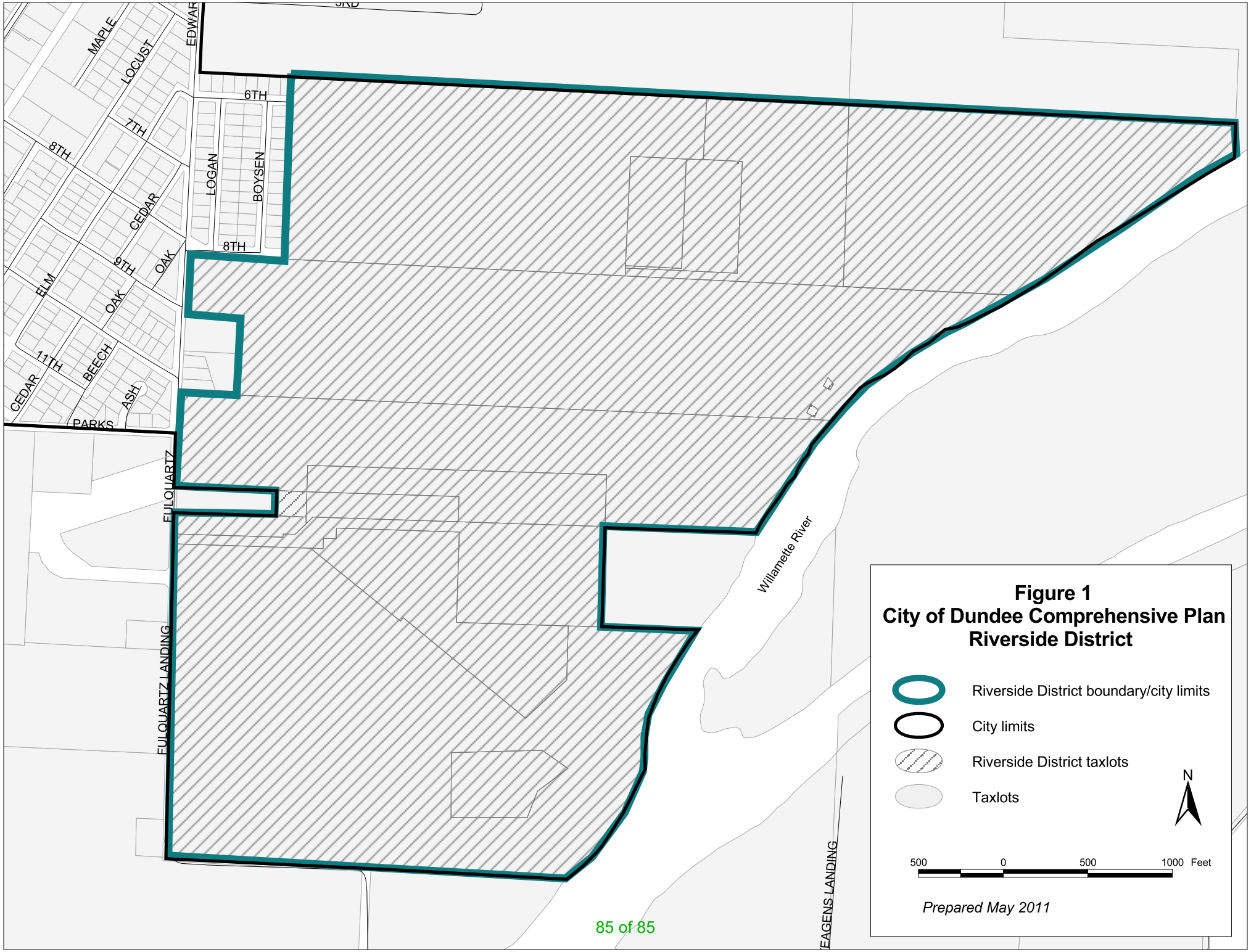


Figure 1
City of Dundee Comprehensive Plan
Riverside District