Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
635 Capitol Street, Suite 150
Salem, OR 97301-2540
(503) 373-0050
Fax (503) 378-5518
www.lcd.state.or.us

NOTICE OF ADOPTED AMENDMENT

12/15/2008

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Dundee Plan Amendment
DLCD File Number 006-08

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Monday, December 29, 2008

This amendment was submitted to DLCD for review prior to adoption with less than the required 45-day notice. Pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

*NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAT IT WAS MAILED TO DLCD. AS A RESULT, YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.

Cc: Luke Pelz, City of Dundee
Gloria Gardiner, DLCD Urban Planning Specialist
Steve Oulman, DLCD Regional Representative
Bill Holmstrom, DLCD Transportation Planner

<paa> YA/

FORM 2

DLCD

Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

☐ In person ☐ electronic ☐ mailed

DATE STAMP DEPT OF DEC 09 2008 For DLCD Use Only

CPA 08-25

Jurisdiction: City of Dundee
Local file number: Ord. 472-2008
Date of Adoption: December 2, 2008
Date Mailed: December 5, 2008
Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Select one** Date: Aug. 29, 2008

☒ Comprehensive Plan Text Amendment
☐ Comprehensive Plan Map Amendment
☐ Land Use Regulation Amendment
☐ Zoning Map Amendment
☐ New Land Use Regulation
☐ Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".
Ordinance 437-2005, adopted on Aug. 7, 2006, was repealed and all text relating to the "Ore 99W-Main Street Refinement Plan" was removed from the Dundee Comprehensive Plan.

Does the Adoption differ from proposal? Please select one
N/A = Same

Plan Map Changed from: N/A to:
Zone Map Changed from: N/A to:
Location: Hwy 99W, between mkr 25½ to 26½ Acres Involved: N/A
Specify Density: Previous: N/A New:
Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
☐	☐	☐	☐	☐	☐	☐	☐	☒	☐	☒	☒	☐	☐	☐	☐	☐	☐	☐

Was an Exception Adopted? ☐ YES ☒ NO
Did DLCD receive a Notice of Proposed Amendment...
45-days prior to first evidentiary hearing? ☒ Yes ☐ No
If no, do the statewide planning goals apply? ☐ Yes ☐ No
If no, did Emergency Circumstances require immediate adoption? ☐ Yes ☐ No

DLCD file No. 006-08 (17116)

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

ODOT
Dundee Fire Dept.
Yamhill County

Local Contact: Luke Pelz Phone: (503)538-3922 Extension:

Address: PO Box 220 Fax Number: 503-538-1958

City: Dundee Zip: 97132 E-mail Address: DundeePlanner@comcast.net

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and **TWO Complete Copies** (documents and maps) of the Adopted Amendment to:

ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.

3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.

4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.

5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.

6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.

7. **Need More Copies?** You can now access these forms online at **http://www.lcd.state.or.us/**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

CITY OF DUNDEE
ORDINANCE NO. 472-2008

AN ORDINANCE AMENDING THE TEXT OF THE DUNDEE COMPREHENSIVE PLAN AND REPEALING ORDINANCE NO. 437-2005, ADOPTING THE "OREGON HIGHWAY 99W – DUNDEE MAIN STREET REFINEMENT PLAN".

THE CITY COUNCIL OF THE CITY OF DUNDEE HEREBY ORDAINS AS FOLLOWS:

Section 1. Ordinance No. 437-2005 is hereby repealed thereby removing all text contained within the Oregon Highway 99W – Dundee Main Street Refinement Plan from the Transportation System Plan of the Dundee Comprehensive Plan.

Section 2. In support of this ordinance, the Council adopts the findings and conclusions attached hereto as Exhibit A.

ADOPTED by the Council this 2nd **day of** December **2008.**

Approved:

Don Sundeen
Mayor

Attest:

Rob Daykin
City Administrator/Recorder

EXHIBIT A
ORDINANCE NO. 472-2008

CITY COUNCIL FINDINGS

1. In conjunction with the Oregon Department of Transportation, between 2003 and 2006 the City of Dundee worked towards adoption of a Refinement Plan for the area along Highway 99 W extending from Fox Farm Road to Niederberger-Parks Road.

2. The Refinement Plan is a component of the Dundee Transportation System Plan. The Dundee Transportation Plan is a component of the Dundee Comprehensive Plan.

3. On August 7, 2006 the Dundee City Council voted to adopt Ordinance No. 437-2005, amending the Dundee Comprehensive Plan to include the Refinement Plan. The Ordinance was read by title only – a violation of the City Charter at that time.

4. The City Council believed that the Refinement Plan was not adopted due to the procedural errors that occurred at the August 7, 2006 meeting. Subsequently, Council meetings continued to occur to discuss adoption of the Refinement Plan.

5. On August 19, 2008 the City Administrator made the Council aware that the City Attorney and the Department of Land Conservation and Development have confirmed that the Refinement Plan was officially adopted and in effect.

6. Prior to August 19, 2008 the City Planner discussed with property owners potential land use applications without consideration or knowledge that Ordinance No. 437-2005 was in effect.

7. Prior to August 19, 2008 two zone changes were passed by the City Council without consideration or knowledge that Ordinance No. 437-2005 was in effect.

8. On August 19, 2008 the Dundee City Council decided on a course of action regarding adoption of the Refinement Plan and voted to initiate a Type IV action to amend the Comprehensive Plan by repealing Ordinance No. 437-2005. By repealing Ordinance No. 437-2005 it will be clear that it was not the City Council's intent to adopt the Refinement Plan and repeal of the Refinement Plan will provide the City Council an opportunity to continue work on the Plan and consider adoption of the Plan at a future time.

9. On October 15, 2008 the Dundee Planning Commission conducted a public hearing to consider repeal of Ordinance No. 437-2005. At the conclusion of the hearing the Planning Commission recommended that the City Council repeal the Refinement Plan.

10. On November 3, 2008 the DundeeCity Council conducted a public hearing to consider rescinding the Oregon Highway 99W – Dundee Main Street Refinement Plan from the Dundee Comprehensive Plan.

Notice List
City of Dundee
CPA 08-25
Ordinance 472-2008

Howard Meredith
PO Box 301
Dundee, Oregon 97115

Terry Cole
ODOT, Region 2
2950 State Street
Salem, Oregon 97310

Don and Elizabeth Sundeen
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Dundee, Oregon 97115

Mike Ragsdale
1119 SW 1st Street
Dundee, Oregon 97115

Kendall Bergstrom
PO Box 425
Dundee, Oregon 97115

Maria Hinoveanu
720 NW 1st Street
Dundee, Oregon 97115

Myrna Miller
PO Box 610
Dundee, Oregon 97115

Attention: Plan Amendment Specialist
DLCD
635 Capitol Street NE, Suite 150
Salem, Oregon 97301-2540

Bob Patterson
720 SW Carmen Heights Drive
Dundee, Oregon 97115

Dustin Wyant
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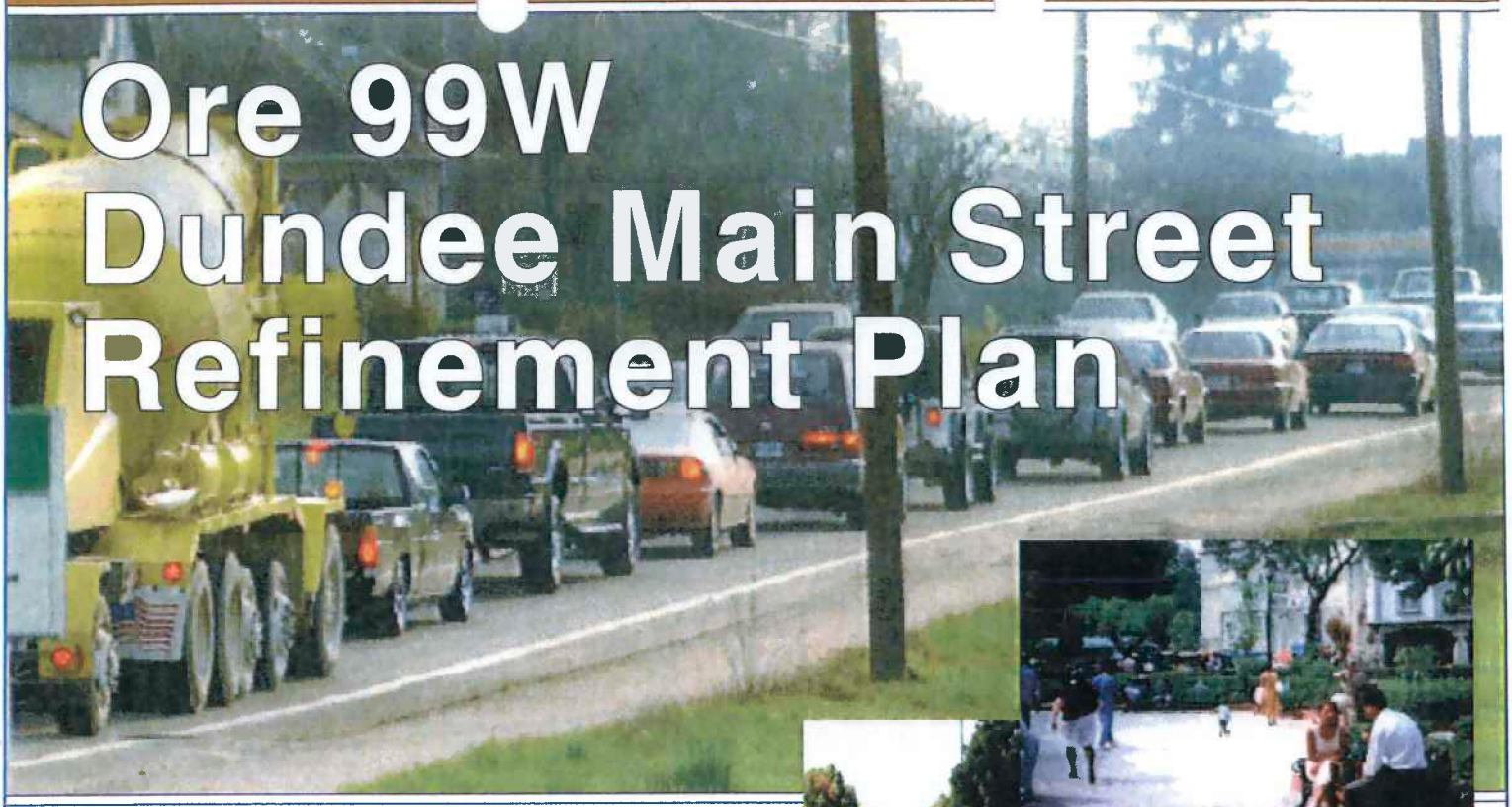
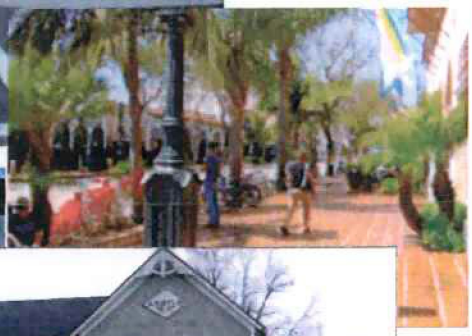
Dundee, Oregon 97115

Jeannette Adlong
142 SW Red Hills Drive
Dundee, Oregon 97115

Craig Roggers
PO Box 100
Dundee, Oregon 97115

Ore 99W Dundee Main Street Refinement Plan





August 2006

CITY OF Dundee OREGON

Ore 99W Dundee Main Street Refinement Plan

Dundee, Oregon

Prepared For:
City of Dundee
620 SW 5th Street
Dundee, Oregon
(503) 538-3922

Prepared By:
Kittelson & Associates, Inc.
610 SW Alder, Suite 700
Portland, OR 97205
(503) 228-5230

Presented By:
Dundee Transportation Advisory Committee

In Association with:
Alta Planning + Design
Angelo/Eaton Associates
Brian Borello, Artist
CH2M Hill, Inc.

Funded By:
Oregon Department of Transportation

Project No. 6349.00

August 2006

Dundee Transportation Advisory Committee Members

Mike Ragsdale, *Chair*
Diane Ragsdale, *City Council*
Cindy Roberson, *City Council*
Don Sundeen, *City Council*
Eugene Gilden, *Planning Commission*
Mike Sherwood, *Planning Commission*
Nancy Ponzi, *Downtown Development Committee Chair*

Christian Boenisch, *Citizen*
Brett Fogelstrom, *Business Owner*
Terry Light, *Citizen*
Steve Mikami, *Citizen*
Ivon Miller, *Citizen*
Rollin Soles, Winery *Manager*

Actively Participating Citizens

Jeannette Adlong, *City Council & Parks Commission Chair*
Gary Allen, *Citizen*
David W. Altman, *Business Rep.*
Bill & Linda Basham, *Business Owners*
David Bergen, *Business Owner*
John Bergstrom, *Property Owner*
Kendall Bergstrom, *Citizen*
Michael Comfort, *Citizen*
Christy Cook, *Business Rep.*
Ted Crawford, *Citizen*
Cal Erath, *Citizen*
Dave Fox, *Property Owner*
Russ & Alice Halstead, *Property Owners*
Pancho Hernandez, *Citizen*
Maria Gabriella Hinoveanu, *Citizen*

Alan Holstein, *Business Rep.*
Anne Koch, *Citizen*
Donna Jean McDaniel, *Citizen*
Alan Methvan, *Bus. & Property Owner*
Hal Midici, *Property Owner*
John Morgan, *Parks Planner*
John Newhouse, *Property Owner*
Craig Nies, *Business Owner*
Gunner Olsen, *Journalist*
Becky Ponzi, *Business Owner*
Bill Rawson, *Property Owner*
Roger Staver, *Property Owner*
Aimee Stein, *Business Owner*
Kris Utz, *Business Owner*
Bill Wahl, *Property Owner*

Staff

Terry Cole
ODOT Project Manager

Eve Dolan
City Administrator

Consultants

Kittelson & Associates, Inc.
Dan Seeman, *Project Manager*
Anthony Yi
Kevin Lee

Alta Planning
Mia Birk
Arif Khan

Artist
Brian Borello

CITY OF
Dundee
OREGON

August 1, 2006

Dundee Planning Commission & City Council
PO Box 220
Dundee OR 97115

Dear Planning Commission and City Council:

It is with great pleasure that we submit to you the Ore 99W Dundee Main Street Refinement Plan. Over the past fifteen months, the Dundee Transportation Advisory Committee (DTAC) has convened 16 times, has presented the plan at three public events, and has considered input from forty affected residents, property and business owners in the development of the plan. We believe that the plan reflects Dundee's vision, and carries forward the goals expressed in the Dundee Transportation System Plan. The plan prescribes a short and long-range strategy for Dundee's main street, in recognition that the Newberg-Dundee Bypass is likely not to be constructed for about ten years. The plan puts livability for Dundee residents and promotion of business within Dundee as its primary tenets.

We see adoption of this Main Street Refinement Plan as a first, but important step toward achieving Dundee's vision. We seek your careful consideration of this plan.

Sincerely,

Dundee Transportation Advisory Committee

Mike Ragsdale, Chair
Cindy Roberson, City Council
Eugene Gilden, Planning Commission
Nancy Ponzi, Downtown Development Committee Chair
Brett Fogelstrom, Business Owner
Steve Mikami, Citizen
Rollin Soles, Winery Manager
Diane Ragsdale, City Council
Don Sundeen, City Council
Mike Sherwood, Planning Commission
Christian Boenisch, Citizen
Terry Light, Citizen
Ivon Miller, Citizen

Phone 503.538.3922 * Fax 503.538.1958
620 SW Fifth Street * PO Box 220 * Dundee, Oregon 97115
E-mail: DundeeCity3@comcast.net

Table of Contents

Preface

On August 7, 2006, the Dundee Planning Commission adopted this refinement plan under the condition that it be modified to reflect desired refinements as included in Exhibit A: Addendum – City Council Refinements to Plan. The Plan has been modified to reflect the City Council's conditions.

Executive Summary

The City of Dundee, in conjunction with the Oregon Department of Transportation, initiated this refinement plan of Ore 99W between Fox Farm Road-Dayton Avenue and Niederberger-Parks Road in 2003. The purpose of this refinement plan is to develop a plan to help guide the management and development of appropriate transportation facilities within Dundee, incorporating the community's vision, while remaining consistent with state, regional, and other local plans. With the findings from this work, the City of Dundee can continue to work with ODOT and Yamhill County to incorporate the community's vision into appropriate planning efforts.

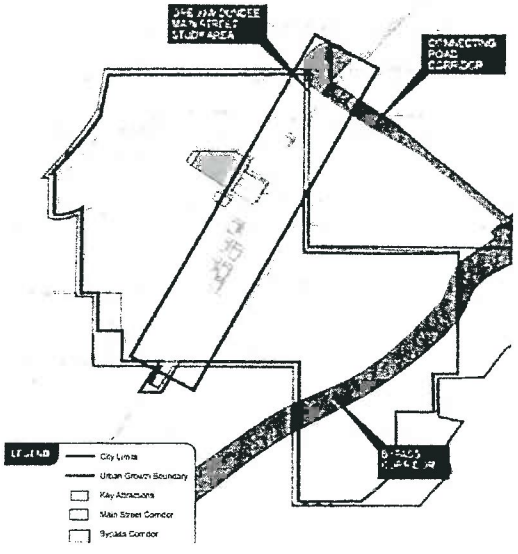
The Ore 99W Dundee Main Street Refinement Plan consists of both short-term and long-term strategies for accommodating the functional needs of highway, bike, and pedestrian users on the system with both local main street and statewide/freight traveling purposes. The Refinement Plan includes a long-range improvement cross-section, local street network circulation plan, concept land use plan, and supporting policies. The Refinement Plan is consistent with the Dundee TSP objectives as well as:

- Follows the goals included in the Dundee Vision For Our Future (see Appendix A),
- Supports economic development based on quality development principles within the City of Dundee Urban Growth Boundary, and
- Maintains the integrity and safety of the Ore 99W corridor.

The Refinement Plan also includes a short-term facility operational plan that seeks to optimize the performance of Ore 99W with a maximum three-lane cross-section. This short-term plan is geared toward providing a balanced approach in meeting the highway's existing function as Dundee's Main Street and statewide highway and freight route until the bypass portion of the Newberg-Dundee Transportation Improvement Project (NDTIP) is constructed. Elements of the short-range plan (pre-bypass) have been retained and integrated, where possible, into the long-range plan (post-bypass).

STUDY AREA

The Ore 99W Dundee Main Street Refinement Plan focuses on developing a cross-section improvement plan and complementary local street network circulation plan for the Ore 99W corridor bounded to the north by Fox Farm Road-Dayton Avenue and to the south by Niederberger-Parks Road. The study area includes the Ore 99W corridor from the northern Dundee City limits to the NDTIP bypass "connector road" between the bypass and existing Ore 99W (see graphic, right). In recognition that access to Ore 99W may affect local street connections, the study area also extends approximately 400-500 feet on either side of Ore 99W. While Ore 99W runs slightly northeast to southwest, for purposes of this refinement plan the highway will be referred to as north to southwest.



CURRENT SYSTEM ASSESSMENT

Land Use

In 2001, the Dundee Development Committee embarked on an effort to identify the most appropriate location for the downtown. As an outcome of that effort, it was decided that the existing downtown, along Ore 99W, is the most appropriate location for the town's center. Currently, virtually all commercial businesses are located on Ore 99W. There are many undeveloped and underdeveloped parcels along Ore 99W, providing a rare opportunity to form a future, cohesive, vibrant downtown.

Transportation

Pedestrian & Bicycle System

- Ore 99W through central Dundee is generally well covered by sidewalks, although north of 5th Street sidewalks are only present along the hill-side of the highway.
- Many residents have pointed out difficulty in crossing Ore 99W due to high through traffic volumes.
- Ore 99W has striped shoulders to accommodate bicycles, and these are virtually the only bicycle facilities in Dundee.

Motor Vehicle System

- Ore 99W through Dundee currently operates at capacity due to the narrowing of the roadway's cross-section from four to two lanes near the city limits coupled with the traffic signal at 5th Street.
- Motorists turning left onto Ore 99W from all unsignalized driveways and public street approaches currently experience long delays during peak time periods, due to the high volumes of northbound and southbound traffic along Ore 99W and the lack of acceptable gaps in traffic.
- In the 20-year future without a Bypass, Ore 99W through Dundee will operate far beyond capacity in both directions during 9-12 hours of a typical weekday, and during many hours of the weekend. Additional capacity will be needed in the Ore 99W corridor, either in terms of a new roadway or in the form of a bypass.
- Traffic signals will be needed at least two new locations along Ore 99W: 10th Street, and Niederberger Road-Parks Road. In addition, consideration may also be given to a future traffic signal at 1st Street.

NEED FOR MAIN STREET REFINEMENT PLAN

This project evolved out of the Dundee Transportation System Plan (TSP), which was adopted in June 2003. The TSP identified these changing conditions in Dundee:

- Bypass to be constructed in 10-12 years.
- With the Bypass, in 2025, traffic on Main Street will be half of current levels.
- With decreased volumes, Ore 99W could remain as a two-lane roadway with left-turn refuges at key intersections, thereby serving as a true "Main Street".

LAND USE CONCEPT PLAN

The purpose of a Land Use Concept Plan is to provide support to the transportation elements of the Dundee Main Street Refinement Plan. The stated vision for Dundee is for a vibrant community that maintains its rural charm and character. This plan was produced with this vision and goal in mind.

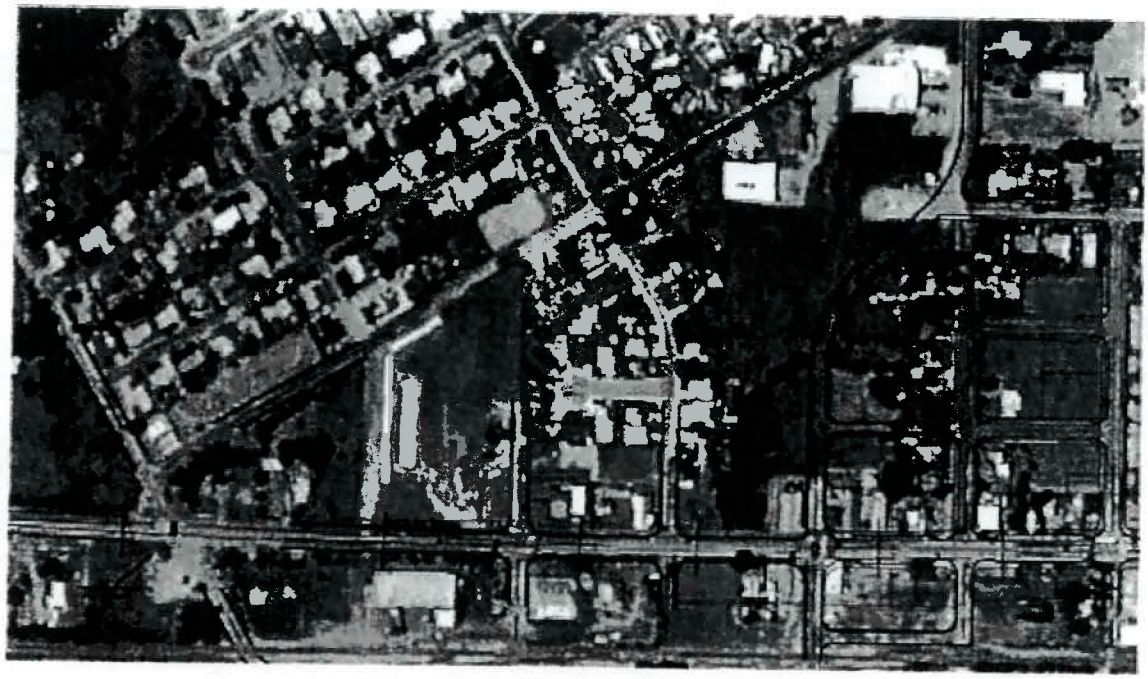
In light of these changes, the TSP recognized the need for an Ore 99W Main Street Refinement Plan. This Land Use Concept Plan focuses on supporting land uses that will help realize Dundee's vision, enhance the Main Street streetscape, and improve the economic climate and livability of Dundee. This Plan summarizes elements related to the streetscape, bicycle and pedestrian access, parks and green spaces, public spaces, schools and institutions, residential and commercial development, and historical and cultural features. The plan was developed under the following guiding principles:

- Downtown core is between 5th to 10th Street, the first phase of which is centered on 5th to 7th.
- Entry points are demarcated by Gateway Markers at 5th and 10th.
- Three-lane cross-section through town, with wider sidewalks (particularly in the downtown core), bicycle facilities, on-street parking, and landscaping.
- Traffic speeds will be 25 mph in the core area, and pedestrians will cross from curb extensions on marked crosswalks.
- Primarily storefront retail uses fronting on Ore 99W, with minimal setbacks and no breaks for driveways.
- All off-street parking will be accessed from side streets.
- An integrated network of pedestrian and bicycle "green" corridors, including future trails down to the Willamette River and encircling the town.
- Protection of industry by the railroad tracks.
- Promotion of winery activity in the industrial areas on the hillside by 9th/10th.
- Town square at one of two possible locations: the historic railroad depot building site or in the southwest corner of 5th/Ore 99W. Activities such as a weekend Farmer's Market and community events could occur here.
- Passive open spaces, which will function as small courtyards, throughout the retail areas.

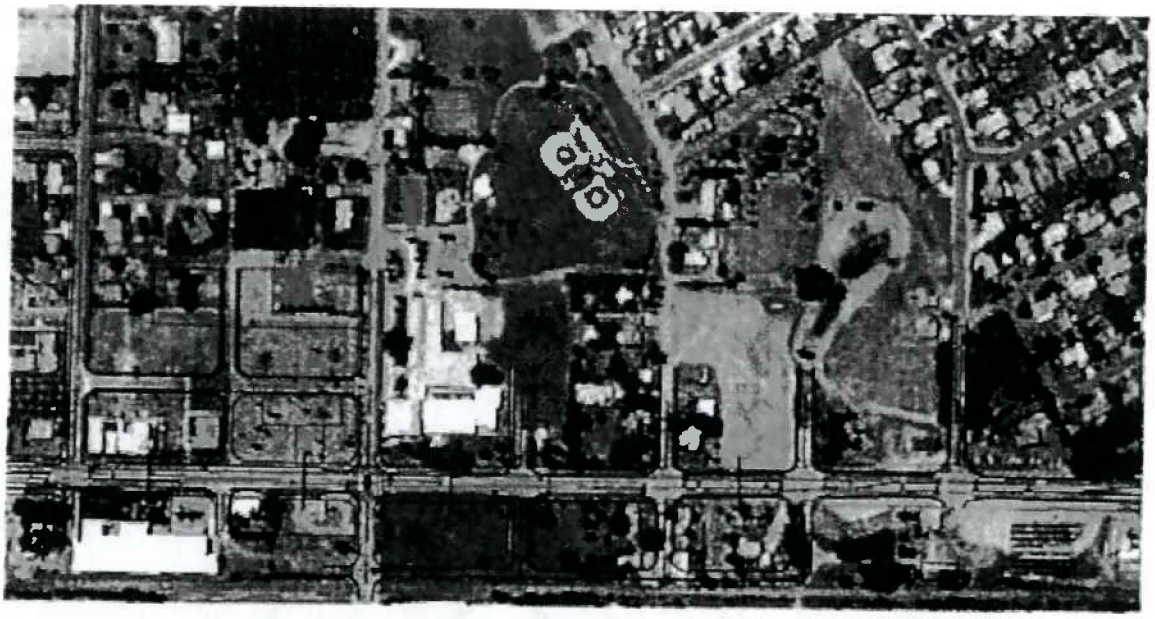
MAIN STREET PLAN

The Main Street Plan was designed based on a set of conceptual design guidelines developed by the Dundee Transportation Advisory Committee (DTAC). *A list of DTAC members, all of which dedicated countless hours to this refinement plan, is included in the front of this document.* These guidelines helped to develop a plan that facilitates community growth, meets the City's transportation needs, and incorporates community goals. Through collaboration with the DTAC, four distinct roadway segments were identified: a downtown core, transition area, suburban area, and rural area. For each of these areas, a set of deign guidelines were identified that includes both roadway and land use elements. Shown in Exhibit 1 is the Main Street Plan and summarized in Table 1 are the conceptual design guidelines that were used to develop the Main Street Plan.

Exhibit 1 **Main Street Plan**



Niederberger-Parks Road to 9th Street



8th Street to 1st Street

Note: See Ore 99W Refinement Plan section 5 for detailed cross-sections.

Table 1 Conceptual Design Guidelines

Description	Roadway Segments			
	Downtown Core	Transition	Suburban	Rural
	5th to 10th	3rd - 5th & 10th - 12th	1st – 3rd & 12th – Niederberger-Parks	E. of 1st & W. of Niederberger-Parks
Posted Speed Limit	25	30	35	45
On-Street Parking	Yes	No	No	No
Raised Median	Yes	Yes	No	No
Planter	No	Yes (3rd – 5th only)	No	No
Curb Extensions	Yes	No	No	No
Sidewalks	12 – 18 feet	8 feet	6 feet	No
Bike Lanes	5 feet	6 feet	6 feet	6 feet (Included in shoulder)
Potential Developments	City Hall Community Center Retail (shops) Residential (high density)	Retail (grocery store) Industrial Residential (low density)	Retail (general) Residential (single family homes) Light Industrial Manufacturing	Rural Residential & Grandfathered Commercial

Parking Provisions

In order to estimate future parking demand, this plan assumes that commercial uses in the downtown core would eventually be primarily reliant on parking supply at locations other than on their own site. Parking would be available in public lots, on-street, and on-site behind the businesses.

Connectivity Improvements

Under current conditions, Ore 99W serves not only regional traffic through Dundee, but is heavily used for local street connectivity. Currently, twelve local street connections and many business driveways have direct access onto Ore 99W. However, the Main Street Plan calls for access control along Ore 99W via a raised center median between signalized intersection, thereby prohibiting many of the turning movements on and off of Ore 99W. As a result, connectivity improvements are needed prior to the redevelopment of Ore 99W to provide new circulation routes and reduce the reliance on Ore 99W for local street connectivity. Local street connections have been included in the plan in many locations including:

- ***5th Street to 7th Street*** – constructed to Local Street II standards to provide for parallel connection to Ore 99W on the hill-side, on-street parking and sidewalks.
- ***8th Street to 11th Street*** – connections should be provided on the hill-side of Ore 99W between 8th Street and 11th Street as development occurs.
- ***River-side of Ore 99W*** – between 3rd and 10th on the railroad side of Ore 99W, there will need to be parking lot cross-easements to facilitate the ability of customers to circulate and not use Ore 99W. If cross parking lot easements are not possible, the City should consider a skinny street between 7th and 12th Streets.

- ***Transit Hub*** – in the event that a transit hub or other major traffic generator is located on the Railroad Depot site, a public street connection facilitating signalized access to Ore 99W should be provided.

Due to potential impacts to property owners, the ultimate design and alignment of any new streets should be coordinated with property owners and residents. Typically, the timing of street improvements will coincide with development/redevelopment of adjacent properties, or with major transportation improvements.

Interim Improvements & Strategies

In recognition that the development and success of the long-range Main Street Plan is predicated on the completion of the Bypass, a short-range plan was developed to address existing and near-term deficiencies along Ore 99W through Dundee. In addition, several transportation improvements have been identified that need to be implemented prior to improvements along Ore 99W to support the Main Street Plan. Interim improvements include pieces of the Main Street Plan that can be easily integrated in the ultimate layout of Ore 99W. These improvements include:

- ***1st Street / Ore 99W*** – left turns to be prohibited from Arco driveway (directly opposite 1st Street) by installing raised channelization ("porkchop")
- ***9th Street realigned to 10th Street and 10th Street Traffic Signal*** – realign 9th Street from the hill-side to connect with 10th Street, to include a new traffic signal at Ore 99W (as recommended in the TSP)
- ***Niederberger-Parks Road / Ore 99W*** – realign the Niederberger and Parks Road approaches to ninety degrees with Ore 99W to conform to design principles; incorporate Alder Street as the major street from the hill-side

Interim land use and downtown beautification measures that may be considered include:

- Temporary landscaping, in planters, barrels, or hanging baskets
- Large art pieces that make a bold statement, some of which may be located on the hillside to attract viewers
- Gateway treatments
- Numerous creative features for people to happen upon as they traverse the City, such as art tucked into niches, footsteps or tiles integrated into the sidewalk, and art doubling as bicycle racks or play equipment
- Art to attract families and children
- Decorative lighting
- Purchase and acquisition of right-of-way

DTAC had considerable discussion about relocating the utilities underground on Main Street. This element would be a structural element to be incorporated into the reconstruction of Main Street.

DTAC chair Mike Ragsdale and resident Donna Jean McDaniel with artist in front of Main Street "brainstorm ideas"

The DTAC recommended an *Arts Action Committee* to further many of these ideas. Dundee is filled with talented individuals from whom to gather and implement creative ideas to help beautify and attract visitors to the downtown.

As opportunities arise, the City should implement portions of this plan in the interim before the NDTIP Bypass project is constructed. The City should develop a priority of projects and programs that may be implemented in the interim, and should seek funding to facilitate their implementation. The City has developed a committee of interested citizens with the goal of accomplishing short-term projects such as sidewalk improvements, streetscape amenities, and event programs. Where interim measures are constructed, attempts should be made to ensure that they are consistent with the long-term goals of the plan.

Section 2

Introduction

Introduction

PROJECT PURPOSE

The City of Dundee, in conjunction with the Oregon Department of Transportation, initiated this refinement plan of Ore 99W between Fox Farm Road-Dayton Avenue and Niederberger-Parks Road in 2003. The purpose of this refinement plan is to develop a plan to help guide the management and development of appropriate transportation facilities within Dundee, incorporating the community's vision, while remaining consistent with state, regional, and other local plans. With the findings from this work, the City of Dundee can continue to work with ODOT and Yamhill County to incorporate the community's vision into appropriate planning efforts.

The Ore 99W Dundee Main Street Refinement Plan consists of both short-term and long-term strategies for accommodating the functional needs of highway, bike, and pedestrian users on the system with both local main street and statewide/freight traveling purposes. The Refinement Plan includes a long-range improvement cross-section, local street network circulation plan, concept land use plan, and supporting policies. The Refinement Plan is consistent with the Dundee TSP objectives as well as:

- Follows the goals stated in the Dundee Vision For Our Future,
- Supports economic development based on quality development principles within the City of Dundee Urban Growth Boundary, and
- Maintains the integrity and safety of the Ore 99W corridor.

The Refinement Plan also includes a short-term facility operational plan that seeks to optimize the performance of Ore 99W with a maximum three-lane cross-section. This short-term plan is geared toward providing a balanced approach in meeting the highway's existing function as Dundee's Main Street and statewide highway and freight route until the bypass portion of the Newberg-Dundee Transportation Improvement Project (NDTIP) is constructed. Elements of the short-range plan (pre-bypass) have been retained and integrated, where possible, into the long-range plan (post-bypass).

PUBLIC PROCESS

The plan was developed over a 15-month period with direct guidance from the Dundee Transportation Advisory Committee (DTAC). The process involved sixteen meetings with the DTAC, two open public meetings each attended by over 100 people, and a public presentation of the key elements of the plan at a summer festival called "Dundee in the Park". Of the 16 DTAC meetings, about ten of them considered street system issues and six of them considered the concept land use plan.

April 8, 2004 Public Meeting #1

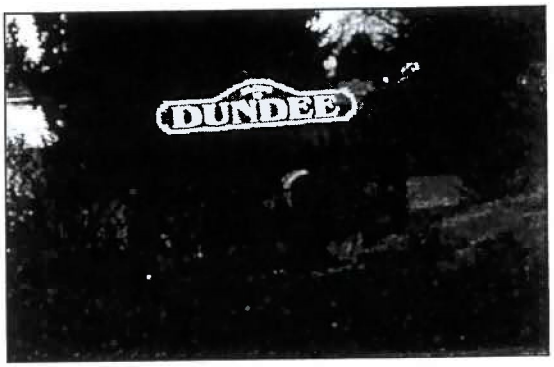
The consultant team worked with the committee to forge a common understanding of the street system and land use concepts. As a group, the consultants and DTAC reviewed successful Main Street planning principles. They brainstormed and examined several potential concepts and ideas, such as developing the core area

away from 99W, creating bypass roadways within Dundee, and creating a longer Main Street. They worked together to develop a harmonious concept and presentation materials for the two public meetings in which the draft land use and street system plans were presented. This document reflects the concepts advanced by the committee to the public, as well as the public input.

At the public meetings in which the draft plans were presented, the overwhelming majority was excited about the process and the planning concepts. Further refinements of the refinement plan may be necessary at future stages, in addition to work on the design and zoning codes, funding plans, and promotional action items.

ABOUT DUNDEE

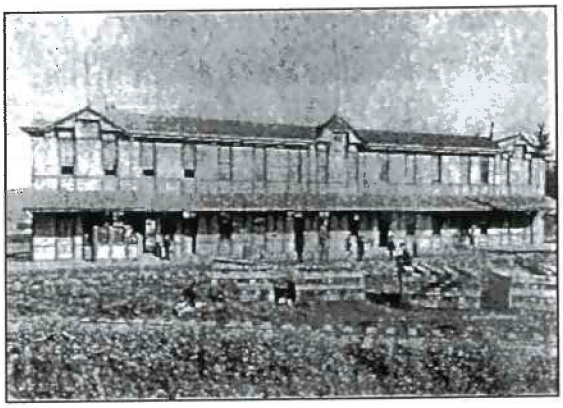
Dundee is located in Yamhill County, Oregon. It is located southwest of Portland, between Newberg and McMinnville along Ore 99W near the Willamette River. The total area of the city is approximately 1.4 square miles. At the time of the US 2000 Census, the city had a total population of 2,600.



"Welcome to Dundee" town sign

HISTORY OF DUNDEE

The first Euro-American settler in the Dundee area was Jacob Shuck (a 5th generation German-American from Pennsylvania). He arrived on an ox-team wagon train with hundreds of others in 1847. He staked a (free) claim on land in the area now known as Dundee. His two original cabins were at 9th and Alder (Hudson-Duncan plant). He brought other family members and friends to homestead on adjacent land. The proximity of the river and the soil quality were probably reasons why they selected the area.

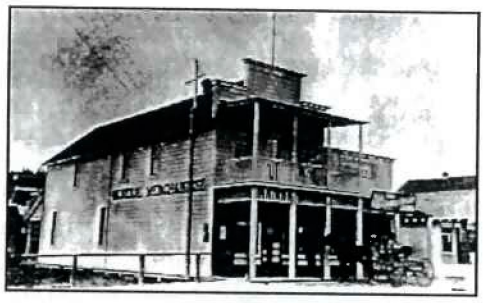


The original Dundee Junction hotel-depot

William Reid, a lawyer in Dundee, Scotland became US Vice-Consul in Scotland between the years of 1869-1874. He then established the Oregon and Washington Trust and Investment Company and raised $1 million to secure mortgages in Oregon and Washington. He printed promotional pamphlets that he distributed at the 1876 Philadelphia Expo to attract investment in the Northwest.

In 1878, William Reid conceived and built a narrow gauge railway in the Willamette Valley, funded by Scot capital. In 1881, Reid's railroad company, Oregon Railway, built a hotel-depot on land owned by Reid and named it Dundee Junction (in honor of William Reid's home city). This depot also served as the headquarters for Oregon Railway. The depot was torn down in 1906.

In 1885, the first store on Main Street was established: Parrett General Store, as shown to the right.



The first store on Main Street

In 1892, Pacific Real Estate and Investment Company printed and distributed brochures promoting the establishment of the largest prune orchard on the West Coast. A quote from the brochure: "A five-acre orchard will yield a larger net profit than a hundred-acre wheat farm." This marketing effort attracted a lot of people to the area. The acidic, red clay soil produces good fruit for drying. After the drying operations were set up, people also started planting walnuts and hops (which could be dried using the prune dryers).

The wine industry has helped fortify Dundee

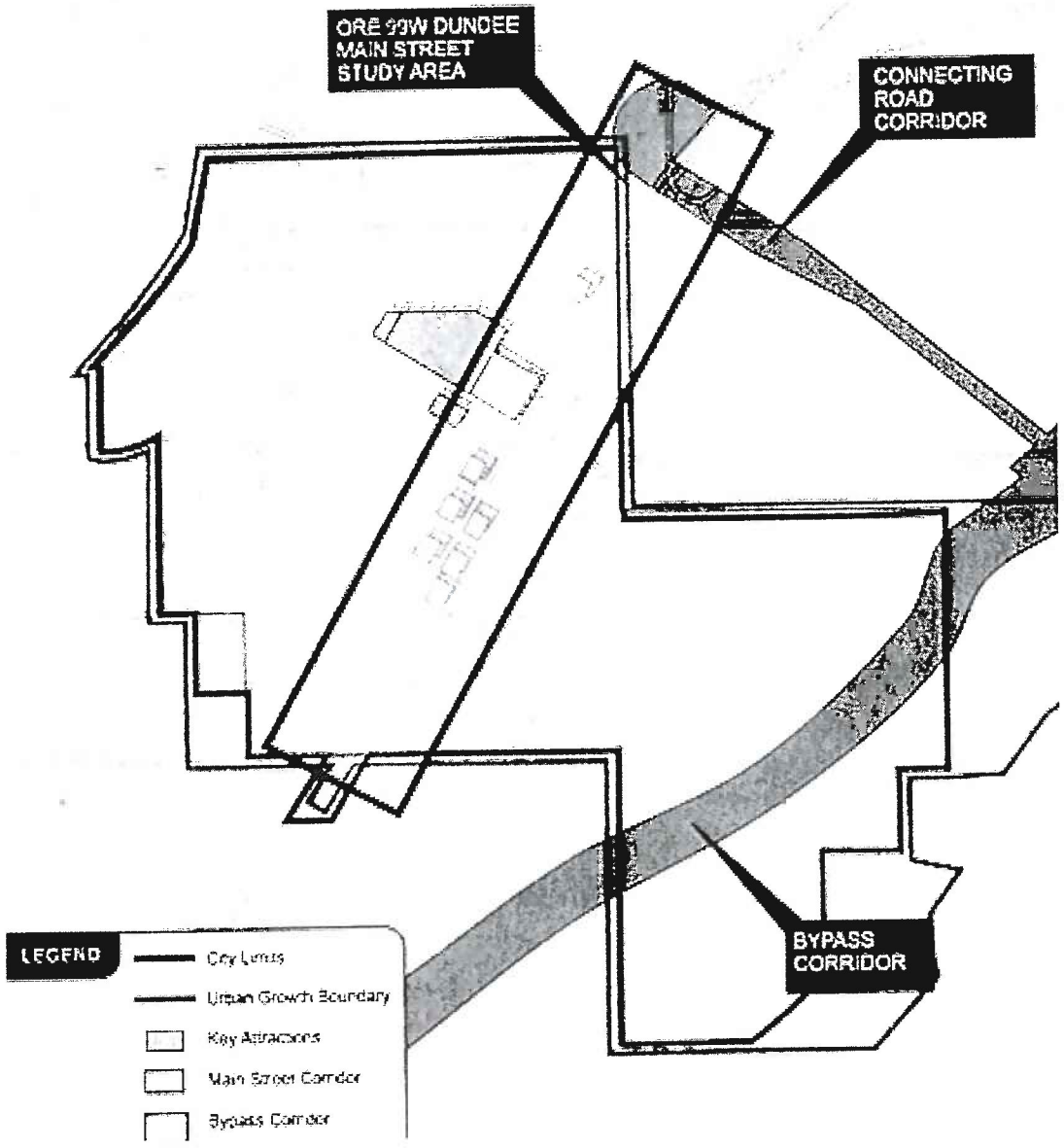
Until 1955, prune and walnut orchards dominated the landscape. An early frost damaged many trees and, later, the windstorm of 1962 eliminated most of the orchards. The orchards were replanted with filbert trees and vineyards. Some orchard lands were used for housing and pasture. Since the mid '60's, when wine pioneering families—the Eraths, Letts, Sokol-Blossers—succeeded in drawing the attention of the wine world to the Dundee area, a steadily increasing number of vineyards and wineries have been established. In 2004, the Dundee Hills was distinguished by attaining the status of a US Government proscribed AVA – American Viticultural Area. The market for Dundee Hills wines is strong throughout the world's wine markets. Meanwhile, vintners from wine regions abroad and the US continue to come into the Dundee area, planting vineyards on the remaining prime sites and building wineries. A 2005 Associated Press article described Dundee as "the epicenter of Oregon Pinot Noir". The majority of Oregon's top producers grows and makes wines in the Dundee Hills. They include:

- Adelsheim Vineyard
- Archery Summit Winery
- Argyle Winery
- Bergstrom Wines
- Cameron
- Anne Amie
- Chehalem
- Daedulus
- Domaine Drouhin Oregon
- Domaine Serene
- Duck Pond
- Dusky Goose
- Erath Vineyards Winery
- The Eyrie Vineyards
- J. Christopher
- J.K. Carrier
- Hatcher Wineworks
- Lange Estate Winery & Vineyards
- Maresh Red Barn
- Medici Vineyard
- Ponzi Vineyards
- Prive Vineyard
- Rex Hill Vineyards
- Sineann Winery
- Sokol Blosser Winery
- Torii Mor Winery
- Winter's Hill

STUDY AREA

The Ore 99W Dundee Main Street Refinement Plan focuses on developing a cross-section improvement plan and complementary local street network circulation plan for the Ore 99W corridor bounded to the north by Fox Farm Road-Dayton Avenue and to the south by Niederberger-Parks Road. The study area includes the Ore 99W corridor from the northern Dundee City limits to the NDTIP bypass "connector road" between the bypass and existing Ore 99W. In recognition that access to Ore 99W may affect local street connections, the study area also extends approximately 400-500 feet on either side of Ore 99W. Exhibit 2 illustrates the general study area.

Exhibit 2 General Study Area Map



Section 3

System Assessment

PROJECT PROCESS

The Refinement Plan was developed through a 15-month process that involved close collaboration with the Dundee Transportation Advisory Committee (DTAC), residents of Dundee, stakeholders, as well as ODOT and City of Dundee staff. The overall project process included public involvement meetings, fieldwork to identify transportation needs, developing and analyzing potential projects addressing those needs, and developing a set of recommendations to address the needs and for which the City of Dundee can start working with the community, ODOT, and Yamhill County for implementation.

The Refinement Plan was divided into three distinct elements that include:

1) Developing a long-term (post-bypass construction), multi-modal, cross-section improvement plan and local street network circulation plan for Ore 99W through Dundee;

2) Developing a short-term (pre-bypass) facility operation plan for Ore 99W, and;

3) Assisting Dundee officials to develop recommendations regarding treatment of the Ore 99W crossing of the future connecting road between the NDTIP bypass and the connector road's intersection with existing Ore 99W as a gateway to the City of Dundee.

Specifically, the following steps were involved in this process:

- Reviewed state, regional, and local transportation plans and policies that the Refinement Plan must either comply with or be consistent with.
- Visited the study area and identified the existing physical and operational characteristics of Ore 99W and collector streets within the study area; including lane configurations, sight distances, street widths, and posted speeds.
- Conducted public open houses to provide project information to, and gather feedback from, the public at key points during the refinement plan development process.
- Evaluated existing transportation needs.
- Evaluated transportation needs in the year 2025, if growth occurs as expected, but no transportation improvements are made, other than those already funded.
- Developed and analyzed transportation improvements intended to address Dundee's existing and future transportation needs.

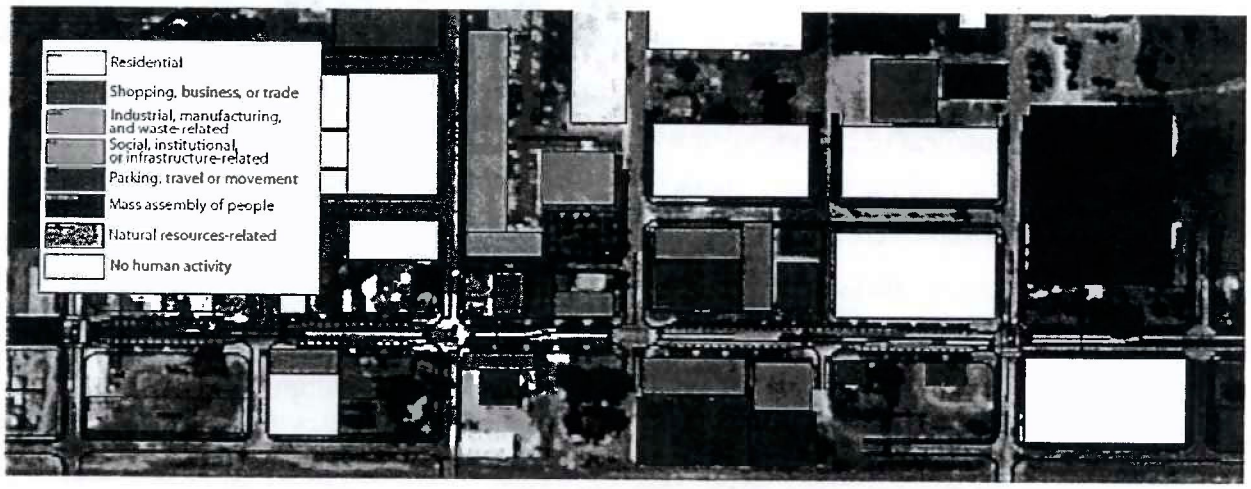
System Assessment

In order to plan for near- and long-term transportation needs along Ore 99W through Dundee, a comprehensive evaluation of the land use and transportation system was conducted.

LAND USE

As illustrated in Exhibit 3, downtown Dundee's current land uses include many vacant or unspecified properties, public usage at the Elementary School and Park, a few retail establishments, and a smattering of other land uses.

Exhibit 3 Current Land Uses



In 2001, the Dundee Development Committee embarked on an effort to identify the most appropriate location for the downtown. As an outcome of that effort, it was decided that the existing downtown, along Ore 99W, is the most appropriate location for the town's center. Currently, virtually all-commercial businesses are located on Ore 99W. As shown in the above figure, there are many undeveloped and underdeveloped parcels along Ore 99W, providing an opportunity to form a future, cohesive, vibrant downtown.

TRANSPORTATION SYSTEM

A recent comprehensive evaluation of the transportation system including vehicle, pedestrian, and bicycle transportation modes was conducted under existing conditions and year 2025 conditions as part of the adopted October 2003 Dundee Transportation System Plan (TSP). The adopted TSP provides an all-inclusive overview of Dundee's transportation needs along the Ore 99W corridor. The following provides a summary of each travel mode based on findings from the adopted TSP.

Pedestrian System

Existing Conditions

- Ore 99W through central Dundee is generally well covered by sidewalks, although north of 5th Street sidewalks are generally present only along the hill-side of the highway (with the exception of the Arco service station located on the river-side of Ore 99W at 1st Street).
- Dundee Elementary School has good sidewalk coverage in the immediate vicinity, but no connectivity with neighborhoods up the hill.
- Newer residential and commercial areas have good pedestrian facilities, reflecting City policies that require new development to provide adequate sidewalk facilities.
- Crosswalks across Ore 99W are provided north of 7th, 8th and 10th Streets, as well as at the signalized 5th Street/Ore 99W intersection.
- Many residents have pointed out difficulty in crossing Ore 99W due to high through traffic volumes.

Future Conditions

- Where sidewalks are missing on Ore 99W, they are planned. In addition, on all streets adjacent to new developments, the City's development code requires sidewalks. Beyond this, no new pedestrian facilities are planned in the City. Wider sidewalks in the downtown core section will be included on Ore 99W as part of this Main Street Refinement Plan.1
- Pedestrian movements along and across Ore 99W will become increasingly more difficult as traffic on this main arterial grows to levels nearly double today's volumes. The planned NDTIP Bypass project will dramatically reduce traffic volumes, thereby improving the ability of pedestrians to cross Ore 99W.

Bicycle System

Existing Conditions

- Striped shoulders are provided along both sides of Ore 99W throughout Dundee, although no pavement markings delineate this area specifically for bicycle travel.

1 In the event that Ore 99W can be fully reconstructed as a single project, as envisioned in the Plan, the City should not require full sidewalks if the property owner is not willing to sell or redevelop their property at the time of construction, in circumstances where avoidance of the full sidewalks will not affect the other aspects of the reconstruction and will avoid direct impacts to existing structures. In any case, sidewalk construction or reconstruction must meet the minimum requirements of the American with Disabilities Act.

- A shoulder is provided along the north side of 5th Street from City Hall to the Dogwood Drive-Upland Drive intersection.

Future Conditions

- Bike lanes will be included on Ore 99W as part of this Main Street Refinement Plan. Apart from Ore 99W, all roadways within Dundee are projected to carry less than 3,000 ADT and therefore do not require bike lanes according to the criteria set forth in the *Oregon Bicycle and Pedestrian Plan.*

Motor Vehicle System

Existing Conditions

- Ore 99W through Dundee operates at capacity during the weekday p.m. peak hour, due to high volumes of northbound and southbound traffic, and the narrowing of the roadway's cross-section from two lanes to one lane in the southbound direction near the northern city limits. All other roadways within the City operate under capacity during the weekday p.m. peak hour.
- Turning movements from the Dayton Avenue approach to the Fox Farm Road-Dayton Avenue/Ore 99W intersection currently experience delays corresponding to LOS "F" (volume/capacity of 0.83)[2] during the weekday p.m. peak hour and signal warrants are met at the intersection.
- The signalized 5th Street/Ore 99W intersection operates at an acceptable LOS "B", but the v/c ratio of 0.81 is in excess of ODOT's volume-to-capacity performance standard of 0.75.
- Motorists turning left onto Ore 99W from all unsignalized driveways and public street approaches currently experience long delays during peak time periods, due to the high volumes of northbound and southbound traffic along Ore 99W and the lack of acceptable gaps in traffic. Drivers who choose to wait for a single gap in traffic in both directions experience delays corresponding to an unacceptable LOS "F" during the weekday p.m. peak hour. However, drivers that choose to accept gaps in traffic in two stages (using the center median as an intermediate stopping point) experience LOS "D" conditions during the weekday p.m. peak hour, assuming they are not behind someone waiting for a single gap.

2 Level of service and volume-to-capacity (v/c) are two different, yet related, performance measures used for evaluating roadway and intersection operations. Both measures have been reported, in recognition that level-of-service (as described in Appendix "A") is the traditional measure that many jurisdictions, including the City of Dundee, use as their measure of traffic operation and v/c is the measure used by ODOT for evaluation of their state highways. Level-of-service is directly related to the amount of average delay a motorist experiences in traversing an intersection – the higher the average delay the poorer the level of service on a scale of A (excellent) to F (unacceptable). ODOT uses a slightly different standard to evaluate operations of their state highways – volume-to-capacity (v/c). This measure takes into account the total volume at an intersection or roadway, and relates this volume to the capacity of the facility. Accordingly, a roadway or intersection will operate with a v/c of from 0.00 (empty) to 1.00 (at full capacity). ODOT's minimum performance standard is defined in the Oregon Highway Plan, and varies depending on the function and location of a facility.

Future Conditions

- Ore 99W through Dundee will operate far beyond capacity in both directions during 9-12 hours of a typical weekday, and during many hours of the weekend. Additional capacity will be needed in the Ore 99W corridor, either in terms of a new roadway or in the form of a bypass. In any case, the current three-lane configuration, including two travel lanes and one turn lane shall not change. All other roadways within the City will operate under capacity during all hours of the week.
- Traffic signals will be needed at at least two new locations along Ore 99W: 10th Street, Niederberger Road-Parks Road, and possibly 1st Street. These three intersections will operate at level-of-service "F" in absence of new traffic signals (or alternative traffic controls for 1st Street), and will warrant traffic signals during the planning horizon.

Traffic Safety

Incidence of Crashes

The crash history of the Ore 99W corridor from Niederberger-Parks Road to Fox Farm Road-Dayton Avenue and the study intersections were reviewed to identify any trends or patterns of the type and severity of collisions occurring along Ore 99W. Crash data was obtained from ODOT for the time period beginning January 1, 1998 extending to December 31, 2002. The summary of the crash data for the Ore 99W corridor can be found in Table 2 and the summary of the crash data for the study intersections can be found in Table 3.

Table 2
Summary of Corridor Crash History (January 1998 to December 2002)

Year	Number of Crashes	Collision Type				Severity		
		Turning	Rear-End	Angle	Other	Property Damage Only	Injury	Fatality
1998	39	4	34	1	0	20	19	0
1999	29	6	21	1	1	16	12	1
2000	29	2	25	0	2	14	15	0
2001	28	3	25	0	0	17	11	0
2002	35	6	26	0	3	24	11	0
Total	160	21	131	2	6	91	68	1

The number of crashes occurring along Ore 99W over the five-year analysis period has fluctuated only slightly. Rear–end collisions accounted for approximately 82% of the crashes, 57% of the total crashes resulted in property damage only, and 42.5% resulted in the injury of one or more persons. Over the five-year period there was one fatality occurring in 1999, on the river-side of 10th Street, when a southbound driver fell asleep at the wheel and collided with a utility pole.

Table 3
Summary of Intersection Crash History (January 1998 to December 2002)

Intersection	Number of Crashes	Collision Type				Severity	
		Turning	Rear-End	Angle	Other	Property Damage Only	Injury
Pacific Hwy ORE 99W/ Niederberger	10	1	8	0	1	5	5
Pacific Hwy ORE 99W/ 10th	13	3	8	0	2	2	10
Pacific Hwy ORE 99W/ 9th	13	4	8	0	1	3	10
Pacific Hwy ORE 99W/ 5th	37	3	31	2	1	17	20
Pacific Hwy ORE 99W/ 1st	27	8	17	0	2	20	7
Pacific Hwy ORE 99W/ Dayton Ave	7	2	4	1	0	6	1

The majority of the intersections experienced a very low number of crashes ranging from 7 to 37 collisions over the five-year analysis period. A total of 107 crashes occurred at the six study intersections. The majority of the crashes (71%) were rear-end collisions and 49.5% resulted in the injury of one or more persons.

The intersection of 5th Street/Ore 99W experienced the highest number of crashes at 37 collisions over the five-year period. Approximately 84% of these crashes were rear-end collisions, 46% of the total crashes resulted in property damage only, and 54% resulted in the injury of one or more persons. As shown by the crash data, this intersection exhibits a rear-end crash trend on the southbound approach.

The rear-end crash trend observed at the intersection of 5th Street/Ore 99W was also noted in the City of Dundee Transportation System Plan completed in October 2003. As noted in the Transportation System Plan, there are several factors that could contribute to the trend. First, the signal may not meet driver's expectations. This particular intersection is located at the north end of Dundee where the character of Ore 99W changes from a rural, four-lane "expressway"-type facility with a posted speed of 45 mph, to an urban, two-lane facility with a posted speed of 35 mph. The 5th Street/Ore 99W intersection is the first signalized crossing drivers encounter after they leave Newberg and travel south on Ore 99W. Despite advance warning signs, drivers unfamiliar with the roadway may not realize the signal exists, and the situation is exacerbated by long queues that form at the intersection on Ore 99W. Also, poor visibility and the lack of adequate street lighting may contribute to the frequency of rear-end crashes.

Section 4

Land Use Concepts Plan

Land Use Concepts

In order to plan for near- and long-term transportation needs along Ore 99W through Dundee, a comprehensive evaluation of the land use and transportation system was conducted.

PURPOSE

Land use concepts were developed to provide support to the transportation elements of the Dundee Main Street Refinement Pan. The stated vision for Dundee[3] is for a vibrant community that maintains its rural charm and character. This plan was produced with this vision and goal in mind.

This project evolved out of the Dundee Transportation System Plan (TSP), which was adopted in June 2003. The TSP identified these changing conditions in Dundee:

- Bypass is to be constructed in 10-12 years.
- With the bypass, in 2025, traffic on Main Street will be half of current levels.
- With decreased volumes, Ore 99W could serve as a true "Main Street".

In light of these changes, the TSP recognized the need for a 99W Main Street Refinement Plan. Land use concepts focus on supporting land uses that will help realize Dundee's vision, enhance the Main Street streetscape, and improve the economic climate and livability of Dundee. The land use concepts should integrate the various elements of Main Street including elements related to the streetscape, bicycle and pedestrian access, parks and green spaces, public spaces, schools and institutions, residential and commercial development, and historical and cultural features.

PROCESS

The process used in the development of land use concepts included:

- Extensive research on existing land uses in and around Dundee
- Comparative research on comparable cities, their land uses, and their keys to successful land use planning combined with transportation planning
- Six committee meetings
- One public meeting

In addition, the DTAC and consultants held a planning workshop to develop an action plan for short-term, interim steps toward improving the streetscape of Dundee's Main Street. Working with an artist, the DTAC suggested a number of elements that may be incorporated into Dundee's Main Street. *Appendix "B" shows several artist renderings of main street elements.*

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3 Dundee - *A Vision for our Future,* 2002.(See Appendix A for the complete Vision statement).

LAND USE PLAN PRINCIPLES

The land use concepts build upon the principles outlined below. As this plan is at a concept stage, it also recommends undertaking a future detailed land use and economic strategy plan.

Use the Newberg-Dundee Bypass improvements as the catalyst for revitalization.

The Bypass construction provides a tremendous opportunity for Dundee by relocating the majority of the through trucks and automobiles, thus loosening the town from the grip of excessive, practically non-stop traffic. This traffic stranglehold has made for an unpleasant pedestrian environment, has curtailed development, and dampened public investment. The construction of the Bypass will bring Oregon Department of Transportation (ODOT) investment in pedestrian, bicycle, and motor vehicle infrastructure. This Refinement Plan and its predecessor, the Transportation System Plan, emphasize the importance of connected streets and public spaces. By supporting landscaping, park enhancements, public art, and pedestrian amenities, the City signals its pride and confidence in the downtown. A focus on improved public spaces will be used to stimulate property values and investment in adjacent private properties.

Strengthen the connection to neighborhoods, the Willamette River, the hillside, the surrounding Wine Country, and other surrounding features.

At present, downtown Dundee is primarily vacant and auto-oriented, with a few notable exceptions. Although a stone's throw away from the Willamette River, Dundee is not well connected and does not capitalize to the maximum effect on tourist opportunities from river traffic. The highway is a large barrier separating land uses on each side, and the crushing traffic has dampened opportunities to attract people to the hillside and surrounding areas. This concept envisions reconnecting the downtown to these important places and people nearby. Thus, the concept addresses both the lineal corridor along Ore 99W and also the depth of downtown Dundee up to Alder Street and down to the River.

Make downtown activity attractive for Dundee residents.

The existing residential neighborhood in the downtown core, as well as the close proximity of other neighborhoods, provides a key to Dundee's revitalization. Dundee residents are a convenient market for potential downtown retailers and service providers. The ability to walk or bike to work, stores, and entertainment facilities will reduce both vehicle trips and the growing demand for parking in the core. Increased densities along major routes into downtown will help support development activity, open space goals, future public transit opportunities, and tourist opportunities.

Build on existing strengths.

The presence of existing successful attractors gives Dundee an excellent start. These include Ponzi's Bistro, the Argyle Winery, Dundee Elementary School, the adjacent park, and Tina's Restaurant, to name a few. In addition, there are numerous small offices (massage therapists, accountants, real estate, wine retail shops, etc...), City Hall, and various surrounding businesses. The historic Women's Center and train depot buildings provide key opportunities. Finally, the industrial area on the riverside of the railroad tracks provides core support business activity. All these activities are set within a blank

The attractive Argyle Winery

canvas for future architectural and artistic richness, should the town create a comprehensive design code that meets its goals.

Start small.

A desire for quick and simple solutions often nurtures "big project" responses to downtown decline. In fact, experience across North America suggests that downtown revitalization most often results from a collection of seemingly modest actions by individuals, small businesses, and community organizations. Although downtown development will be driven by private sector activity, the downtown should focus an initial stage of activity in the area from 5th to 7th, capitalizing on opportunities for and existing successes. Pedestrians tend to be attracted to dense activity in one-quarter to one-half mile areas. Subsequent lengthening or deepening of the pedestrian activity will occur once the initial area is successful.

CONCEPT LAND USE PLAN

The land use concept is to intensify storefront retail along Main Street, add passive greenspace throughout, concentrate public activities in a cluster with a potential town square location, preserve light industrial and housing, and ensure adequate parking and traffic circulation.

LAND USE CONCEPTS: OVERVIEW

Dundee's Main Street should be economically vibrant, family friendly, safe, and inviting. It should have abundant green and open space. It should attract residents and visitors alike. It should start with a small core area of one-quarter to one-half mile of dense pedestrian activity. To achieve these, the land use concepts should be followed:

- It envisions an eventual **downtown core of 5th to 10th**, the **first phase of which is centered on 5th to 7th** to build upon the success of the Bistro and Argyle Winery.
- It will provide **Gateway Markers** at 5th and 10th as one comes into the Core Area, in addition to the Gateway at the new, elevated Newberg/Dundee Bypass connector road between Dundee and Newberg.
- It builds upon the transportation planning work, which will provide a **three-lane cross-section through town, with wider sidewalks, bicycle facilities, on-street parking, and landscaping**. Traffic speeds will be **25 mph**, and pedestrians will cross from curb extensions on marked crosswalks.
- It ties the first phase of activity to the **existing school property and park**, which may become a community center or other family-oriented public activity zone.
- It focuses **storefront retail** throughout the corridor, with minimal setbacks and no breaks for driveways. All off-street parking will be accessed from side streets.
- It develops a **network of pedestrian and bicycle "green" corridors**, including future trails down to the Willamette River and encircling the town. These green corridors will have pedestrian and bicycle design features; some will have vehicular traffic.
- It builds upon the rich history of Dundee's agricultural heritage, and envisions wine-related retail establishments, and many other types of local businesses (e.g. "B&Bs", a small-scale grocery store, professional services, etc…).
- It integrates the existing **industry** by the railroad tracks.
- It envisions possible winery activity in the industrial areas on the hillside by 9th/10th, catalyzed by the possible conversion of the Bag Factory into a cooperative winery showcase. This may include **additional winery activity** near the envisioned greenway belt below Alder Street.
- It creates a **town square**, possibly at the historic railroad depot building. This town square should be located in the middle of Main Street, will help balance the two sides of Main Street, and will be surrounded by retail and other government buildings (such as the Post Office and City Hall) in order to maintain a vibrant base of activity. Another possible location is at the corner of 5th and 99W, next to the Ponzi Bistro. The precise location will depend on future development activity. Activities such as a weekend Farmer's Market and community events could occur here.
- It provides **passive open spaces**, which will function as small courtyards, throughout the retail areas

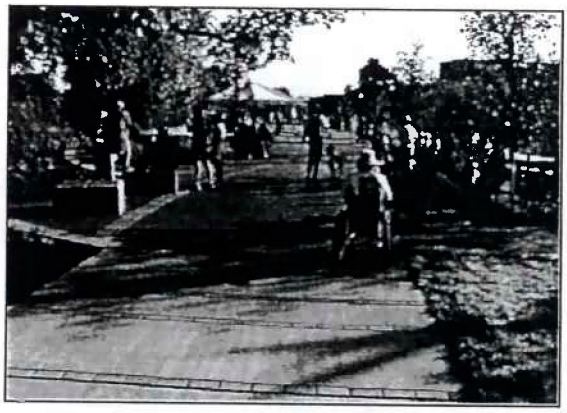
LAND USE ELEMENTS

Public Spaces

Public spaces will be provided for special public events and as meeting places to foster social interaction between Dundee's residents. Dundee's historic railroad substation could serve as an "anchor" for the main public plaza. This plaza is close to the geographic center of downtown Dundee. In order to activate use of the plaza, businesses and highly used public facilities such as the post office should be located adjacent to this plaza. This plaza can be used to host regular events such as farmers markets, craft markets, or special events such as a grape harvest festival. The size and layout of the plaza allows flexibility to host both small and large events. Another possible location is the corner of 5th Street and 99W, taking advantage of the existing activity at the Bistro. The exact location will be decided in the future as a financing plan develops.

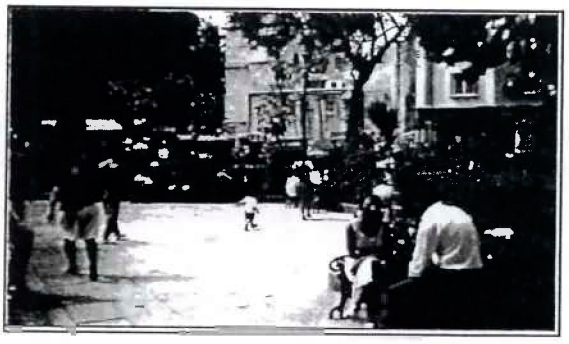
Parks and Greenspaces

Parks and greenspaces (unimproved natural areas) will surround the Dundee core area. The existing park adjacent to the elementary school on 5th Street should be maintained and enhanced. In addition, smaller "pocket parks" could be constructed along and near Main Street to provide sitting and gathering areas for adults and seniors and small playgrounds for children. In addition, greenspaces to the north and south of town would provide vegetative buffers between the residential areas and the commercial parts of downtown, as well as provide an aesthetic and environmental benefit to residents and visitors to Dundee.



Schools and Civic Institutions

Schools and civic institutions such as libraries, police stations, and post offices are essential to a city in terms of the services they provide. They can also function as meeting places for community interaction. The existing school is located on the hill-side of Main Street on 5th Street. The existing post office, police station, and city hall are located further up the hill on 5th Street. Consideration should be given to relocating the post office, city hall, and police station to Main Street between 5th and 10th Streets. This would attract more activity to Main Street, and contribute to the town's vibrancy.

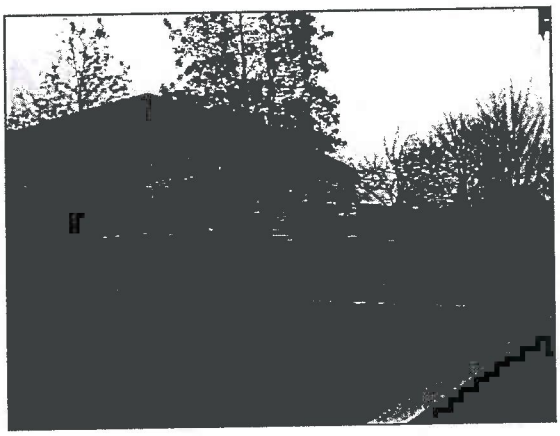


Public space, including a town square and greenspaces throughout the Core Area, are important to Dundee.

Commercial Development

Commercial development will be centered on Main Street. This roadway has the highest volume of traffic and serves as the direct connection in and out of Dundee. Specifically, commercial development should be focused on Main Street between 5th and 10th Streets. The first phase should be centered on 5th to 7th to build upon the success of the Bistro and Argyle Winery. This concentration of commercial businesses will help create an environment that encourages visitors to stop and walk through town. The businesses should serve the needs of visitors and residents. Main Street should primarily consist of storefront retail developments throughout the corridor, with minimal setbacks and minimal breaks for driveways. All off-street parking will be located to the rear of the building frontages, and accessed from side streets.

Also, a "ring" of attractive showcase wineries could be developed on the hillside below Alder Street, connected to Main Street by the network of green corridors.



The school may be transformed into a community center or other enhanced public space.

Storefront businesses will be a mainstay.

Parking

Access to plentiful parking is crucial to Main Street success. This plan creates on-street parking on the length of the downtown core area4, in addition to off-street parking behind most potential retail establishments (see Parking section later in this report).

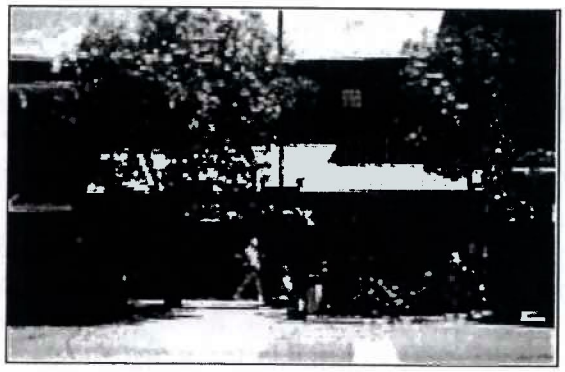
Historic and Cultural Elements

Historic and cultural elements could consist of historic buildings, public works of art, and possibly wayfinding or interpretive signs that mark the locations of important historical and cultural events that shaped the city. These elements will serve to increase the identity of Dundee while also providing interesting attractions to visitors.

4 In the event that Ore 99W can be fully reconstructed as a single project, as envisioned in the Plan, the City should not require on-street parking along their frontage if the property owner is not willing to sell or redevelop their property at the time of construction, in circumstances where avoidance of the on-street parking will not affect the other aspects of the reconstruction and will avoid direct impacts to existing structures.

BUILDING DESIGN GUIDELINES

Design standards should be written for Dundee to address the appearance of the buildings on Main Street. Typically, Main Street buildings should be two to three stories high, with a mix of uses, such as upper story offices on top of ground floor retail.



Design guidelines should encourage good building design for buildings in the Core Area.

Design standards would establish parameters for frontage setback limits, building heights, sign standards, and additional architectural guidelines for new construction. These standards would ensure that Dundee develops as an attractive and pedestrian-friendly town.

Specific elements in many design codes include:

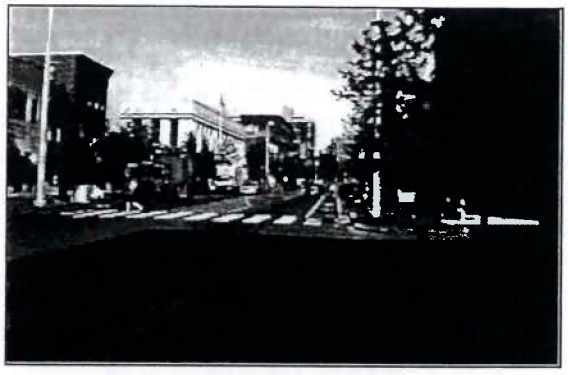
- Building scale/size
- Setback distance
- Streetscape elements
- Building materials
- Awnings/overhangs
- Bicycle parking

STREETSCAPE DESIGN ELEMENTS

Pedestrian Accessways

Downtown Dundee will provide an excellent pedestrian environment by creating pedestrian accessways in mid-block locations, similar to what the Bistro has provided. This will also provide opportunities for creative, artistic elements.

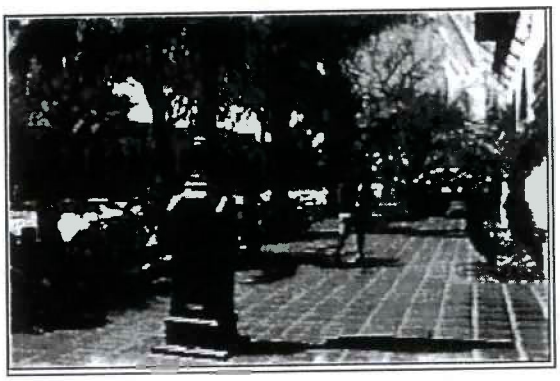
The Bistro pedestrian accessway



Comparable cross section in Washington DC: One lane in each direction, center turn lane, bicycle lanes, on-street parking, planting strip, and sidewalks

Trees

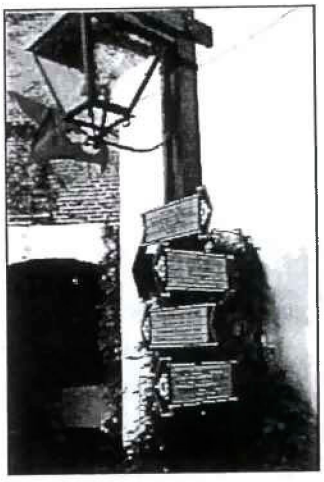
Street trees would provide shade and oxygen, while improving the aesthetics of Main Street. Trees have also been shown to reduce driver speeds by increasing the number of visual cues along the street and by reducing the perceived width of the roadway. Tree limbs should be pruned so that they do not obstruct the pedestrian area or diminish sight distances for pedestrians or motorists. Tree wells should be at least 3 ft x 6 ft. Ornamental well grates could be used to provide additional sidewalk space in constrained areas. Typical spacing is 25 to 50 feet between trees.



Landscaping, lighting, and other sidewalk features will help create a vibrant core area

Ornamental Lighting

Attractive light fixtures should be added to Main Street to increase safety on the street and improve aesthetics. Light fixtures should be placed at all four corners of each Main Street intersection between 5th and 10th Streets.



Signage and lighting ideas to be tailored to Dundee

Street Furniture

Benches and planters should be placed in a "furnishing zone" between the curb face and pedestrian area or the "frontage zone" between the building facade and the pedestrian area. These types of amenities should be placed in locations where they do not obstruct pedestrians or wheelchair users. These elements may be creatively enhanced with artist input.

Banners hung from utility poles could also be placed along Main Street to further enhance the aesthetics of the street. These banners could be used to celebrate local culture or events, or they could be simply used as decorations. These banners would help to identify the downtown area of Dundee and may also serve to reduce driver speeds through town.

Street furniture will help promote an active downtown core area

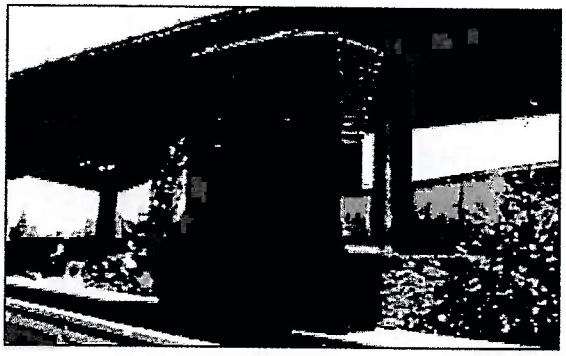
Public Art

The recommended Dundee Arts Action Committee could coordinate the selection, acquisition, and installation of public works of art or other cultural amenities in the city. Public art may include a wide range of creative ideas, from large installations to sidewalk tiles, from functional ideas (e.g. artistic bicycle racks, benches, lighting, trash receptacles) to the gateways.

Art integrated into the sidewalk

Utilities

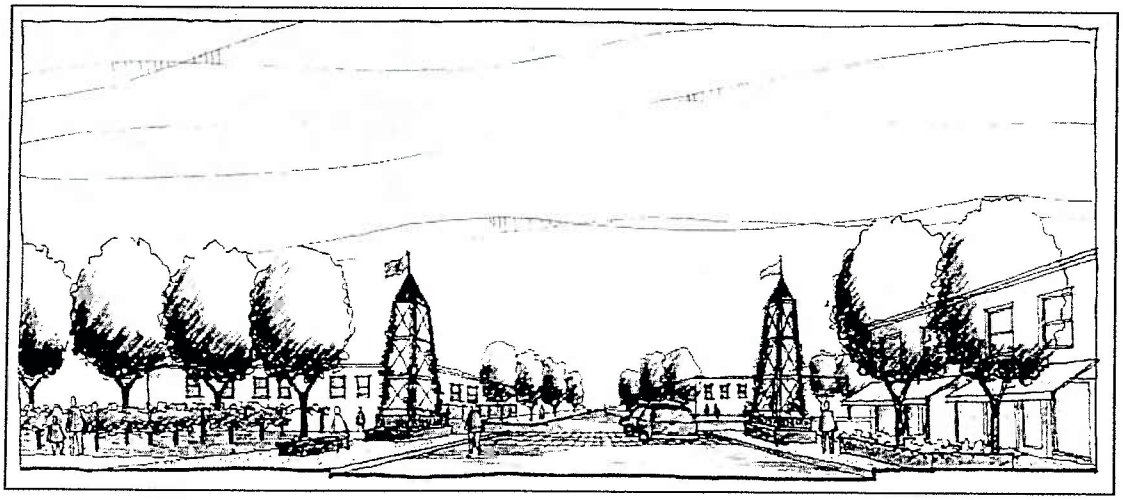
Utilities should be placed well out of the pedestrian area of the sidewalk. The DTAC strongly recommends relocating the utilities underground, in order to enhance the visual aesthetics of Main Street.



Larger installations could evoke Dundee's history, similar to this "shipwreck" art on Portland's Eastbank Esplanade

Gateway Markers

Physical gateways should be constructed at 5th and 10th as one comes into the Core Area, in addition to the gateway at the planned elevated Newberg/Dundee Bypass connector road between Dundee and Newberg. The 5th and 10th gateways are intended to slow motorists down to the intended 25 mph speed, drawing them into Dundee. Gateway features could consist of public art, sculpture, or natural features such as large grape arbors. The purpose of the gateway feature is to mark the edge of the downtown Dundee area. Effective gateways include vertical elements that also serve to reduce motorists' speeds on roadways.



Gateway treatments should signal to motorists that they are entering a 25 mph zone, and make a bold statement about the character of Dundee

Bicycle Access

A network of bicycle and pedestrian accessways will encourage more residents and visitors to get around Dundee without driving. This will help reduce the amount of vehicular traffic, air pollution, and noise within town. Increased bicycling and walking activity could also serve to improve the health of Dundee's residents.

A network of off-street paths is being developed by the Parks Committee to provide bicycle and pedestrian access to the Willamette River and to green spaces to the hill-side of Main Street. In addition, many of the downtown core area streets will be developed for a slow speed, mixed bicycle use environment.

A network of separated paths will surround Dundee

Side streets should be designed for mixed-use bicycle travel. Bicycle lanes buffer parking maneuvers, allowing for narrower travel lanes, in addition to enhancing bicycle travel

Dundee's future: vibrant, livable, and successful

CONCLUSION

The future of Dundee is ripe with promise. This Land Use Concept Plan helps to set the framework for future development, and helps guide the refinement plan. However, much work remains to be done. This includes:

- *Zoning and design code changes.* As it stands today, property owners can build virtually any style of building on any parcel in Dundee, with no regard for the vision of a pedestrian-oriented Main Street. There are many examples of zoning and design codes that will support Dundee's vision. These need to be explored as soon as possible.
- *Downtown development plan, with financing plan.* An economic vision that provides more concrete land use guidance, development incentives, funding opportunities and options, a marketing plan, and an implementation plan is an important next step. Potential funding opportunities include private foundation grants, funds from ODOT and the federal government, funds through economic development agencies, and local taxation through various means (e.g. property taxes, bonds, tax increment financing, local improvement districts).

- *Town Square plan.* There are at least two good locations for the proposed town square. It is important that this be viewed as an active use, with daily activities, rather than a location of only weekend activities. As this will likely require public investment, a plan for locating and designing this site should be developed.
- *Interim action.* The process for this Land Use Concept Plan has revealed numerous short-term opportunities for placement of public art, landscaping, lighting, gateway treatments, and other ideas. The Dundee Arts Action Committee should explore these ideas.
- *Continuation of Community-based approach.* This plan has been driven by a high level of energy that has persisted throughout the Main Street Refinement Planning process. It is important to keep citizens interested and involved, making a true difference in the form and character of Dundee's Main Street.

DTAC members with artist in front of Main Street "brainstorm ideas"

Section 5

Ore 99W Refinement Plan

Ore 99W Refinement Plan

The Ore 99W Dundee Main Street Refinement Plan consists of both a long-term Main Street Plan and short-term/interim improvements needed to accommodate the functional needs of highway, bike, and pedestrian users on the system prior to the development of the Bypass.

MAIN STREET PLAN

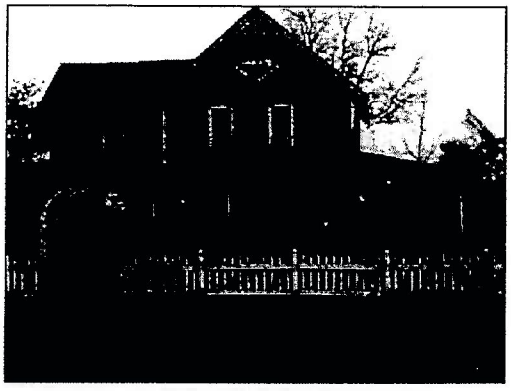
The Main Street Plan was designed based on a set of conceptual design guidelines developed by the DTAC. These guidelines helped to develop a plan that facilitates community growth, meets the City's transportation needs, and incorporates community goals. Through collaboration with the DTAC, four distinct roadway segments were identified: a downtown core, transition area, suburban area, and rural area. For each of these areas, a set of deign guidelines were identified that includes both roadway and land use elements. Summarized in Table 4 are the conceptual design guidelines that were used to develop the Main Street Plan and shown in Exhibits 4, 5, and 6 is the Main Street Plan.

Table 4 Conceptual Design Guidelines

Description	Roadway Segments			
	Downtown Core	Transition	Suburban	Rural
	5th to 10th	3rd - 5th & 10th - 12th	1st – 3rd & 12th – Niederberger-Parks	E. of 1st & W. of Niederberger-Parks
Posted Speed Limit	25	30	35	45
On-Street Parking	Yes	No	No	No
Raised Median	Yes	Yes	No	No
Planter	No	Yes (3rd – 5th only)	No	No
Curb Extensions	Yes	No	No	No
Sidewalks	12 – 18 feet	8 feet	6 feet	No
Bike Lanes	5 feet	6 feet	6 feet	6 feet (Included in shoulder)
Potential Developments	City Hall Community Center Retail (shops) Residential (high density)	Retail (grocery store) Industrial Residential (low density)	Retail (general) Residential (single family homes) Light Industrial Manufacturing	Rural Residential & Grandfathered Commercial

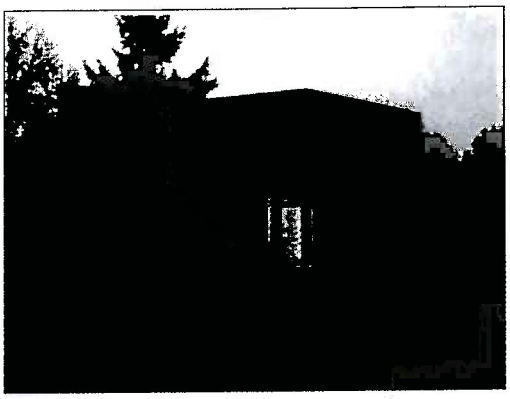
In addition to the conceptual design guidelines, several

Dundee Bistro & Ponzi



Argyle Winery

existing developments and historical buildings located along Ore 99W shaped the roadway layout.



Railroad Depot

Women's Club

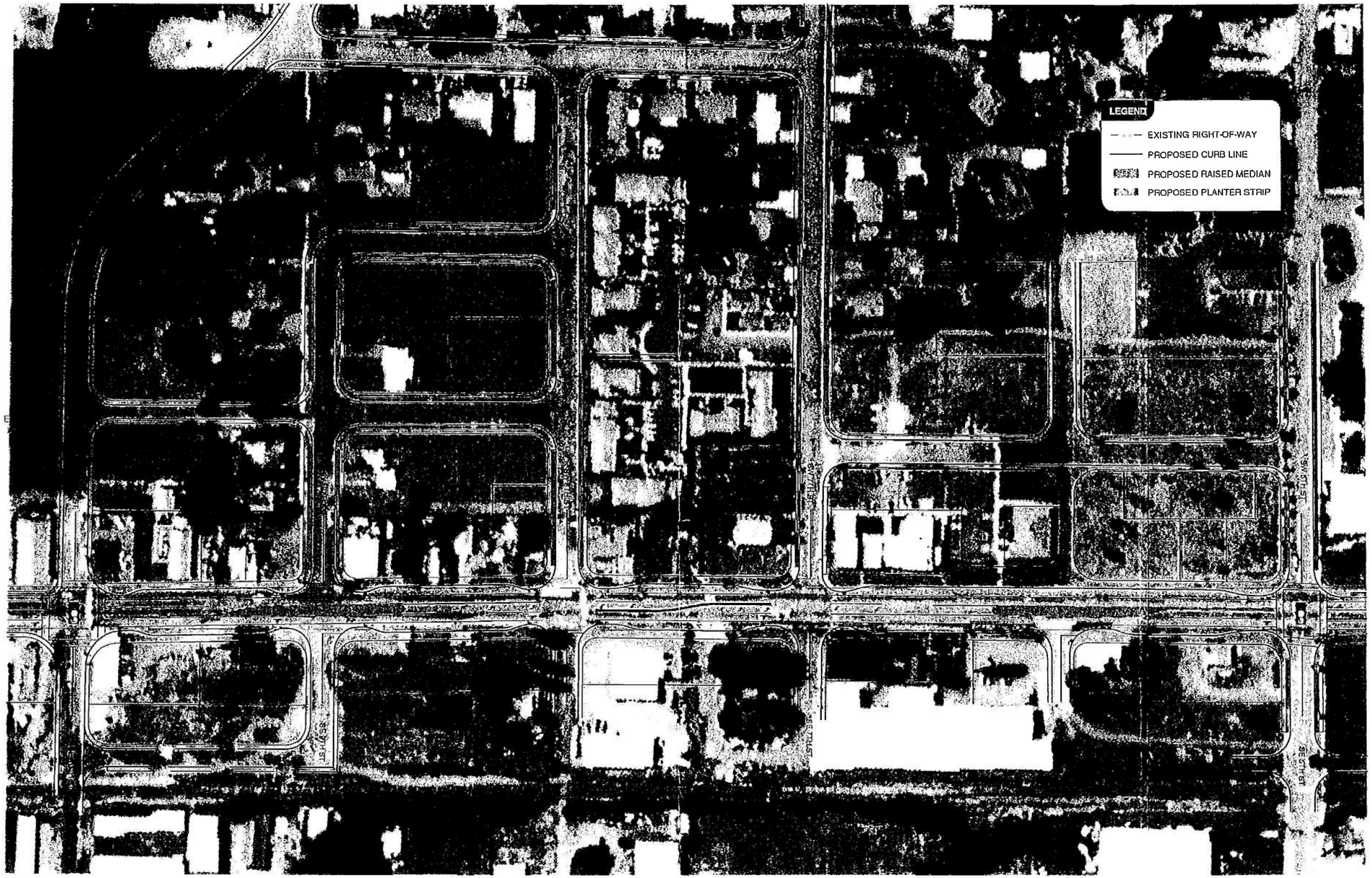
Tina's Restaurant

Elementary School

Exhibit 4 Main Street Plan (North Section – 1st Street to 4th Street)

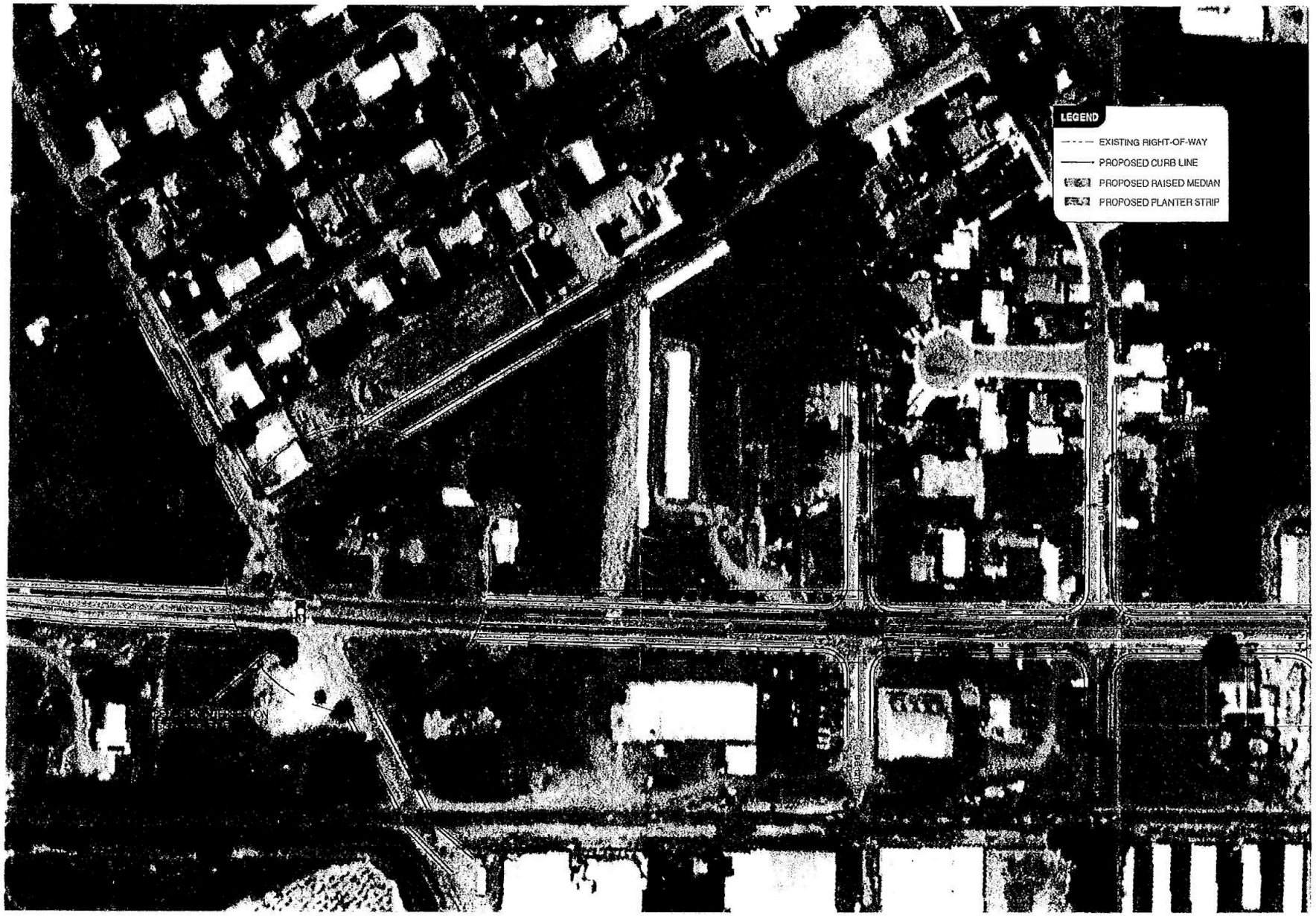
* Allow flexibility in determining the length of raised medians, and do not require raised medians to be installed until alternative access is provided via parking lots, an acceptable connection to a private easement with access to the public road system, or direct connection to the public road system.

Exhibit 5 Main Street Plan (Downtown Core – 5th Street to 10th Street)



* Allow flexibility in determining the length of raised medians, and do not require raised medians to be installed until alternative access is provided via parking lots, an acceptable connection to a private easement with access to the public road system, or direct connection to the public road system.

Exhibit 6 Main Street Plan (South Section – 11th Street to Niederberger-Parks Road)



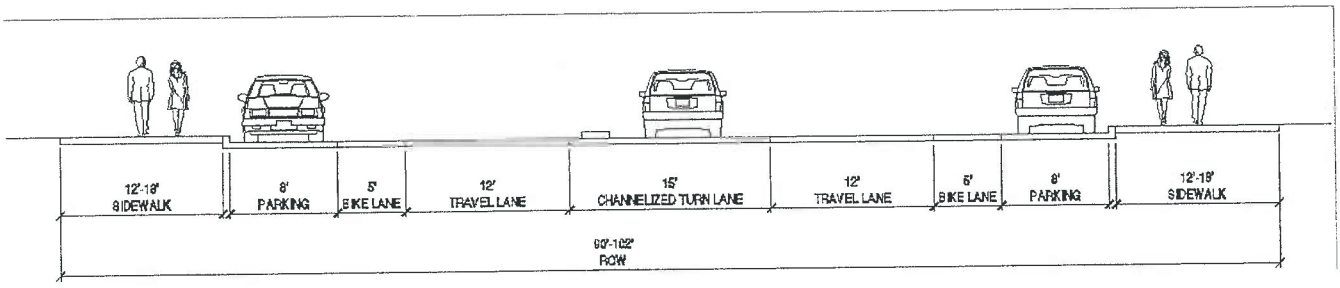
* Allow flexibility in determining the length of raised medians, and do not require raised medians to be installed until alternative access is provided via parking lots, an acceptable connection to a private easement with access to the public road system, or direct connection to the public road system.

Downtown Core

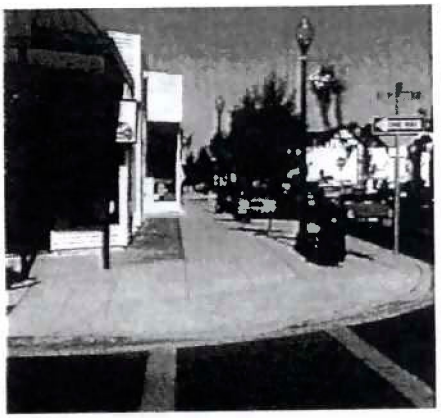
The downtown core is designed as a pedestrian-friendly environment with slow travel speeds, on-street parking, wide sidewalks, and striped bike lanes. In addition to the potential downtown core developments identified in Table 4, other developments that are typically located in most downtown cores include local restaurants, cafes, drycleaners, and an information center. With several existing businesses of this nature already located along Ore 99W (i.e. Tina's Restaurant and the Dundee Bistro), the DTAC identified the downtown core to be located between 5th Street and 10th Street.

In the Main Street Plan, the typical cross-section width of Ore 99W varies between 86 feet to 94 feet. The variation in street cross-sections is attributable to sidewalk widths, inclusion of landscaping, and center turn lane/median widths. Sidewalk widths vary through the downtown core based on building front locations. Wide (12-18 foot) sidewalks are shown in the Main Street Plan through the downtown core to support a high pedestrian environment5.

Downtown Core Cross-Section



However, the roadway section remains at a constant 66-feet (curb-to-curb) through the downtown core and includes a 15-foot raised median/channelized left-turn lane, two 12-foot travel lanes, two 5-foot bike lanes, and 8-foot on-street parking lanes on both side of Ore 99W.



Curb extensions minimize crossing distance at intersections.

In terms of on-street parking within the downtown core, given the limited lot depth of parcels on either side of Ore 99W in the vicinity of 7th Street, the provision of on-street parking in front of the Argyle Winery (on the river-side) and Tina's Restaurant (on the hill-side) was carefully considered. After carefully weighing the advantages and disadvantages, it was determined that on-street parking would be in the community's best interest in this section of Main Street. On-street parking in front of Tina's

5 In the event that Ore 99W can be fully reconstructed as a single project, as envisioned in the Main Street Refinement Plan, do not require full sidewalks or on-street parking along their frontage if the affected property owner is not willing to sell ore redevelop their property at the time of construction in circumstances where avoidance of the full sidewalks and on-street parking will not affect the other aspects of the reconstruction (travel lanes, bike lanes, etc.) and will avoid direct impacts to existing structures. In any case, sidewalk construction or reconstruction must meet the minimum requirements of the Americans with Disabilities Act.

Restaurant should be implemented concurrent with redevelopment of the site, in recognition that the building is not currently set back sufficiently to facilitate the planned street section. *Appendix "C" provides a summary of the Ore 99W on-street parking at the Argyle Winery and Tina's Restaurant.*

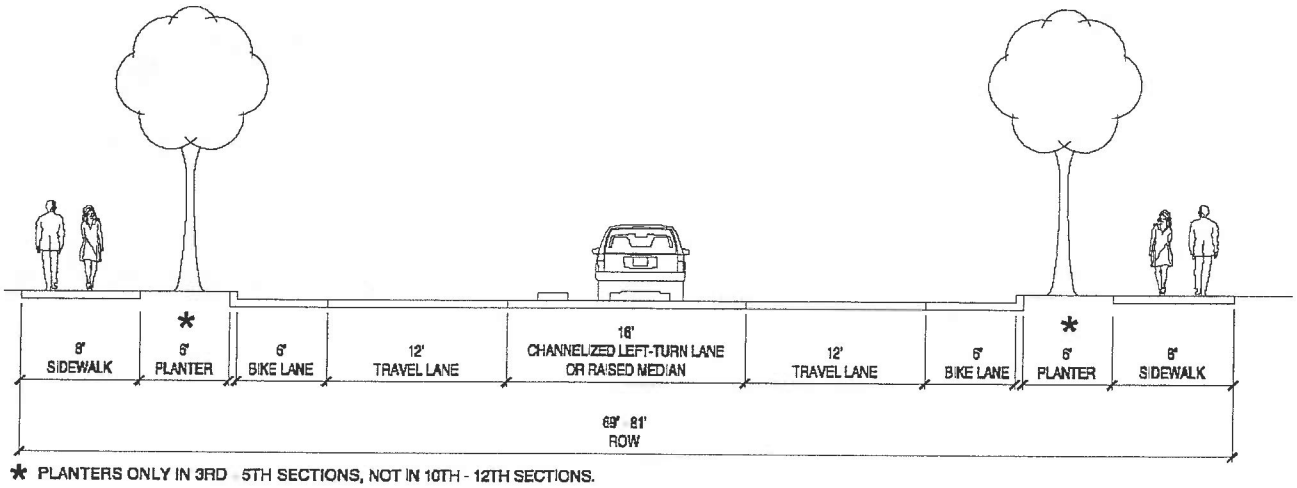
In addition, to promote and encourage pedestrian activity within the downtown area, curb extensions and pedestrian crossings were incorporated into the main street plan. To minimize the crossing distance for pedestrians across Ore 99W, curb extensions are proposed at all intersections within the downtown core. Also, marked pedestrian crossings are proposed at all signalized intersections. Mid-block pedestrian crossings were also evaluated, however, discussions with ODOT indicated that an unprotected pedestrian crossing (one away from a traffic signal) would require a design exception. While not unprecedented, it is inconsistent with ODOT policy to provide a crosswalk without traffic signal protection. Hence, crosswalks are not shown on the plan. Evidence supporting the inclusion of unsignalized crosswalks on Ore 99W is that there are currently three such crosswalks of Ore 99W, and there have been minimal reports of pedestrian-vehicular accidents. *Appendix "D" provides a summary of mid-block crossings.*

Transition Area

The transition areas serve as a buffer between the downtown core and the suburban areas that are typically comprised of shopping centers, light industrial, and manufacturing land uses. In addition, these areas play a critical role in transitioning motorists from a high-speed rural/suburban environment to a highly pedestrian oriented downtown core

In the Main Street Plan, the transition areas are located between 3rd Street and 5th Street, and between 10th Street and 12th Street. These areas are planned to have highway retail, residential, and industrial land uses with a posted speed limit of 30 miles per hour. The typical cross-section for the transitional areas vary between 65 feet and 81 feet as shown below.

Transition Area Cross-Section



* PLANTERS ONLY IN 3RD - 5TH SECTIONS, NOT IN 10TH - 12TH SECTIONS.

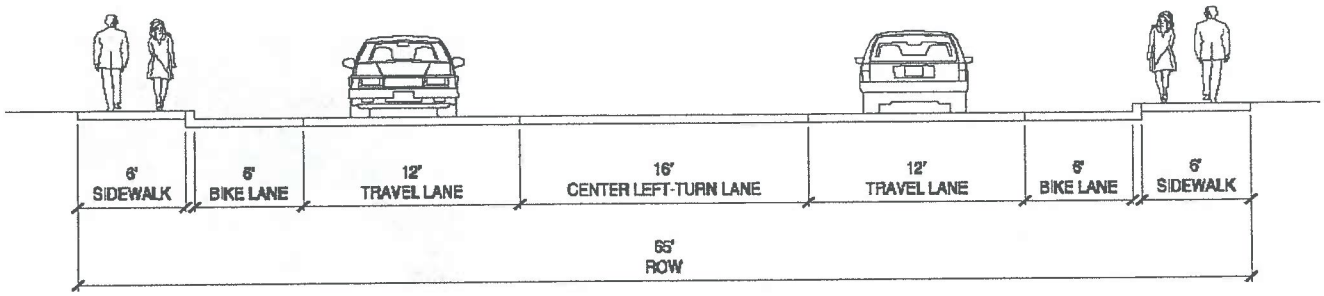
Both cross-sections includes a 16-foot channelized turn lane or raised median, two 12-foot travel lanes, two 5-foot bike lanes, and two 8-foot sidewalks. The difference between the two cross-sections is the optional 8-foot planter strip. It should be noted that within the transition area, on-street parking is not

provided along Ore 99W. The City Council had much discussion about the installation of raised medians on Ore 99W. Accordingly, it was determined that flexibility should be allowed in determining the length of raised medians, and raised medians should not be required until alternative access is provided via parking lots, an acceptable connection to a private easement with access to the public road system, or direct connection to the public road system.

Suburban Area

The suburban areas are identified as those areas with the potential for highway retail, industrial, manufacturing, and single-family residential. These areas are located between 1st Street and 3rd Street, as well as between 12th Street and Niederberger-Parks Road. Ore 99W through the suburban area has a posted speed limit of 35 miles per hour and a 65-foot cross section.

Suburban Area Cross-Section



The typical cross-section will include a 16-foot center left-turn lane, two 12-foot travel lanes, two 6-foot bike lanes, and two six-foot sidewalks. Similar to the transitional areas, on-street parking is not provided along Ore 99W.

Rural Areas

The rural areas are identified as outside of 1st Street on the south end and Niederberger-Parks Road on the north end. It is the intent of this Main Street Plan to tie back into the existing Ore 99W and maintain the current posted speeds in these outer sections. The typical cross-section for the rural area is designed to ODOT specifications for a rural highway.

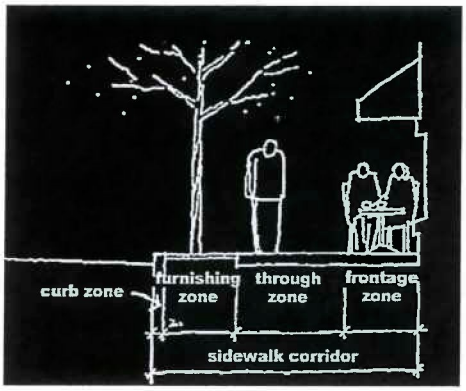
Wide sidewalks will allow for street-level activity.

STREET AND STREETSCAPE IMPROVEMENTS

The street system will allow efficient access to the downtown commercial area. The completed grid system will provide multiple routes to destinations as a way to minimize and reduce congestion. The completed grid system also offers the benefit of increased access for emergency vehicles (fire trucks and ambulances).

Main Street will have one vehicular travel lane in each direction, a center turn lane, on-street parking, bicycle facilities, and landscaping. Traffic speeds will be 25 mph in the Core, and pedestrians will cross from curb extensions on marked crosswalks.

Wide sidewalks will allow room for street furniture and landscaping. It will also provide more space for pedestrians and wheelchair users. Streetscape improvements will serve to reduce the speed of vehicular traffic while also creating a more pleasant walking and shopping environment along Main Street. Streetscaping would consist of pedestrian-scaled lighting, curb extensions, street trees, street furniture, and other elements that enhance the aesthetics of the roadway right-of-way. ADA-compliant curb ramps will provide greater access and ease to wheelchair users in Dundee.



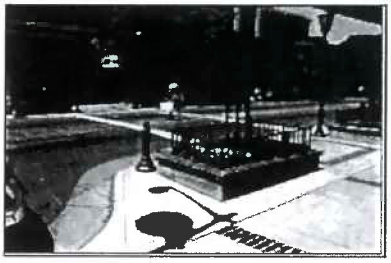
Cross section diagrams

CURB EXTENSIONS AND MEDIAN REFUGE ISLANDS

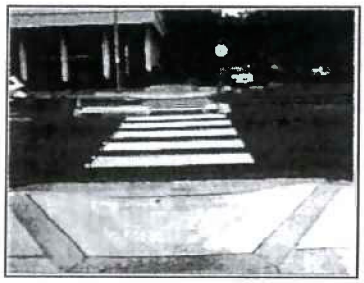
Curb extensions and median refuges function to provide:

- Shorter pedestrian crossing distances
- Better visibility for drivers
- Protection for parked cars
- Additional sidewalk space for street furniture
- A narrower street width which encourages slower vehicle speeds

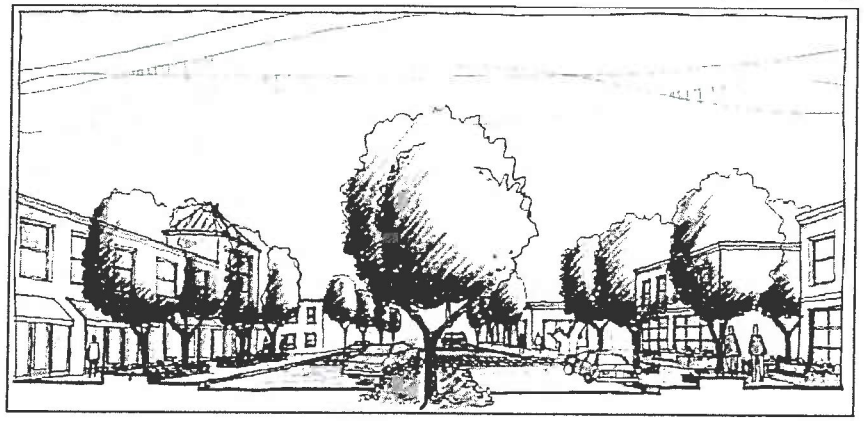
Curb extensions are recommended for the intersections of 5th, 7th, 8th, and 10th. Mid-block curb extensions are recommended at 9th and 6th. Median refuge islands will be used extensively between 3rd and 12th Streets to improve pedestrian crossing and channelize vehicular movements.



Curb extensions will narrow the 99W crossing distance to approximately 54 feet curb-to-curb.



Median islands provide refuge at key locations.



Some crossings will include a median refuge.
Brick pavers or other decorative items may also enhance the crossing.

BICYCLE LANES

Striped bicycle lanes on each side of Main Street will define a safe area for cyclists to ride to access shops and destinations. The bike lanes also provide a buffer between traveling vehicles and pedestrians on the sidewalk. It should be noted that the DTAC, concerned with the space requirements of bicycle lanes, considered other non-bike lane options. These included providing a wide outside travel lane instead of bicycle lanes, integrating bicyclists into the sidewalk realm, and diverting bicyclists onto other roadways. Without bicycle lanes, the cross-section would be reduced by two to four feet total. In the end, bicycle lanes were considered desirable because they provide a traffic calming influence that is important to reducing travel speeds to 25 mph in the core. In addition, they provide a safety buffer for parking maneuvers. Without them, ODOT requires a wider travel lane of 15' (instead of the standard 12' lane, which is consistent with ODOT design standards), which will create a visually wider travel realm and potentially higher travel speeds.

RIVER-SIDE CONNECTOR STREETS

One of the primary objectives of the Main Street Refinement Plan is to ensure adequate circulation for patrons of local businesses. Accordingly, special attention was given to providing parallel connections to alleviate the need for travelers to use main street unnecessarily. Due to the short distance from Ore 99W to the Willamette & Pacific Railroad (WPRR) tracks, providing a public street would have a grave negative effect on local businesses. As such, it was decided by the DTAC that cross-easements between parking lots would provide reasonable connections for those travelers. The recommendation within the plan is that there should be continuous circulation, albeit on private parking aisles or private circulating roads, between 5th and 12th Streets on the river-side of main street. If parking lot easements are not possible, the City should consider a skinny street between 5th and 12th Streets. Between 2nd and 5th Streets, the plan shows a public local street behind future businesses (adjacent to the WPRR tracks). This public street could be replaced by private circulating roads, as long as through connections parallel to main street are achieved. *Appendix "E" provides a summary of the river-side connector streets.*

PARKING SYSTEM

An analysis of parking needs in the Ore 99W Main Street Refinement Plan area was conducted for the core area bordered by the WPRR to the river-side, 5th Street to the north, about Linden Lane to the hill-side (about two blocks in from Ore 99W), and 10th Street to the south. For this area, parking demand and supply were estimated to determine the adequacy of parking for future commercial retail uses over the life of the plan. This analysis was developed to get an overall perspective on the adequacy of parking for the entire core area, without regard to specific needs on a block-by-block or sub-area basis.

Parking Demand

In order to estimate future parking demand, it was assumed that commercial uses in the downtown core would eventually be primarily reliant on parking supply at locations other than on their own site. Parking would be available in public lots, on-street, and only in a minimally on the subject site. Accordingly, commercial retail establishments were assumed to have floor area ratios of 0.60 in the core area. It has been assumed that other uses in the downtown core would satisfy their parking demand on-site. Hence, parking demand estimates were not conducted for uses other than commercial retail.

Parking Supply

In order to satisfy the future parking demand in the downtown core, patrons and employees may park either on-street, in future yet-to-be-designated public parking lots, or on-site. The first step in determining future parking supply was to estimate the number of parking spaces on-street. The next step involves estimating off-street public lots. These steps are described below.

On-Street Parking

The main street refinement plan calls for parking to be provided on Ore 99W as well as on local streets. The number of future parking spaces within the core study area is shown below:

On-street spaces on Ore 99W	90
On-street spaces on local adjacent streets	+160
Total on-street spaces	250

Off-Street Parking Space Need

Based on the future availability of 250 on-street parking spaces, it is anticipated that there will likely be a need for public parking in the long term. Depending on the intensity of lot-coverage, the long-term parking demand at build-out could range from about 350 spaces (at a floor area ratio of 0.25) to as high as 975 spaces (at an FAR of 0.70). Assuming a modest intensity of future retail uses (FAR of 0.25), one could expect a deficit of about 100 parking spaces when all commercial retail uses are fully developed. This long-term need would be accommodated with public parking lots located strategically to minimize walk distances to local businesses. If all public parking lots were constructed as shown in the Concept Land Use Plan (see previous section), there would be approximately 700 public off-street spaces, bringing the total of on- and off-street spaces to 950. Thus, the development plan can accommodate a full build-out of retail uses in the downtown core to an FAR of almost 0.70. Public parking lots should be constructed concurrent with development of retail businesses in the area. As more businesses are developed and opened, more public parking spaces will be needed. Based on this analysis, on-street spaces will satisfy short term needs up to approximately ¼ to ½ of full development of the downtown core (depending on intensity of development), but will need to be augmented by public off-street lots over time.

TRANSIT HUB

A transit hub is envisioned as a long-term improvement needed within the City of Dundee. The transit hub would serve as Dundee's main transit center for buses and shuttles, and include an information center, transit shelters, and supporting off-street parking. Although a specific location has not been identified to date, the following criteria are recommended in the overall site selection:

- Sufficient available land for bus/shuttle services and off-street parking
- Located no more than two blocks off Ore 99W
- Located an adequate distance from residential areas to avoid noise pollution
- Signalized access onto Ore 99W and public street access via a parallel street to Ore 99W
- Well signed.

INTERIM IMPROVEMENTS

In recognition that the development and success of the long-range Main Street Plan is predicated on the completion of the Bypass, a short-range plan was developed to address existing and near-term deficiencies along Ore 99W through Dundee. In addition, several transportation improvements have been identified that need to be implemented prior to improvements along Ore 99W to support the Main Street Plan.

As a result of the public involvement process and the technical analysis of the future transportation conditions, a preliminary plan was developed that identifies the strategies for improving safety and circulation for all modes of travel, including vehicles, pedestrians, and bicycles. These interim improvements include pieces of the Main Street Plan that can be easily integrated in the ultimate layout of Ore 99W. Shown in the following graphics are the recommended improvements to accommodate near-term conditions prior to the development of the long-range main street concept and the Bypass. Each of these improvements is described in the remainder of this section.

Street Improvements

Niederberger-Parks Road / Ore 99W

The Niederberger-Parks Road/Ore 99W intersection is located at the southern end of the Ore 99W corridor in Dundee. As part of the Main Street plan, this intersection has been identified as one of four signalized intersections to serve as major connections to Ore 99W. Currently the Niederberger-Parks Road/Ore 99W intersection is unsignalized and crosses Ore 99W at an undesirable angle. The main objective in redesigning this intersection is to provide for safe and efficient traffic operations for all modes of travel, and develop an intersection with the long-term goal of serving as a major signalized access onto Ore 99W.

A total of five alternatives were considered at this location. The alternatives were based on the assumption that the intersection will meet signal warrants during the TSP planning horizon. Of the six alternatives, a preferred alternative was not selected. Factors that were used in this consideration included right-of-way, sight distance, street alignment to Ore 99W, property impacts, and the integration of Alder Street.

Preferred Alternative

In recognition that a preferred design was not selected by the City Council, the following design should:

- Establish a ninety-degree alignment with Ore 99W;
- Incorporate Alder Street, which is intended to act as a Collector Street to promote connectivity through the residential areas as designated in the adopted TSP;
- Provide easier maneuvering for heavy vehicles; and,
- Require less right-of-way and minimize property impacts, if possible.

Niederberger-Parks/ Ore99W intersection

Appendix "F" provides a summary of the other five Niederberger-Parks Road/Ore 99W alternatives considered.

9th-10th Realignment and Traffic Signal at 10th / Ore 99W

As called out in the adopted Dundee TSP, 9th Street should be realigned in an "S" curve to connect with 10th Street to the hill-side of Ore 99W. The 10th Street intersection should be signalized, and this traffic signal (along with all other future Dundee traffic signals) should be interconnected and synchronized with the 5th Street/Ore 99W traffic signal. On the river-side of Ore 99W, 10th Street is a key access road into the newly developing area of Dundee. Hence, this realignment will provide signalized access to Ore 99W from collector streets on each side of main street.

9th-10th Street Realignment

1st Street / Ore 99W

The 1st Street/Ore 99W intersection is located at the northern end of the Ore 99W corridor in Dundee. Currently this intersection is unsignalized, with the hill-side minor-street leg (1st Street) providing local street access for the existing residential homes and the river-side minor-street leg serving as one of two main driveways into an ARCO service station. As additional traffic generated by residential and retail development growth continues along 1st Street and with the added traffic generated by the ARCO station, motorists along both minor street approaches will continue to experience long delays during peak hour conditions. In addition, based on public comments and field observations, the minor street left-turn movements onto Ore 99W are difficult to make during peak conditions and raise safety concerns. As such, the main objective in redesigning this intersection is to provide for safe traffic operations for all modes of travel.

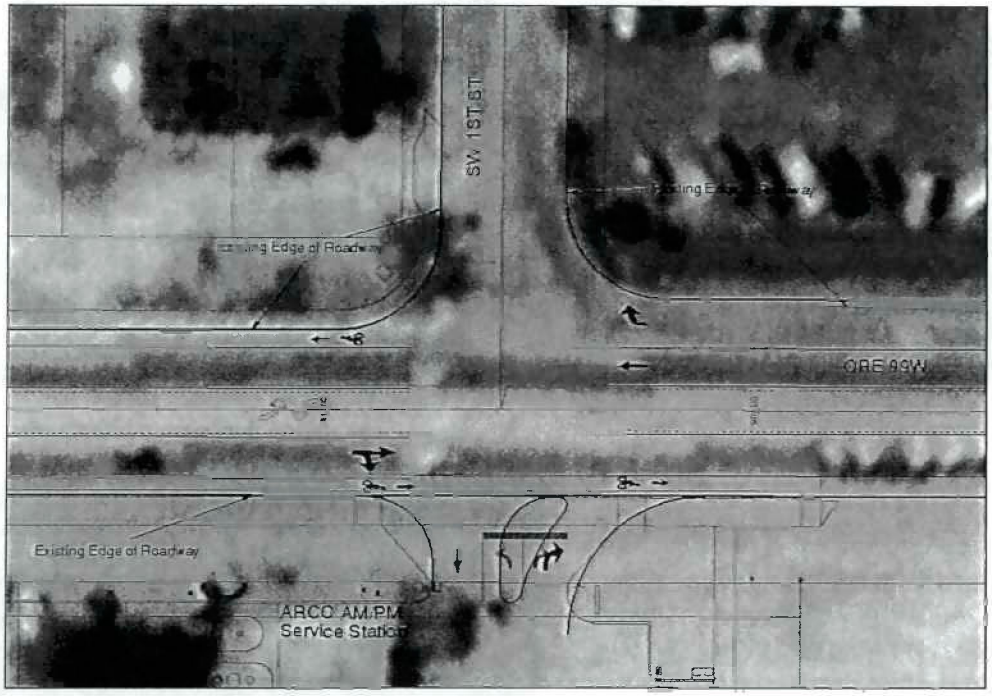
Under the long-term vision, the 1st Street/Ore 99W intersection may be to serve as a major access onto Ore 99W, likely with a traffic signal. In addition, with the planned Bypass project and interchange connection at the existing Ore 99W/Dayton-Fox Farm intersection, future plans may include the reroute of Dayton Avenue parallel to Ore 99W to connect opposite of 1st Street. However, based on the recent development of the ARCO station opposite of 1st Street, alternative roadway alignments and intersection configurations were investigated.

The first alternative includes acquisition of right-of-way from the ARCO station and implementing the original concept of Dayton Avenue opposite of 1st Street. This alternative would have major impacts to the ARCO station, requiring the relocation of fuel pumps, tanks, and possibly the mini-mart. The second alternative calls for the Dayton Avenue connection with Ore 99W to occur along the eastern ARCO property boundary and a realignment of 1st Street to align with the new Dayton Avenue connection. The realignment of 1st Street would require the removal of at least three existing single-family homes and major impacts to an existing restaurant.

Of the two alternatives considered, the decision was made by DTAC not to recommend either alternative into the Main Street plan. This decision was made based on property impacts, right-of-way restrictions, and the fact that a portion of both alternatives fall outside of the City's jurisdiction. The DTAC recognized that Ore 99W is an ODOT facility, Dayton Avenue is a Yamhill County facility, and the current intersection of Ore 99W/Dayton-Fox Farm Road (which is the impetus behind the desire to extend Dayton southward to 1st Street) falls outside of the City limits. Therefore, the committee is confident that ODOT and Yamhill County will address the issue of a needed Dayton Avenue connection to Ore 99W and that all alternatives will be sensitive to the City's residential and commercial interests. *Appendix "G" provides a summary of both 1st Street/Ore 99W alternatives.*

As a result, the 1st Street/Ore 99W intersection will undergo minor modifications, in order to address safety problems at the existing intersection. Exhibit 7 shows the recommended modification to the 1st Street/Ore 99W intersection. This figure shows a channelized island (i.e "porkchop"), which will restrict the movements in and out of the ARCO driveway to left-in/right-in/right-out only. The public street approach from 1st Street will be unrestricted, with the exception that these eastbound motorists will not be able to travel through the intersection to access the ARCO directly.

Exhibit 7 1st Street/Ore 99W Intersection Improvements



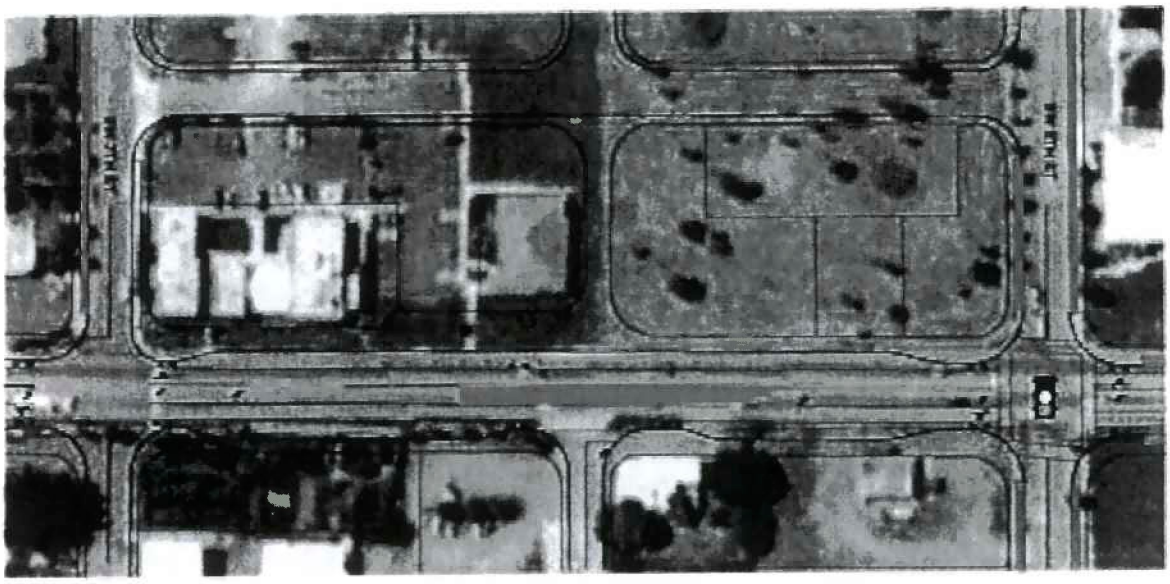
Connectivity Improvements

Under current conditions, Ore 99W serves not only regional traffic through Dundee, but is heavily used for local street connectivity. Currently, twelve local street connections and many business driveways have direct access onto Ore 99W. However, the Main Street Plan calls for access control along Ore 99W via a raised center median between signalized intersections; therefore, prohibiting many of the turning movements on and off of Ore 99W. As a result, connectivity improvements are needed prior to

the redevelopment of Ore 99W to provide new circulation routes and reduce the reliance on Ore 99W for local street connectivity.

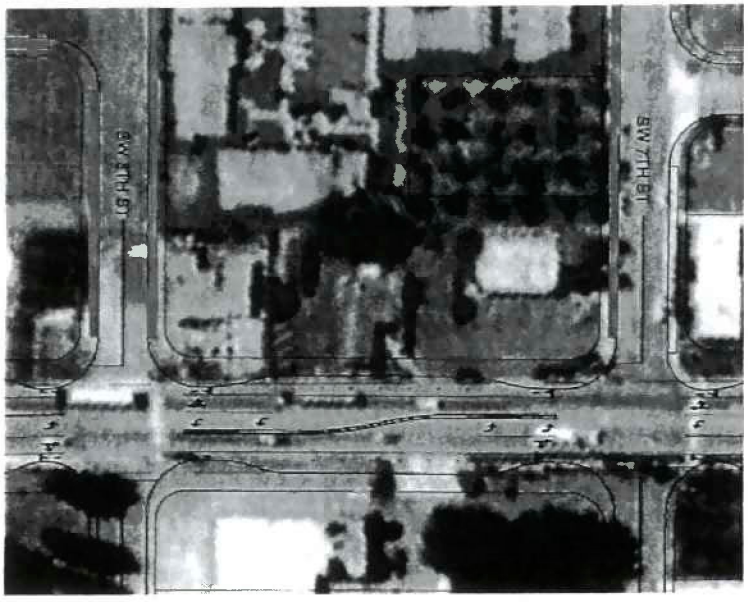
5th Street to 7th Street

Under the Main Street Plan, an east-west pedestrian path is proposed for a one-block distance in place of extending 6th Street to the hill-side from Ore 99W. This pedestrian path will effectively break up the "super block" that is created between 5th Street and 7th Street along the hill-side of Ore 99W. The 5th Street to 7th Street connection provides for the necessary local street connectivity to support the Main Street Plan. It is recommended that this new street be constructed to *Local Street II* standards to provide for on-street parking and sidewalks. Due to the potential right-of-way constraints and impacts to adjacent property owners and local businesses, the ultimate design and alignment of this street should be coordinated with adjacent property/business owners and residents.



7th Street to 8th Street

While it is recognized as a need for local circulation on the hill-side of Ore 99W, a local street connection between 7th and 8th Streets is not recommended in this plan. Based on analysis and input from affected property owners, it was determined that such a connection would be too detrimental to neighboring property owners.

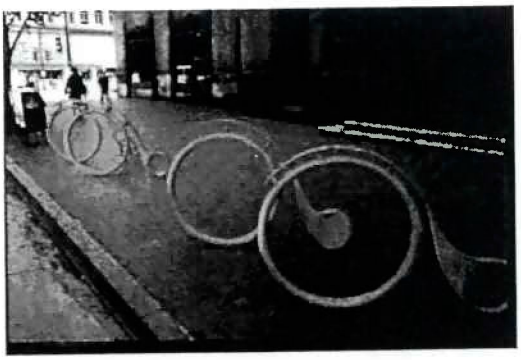


8th Street to 12th Street

It is recommended that street connections be provided on the hill-side of Ore 99W between 8th Street and 12th Street to support local connectivity. Due to potential impacts to property owners, the ultimate design and alignment of any new streets should be coordinated with property owners and residents.

LAND USE IMPROVEMENTS

There are many options for beautifying Dundee in the short-term, particularly on private properties adjacent to Main Street. These options are in the hands of Dundee's residents, and do not depend on the Newberg-Dundee Bypass being complete. Residents are interested in a rich variety of ideas, including:



An artistic bike rack beautifies the street

- Temporary landscaping, in planters, barrels, or hanging baskets
- Large art pieces that make a bold statement, some of which may be located on the hillside to attract viewers
- Gateway treatments
- Numerous creative features for people to happen upon as they traverse the City, such as art tucked into niches, footsteps or tiles integrated into the sidewalk, and art doubling as bicycle racks or play equipment
- Art to attract families and children
- Decorative lighting

The committee strongly recommended forming an *Arts Action Committee* to further these ideas. Dundee is filled with talented individuals from whom to gather and implement ideas.

Section 6

Funding Plan

Funding Plan

The Dundee Ore 99W Main Street Refinement Plan will be implemented in stages over the course of the next 10-20 years. In recognition that ODOT has jurisdiction over Ore 99W, it may be reasonable to assume that ODOT will fund a significant portion of the refinement plan after construction of the Newberg-Dundee (Bypass) Transportation Improvement Project. In fact, many of the elements of the refinement plan cannot be implemented until after the Bypass is constructed, because the capacity of the Ore 99W statewide route must be maintained.

There are a number of elements of the refinement plan that can be funded and implemented prior to construction of the Bypass. These include elements that can be accomplished while maintaining the operation of Ore 99W, such as local connecting streets, sidewalk improvements, pocket parks and design ordinances. The City should seek local funding mechanisms to help pay for many of these elements. Some potential funding mechanisms available to the City for short or longer-term project needs may include:

Local Gasoline Tax: A City gas tax of two cents per gallon is currently being imposed on the single gas station in town. These funds are intended for maintenance and repair of local Dundee streets. This fund could potentially be used to fund a portion of the local connectivity street improvements called for in this plan.

User Fees: Using this funding mechanism, properties would be assessed fees based on the traffic generation by type of land use or business activity. These user fees could be used to fund main street improvements.

Property Taxes: Property taxes could be used to fund transportation capital projects. The taxes could be set to a specific level, and adequate funds would be generated.

Local Sales Taxes: With voter approval, the City could impose a local sales tax to fund main street improvements. Funds would be collected from local residents, businesses, and patrons of those businesses.

Debt Funding: The City could issue bonds to finance refinement plan improvements. If revenue bonds were issued, voter approval would probably not be needed. On the other hand, general obligation bonds would require voter approval.

Economic Development Funding: In recognition that refinement plan transportation improvements are an integral element in an economic development plan for the City, the City might be able to obtain economic development grants or loans. Revenues from state lottery funds or economic development grants might be available.

System Development Charges: The City could enact a System Development Charge (SDC) for transportation to be used all or part for refinement plan improvements.

Local Improvement Districts (LIDs): Through a local improvement district (LID), a street or other transportation improvement is built and the adjacent properties that benefits are assessed a fee to pay for the improvement.

Urban Renewal District: The creation of an urban renewal district would facilitate leveraging public and private investment in Dundee's main street area. The theory of urban renewal financing is that the public improvements funded by the district (parking, streets, sidewalk improvements, etc.) will encourage private investment that would not have otherwise occurred. The increment of taxes collected due to higher property values are credited to the urban renewal district, thereby helping to fund main street improvements. When the district is dissolved, the other taxing districts would see a higher tax base (and higher tax revenues) than they would have without the district.

Development District: Creation of a district, with legally established boundaries, can assist the City in funding elements of the plan. For example, all property owners could be assessed a fee or tax toward their proportionate contribution to the fund for certain street improvements.

Non-Profit Development Corporation: Many cities have developed non-profit corporations to help fund and administer development of infrastructure projects. Accordingly, this non-profit corporation may be set up to raise money and fund elements of the plan.

Grants from Foundations/Donations: The City could solicit or lobby for grants from public or private foundations to assist in funding elements of the plan. Private individuals could also be solicited for contributions.

Appropriations from State and Federal Legislatures: Special bills can be passed at the state and federal levels that may appropriate funds toward elements of the plan. This will likely require lobbying efforts with state and federal legislators to gain support of such bills.

Section 7

Policy

Policy Implementation

Based on the recommendations provided in this Dundee Ore 99W Main Street Refinement Plan, there are several policies and ordinances on the statewide, regional, and local levels that will need to be addressed and modified to help fulfill these recommendations. A code and plan audit is currently being conducted to identify those elements of the City's development code, comprehensive plan and transportation system plan that may need modification. This code and plan audit will involve reviewing these documents, suggesting how they may be modified to achieve the objectives of the main street plan, and providing models or examples of where other jurisdictions may have tackled a similar issue. The key subject areas in which policy changes may be necessary are identified below:

- Local street connections paralleling Ore 99W
- Minimum setbacks for commercial uses on Main Street
- Building and site design review guidelines
- On- and off-street parking requirements on Main Street
- Funding & timing of public parking lots serving downtown businesses
- Reductions to parking requirements for downtown businesses in recognition of public parking
- Downtown transit hub location requirements
- Street standards

The City Council developed a number of policies to provide guidance to the Plan. These policies, as included in Appendix H, include the following:

- Determine if cross parking lot easements are possible. If not, the City shall consider a skinny street between 7th-12th Streets on the river side of Highway 99W.
- Allow flexibility in good design that does not require zero lot lines, thus allowing use of minimum setbacks.
- Allow flexibility in determining the length of median strips. The strips will not be installed until alternative access is provided via parking lots, an acceptable connection to a private easement with access to the public road system, or a direct connection to the public road system.
- Redesign the Niederberger/Parks Road and 99W intersection. The intersection will be redesigned based upon the principles and concerns outlined in this document. If not redesigned by ODOT as part of a future improvement to Oregon 99W, then the redesign effort shall be subject to ODOT approval unless ODOT, Dundee, and Yamhill County agree to some jurisdictional transfer of Oregon 99W, in which case the redesign shall be subject to review by the jurisdiction responsible for Oregon 99W at that time.
- Develop an exceptions process to permit adjustments to the Plan for unique situations.
- Produce a project cost for the Dundee Downtown Refinement Plan as a priority of the code audit work.

- In the event that Oregon 99W can be fully reconstructed as a single project, as envisioned in the Main Street Refinement Plan, do not require full sidewalks or on-street parking along the frontage if the affected property owner is not willing to sell or redevelop his property at the time of construction and in circumstances where avoidance of full sidewalks and on-street parking will not affect the other aspects of the reconstruction (travel lanes, bike lanes, etc.) and will avoid direct impacts to existing structures. In any case, sidewalk construction or reconstruction must meet the minimum requirements of the Americans with Disabilities Act.
- Any property initially exempted from full sidewalks and/or on-street parking along his frontage will be required to provide the full improvement if and when the properties redevelop.
- The Main Street Refinement Plan will be used as guidance to encourage voluntary site development measures that further its implementation, but do not require its implementation until code language is fully developed and adopted.
- Remove zoning designations from maps and references in text.
- The current three-lane configuration, which includes two travel lanes and one turn lane, shall not change with or without right-of-way increases.
- Remove street connection paralleling 99W between 7th and 8th Street.
- Correct UGB map along Parks Road.

The City will adopt development codes and policies to implement the various elements of the Main Street Refinement Plan. Those policies listed above were developed by City Council as guidance in this code adoption process.

Section 8

Summary

Recommendations

DTAC recommends that the City of Dundee:

- Adopt Zoning and Code changes to ensure development will be consistent with the adopted Downtown Vision
- Adopt Zoning and Code changes to ensure development will be consistent with the Main Street Refinement Plan
- Adopt Zoning and Code changes to ensure development will be consistent with the Downtown Development Plan
- Adopt a Land Use Plan, taking the concepts included here as a basis
- Prepare a project cost estimate for this Plan
- Adopt a Finance and Funding Plan to help pay for the physical elements in the plan
- Develop and implement an Economic Development Strategy to attract downtown businesses and tourists to Dundee
- Coordinate with ODOT and Yamhill County to implement this Main Street Refinement Plan
- Construct interim improvements and strategies recommended in the Main Street Refinement Plan to bridge the gap until the NDTIP Bypass is constructed

Appendix A

Dundee – A Vision For Our Future

DUNDEE – A Vision For Our Future

Introduction

The year is 2022. Dundee is a rural city (population range: 5,000 to 5,750) noted for its freshness and harmony with nature. The coordinated and on-going efforts of its citizens, city government and local business organizations continually work to preserve and enhance the charm and rural character of this special place.

A Place That is Known

The city is known as the center of the Oregon wine industry, featuring the rich past and thriving present of Oregon's finest agricultural heritage. Agricultural products that have contributed to Dundee's development are identified and acknowledged.

Pedestrian friendly paths follow the Willamette River, while scenic picnic areas and nature parks add to the serene environment. Wildlife corridors, walking trails and bicycle paths further enhance the opportunities for enjoying nature. A citywide system of interconnecting pedestrian walkways and greenways are unimpeded by motorist traffic. Preservation of views, parks and greenways is paramount in planning and building. Hillsides remain lush green sentinels to be visually enjoyed by all.

Business District

The business district has been expanded and redesigned to encourage leisurely pedestrian movement throughout the shopping area. Strategically located, the city center provides a gathering place for small-scale artistic performances. A reputation for it's fine shops and restaurants has contributed to Dundee having become a destination location for visitors, while at the same time bringing beneficial amenities for the enjoyment of local residents.

Because State Highway 99 W was re-routed to the Newberg-Dundee Bypass, Dundee now has it's own local main street. The redesigned traffic patterns enhance and support the local economy with its visually attractive landscaping and accessible parking areas. The City has assisted in redevelopment efforts throughout the community.

City Government

The City of Dundee provides for the safety and well being of its citizens through a well-trained, professional staff. City Hall and the Visitors Center provide up-to-date and accurate information to the public. Its buildings are attractive and meet the needs of the community, as well as employees. Community wide meetings are held each year to keep government, citizens and city employees full involved and informed.

Schools

Schools are located in neighborhood settings and together with the Community Center furnish year round family activities.

Residential

Street lighting and noise levels are in harmony with the city's pleasant natural environment. Shade trees border the streets, adding to the village quality.

Implementation

Since adoption of the Community Vision Statement, Dundee's Comprehensive Plan and all development and zoning ordinances have been rewritten to implement the community's vision. The community has set design standards, which mirror the Vision.

Conclusion

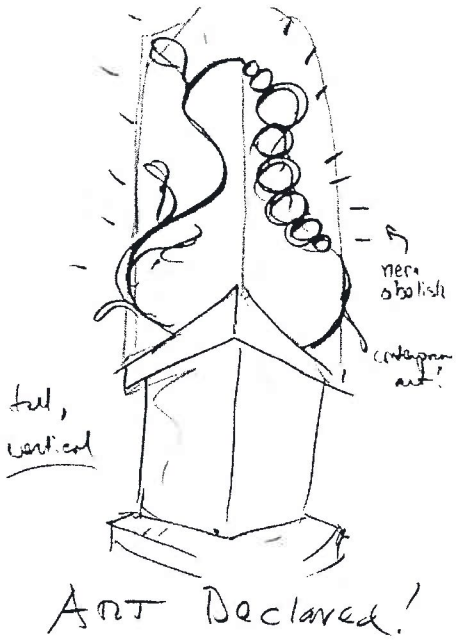
Dundee is a model for citizen engagement, working together with community members, businesses, developers and government entities, to provide effective government and public/private partnerships in the creation of a pleasant, livable small town. There is not another place in the country like Dundee that has succeeded in creating such an attractive and harmonious atmosphere.

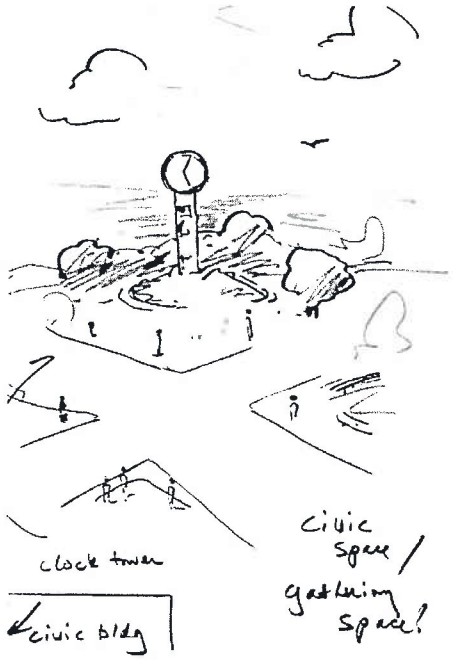
-- Adopted by the Dundee City Council, March 4, 2002

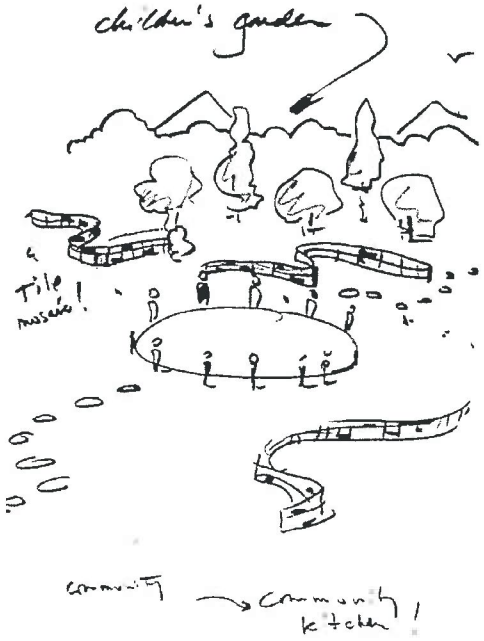
Appendix B

Artist Renderings of Main Street Elements

Appendix B – Artist Renderings of Main Street Elements






children's garden
Tile mosaic!
community → community kitchen!


Sculptural
Bike Stands!


out door
architecture / water feature
"programmable" public landscape


little surprises!
small features - add up!
inlay dance steps!
history, regional reminders, memories ...

Appendix C

Property–Specific Recommendations

Appendix C - Property-Specific Recommendations

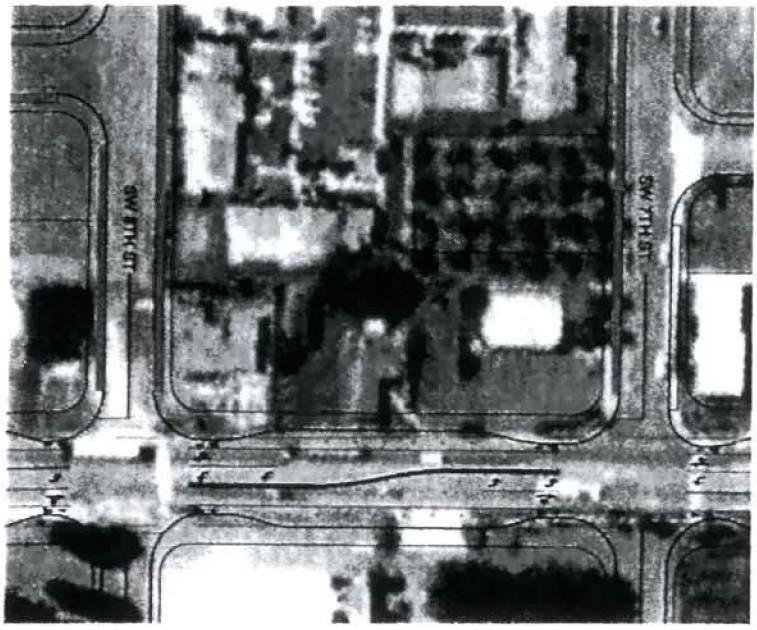
During the development of the Ore 99W Dundee Main Street Refinement Plan, the committee and the consultant team worked with local property and business owners addressing issues and concerns. Concerns were raised regarding property impacts. The key property and business owners that had specific concerns that were addressed in the plan are listed below:

- Tina's Restaurant/Convenience Store/Dundee Garden Arts Store
- Rose Park Apartments
- Argyle Winery
- Bistro
- Methvan Property
- Railroad Depot
- Russ & Alice Halstead

The following section describes the business/property owners' concerns and the recommended actions. It should be noted that all concerns were not resolved; however, it is recommended that at time of development, the City should coordinate with the respective property/business owner to resolve any residual concerns.

One of the key objectives of the refinement plan is to provide on-street parking on Ore 99W within the downtown core between 5th and 10th Streets. However, the section of Ore 99W between 5th and 10th is the most constrained with respect to available right-of-way. Between 5th and 10th Streets there is only 60 feet of right-of-way, and as such there are trade-offs that need to be weighed when considering on-street parking. Given the limited lot depth of parcels on either side of Ore 99W in the vicinity of 7th Street, the provision of on-street parking in front of the Argyle Winery (on the river-side) and Tina's Restaurant (on the hill-side) was carefully considered. On the one hand, each of these retail establishments would benefit from on-street parking in front. On the other hand, given the limited lot depth, the dedication of land toward on-street parking would restrict the ability of landowners to make the highest and best use of their property.

After carefully weighing the advantages and disadvantages, it was determined that on-street parking would be in the community's best interest in this section of main street. Moreover, it was determined that there are circumstances under which the impact of on-street parking could be mitigated in front of these businesses:



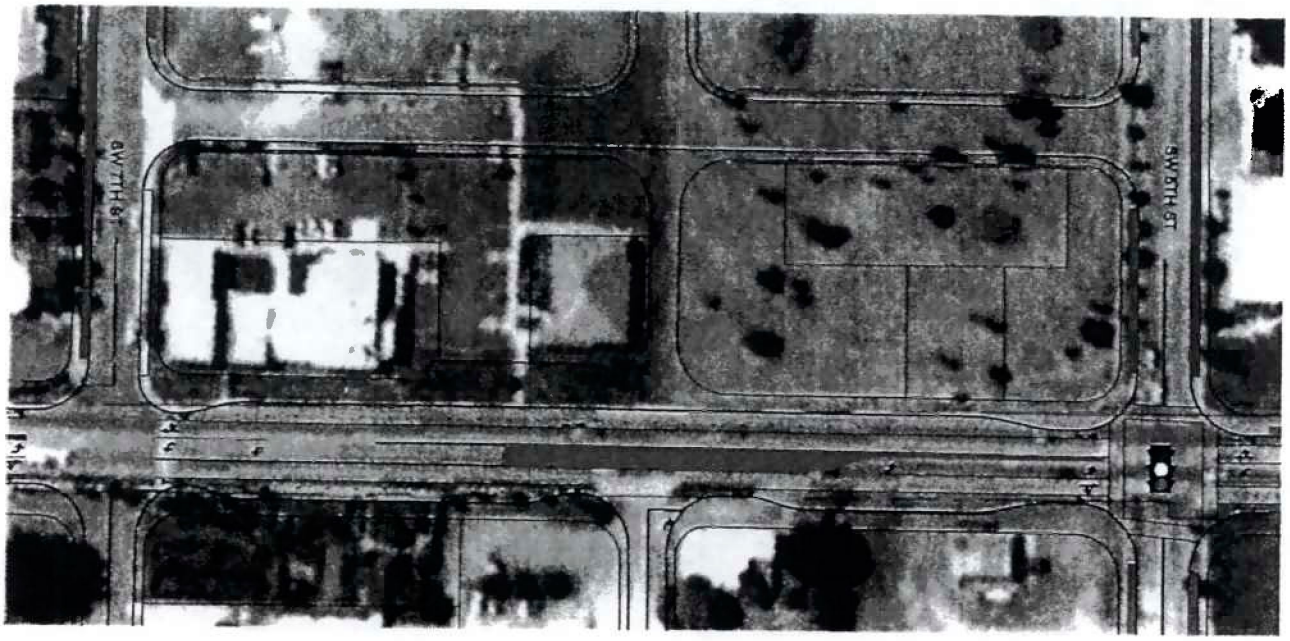
Tina's Restaurant/Convenience Store/Dundee Garden Arts Store: As in many locations along main street, the future widening of Ore 99W to its ultimate cross-section will be conducted as the opportunity arises. Wider sidewalks and on-street parking will not be implemented immediately; rather, the right-of-way will be expanded as development occurs. At the point in time that Tina's applies to the City for site redevelopment, the City would condition the development with dedication of additional right-of-way to accommodate an expanded street section, parking and sidewalks. In this way, Tina's could plan for the reduced lot size, and develop their building configuration, parking, and delivery space accordingly. In the event that main street expansion precedes Tina's redevelopment, ODOT or the City would be required to purchase the portion of property acquired and compensate the landowner for the impact.

Much discussion took place about the need for a local connecting street between 7th and 8th behind the commercial businesses fronting main street. These businesses currently include (from south to north): the Dundee Garden Arts store, Tina's Restaurant, and a convenience market. After much discussion, it was agreed that there would be no street running parallel with Ore 99W from 7th to 9th Streets behind Tina's and the Dundee Garden Arts store because of its adverse impacts on the property owners.

Rose Park Apartments: Bill Wahl, owner of the Rose Park Apartments, discussed the issue of a street immediately east of the Rose Park Apartments, between his property and the commercial businesses adjacent to Ore 99W (Dundee Garden Arts Store, Tina's Restaurant, and Convenience Market). Bill had been in conversation with consultant Dan Seeman regarding the street alignment around his property located between 7th and 8th Streets. Bill was agreeable to having a narrow connecting street between 7th and 8th next to his building, but said that the building would be very near the property line and not attractive. It was recommended by DTAC, and agreeable to Bill Wahl, that a connecting road would be constructed with a 20-foot paved curb-to-curb width and a 6-foot sidewalk on the east side. This 20-foot street would be centered on the existing property boundary, thereby requiring a 10-foot acquisition of Mr. Wahl's property. The additional 10 feet of street and 6-foot sidewalk would be acquired from Tina's Restaurant property. Appropriate screening (probably in the form of a hedge or fence) would need to be erected to visually separate the Rose Park Apartments from the commercial businesses on main street. The new road would be constructed, partially or in full, at time of redevelopment of the Tina's Restaurant.

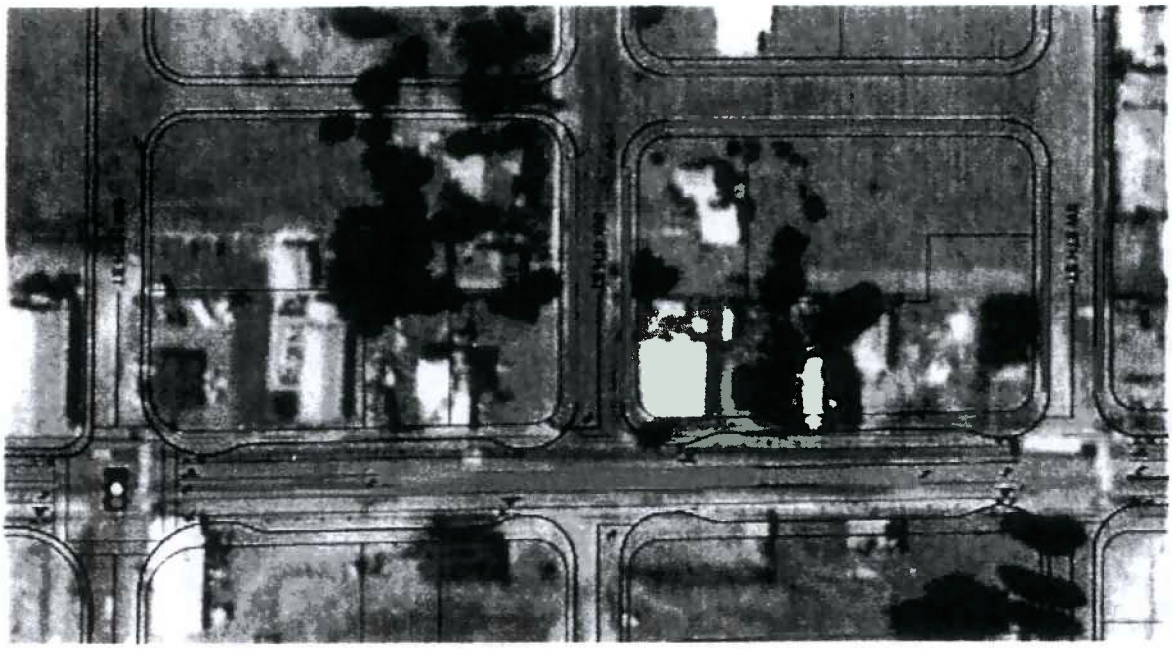
Argyle Winery: The Argyle Winery has mature gardens in its frontage which would be impacted by the widening of Ore 99W for on-street parking and wider sidewalks. Business owners expressed a preference for on-street parking, even in recognition that a portion or all of the gardens would need to be relocated or eliminated. Again, the widening of Ore 99W along the Argyle's frontage would occur with sufficient time to facilitate this relocation to occur, if desired.

Bistro: Discussion took place with the Ponzi's, the owners of the Bistro Restaurant, located at the northwest corner of 7th Street/Ore 99W. The Ponzi's also own the adjacent property on the hill-side of the Bistro Restaurant. It was agreed that a slightly narrower local street cross-section should be extended from 7th Street northward across the south property edge of the Bistro. This slightly narrower cross-section would have a two-foot planter strip, 34-foot street, and two six-foot sidewalks for a total right-of-way width of 50 feet (as opposed to the standard 60-foot right-of-way for a local street). This slightly narrower section would provide the needed pedestrian-friendly environment, while facilitating the existing building constraints on the Bistro property.



Methvan Property: DTAC recommended that the Methvan property, which is located immediately north of the greater Ponzi property, should ultimately include a continuation of the local street extending from 7th to 5th Streets. It was further agreed that the ultimate section should be a consistent width with that across the Ponzi property (50-foot right-of-way, with 34-foot street including parking, two-foot planters, and six-foot sidewalks). Again, this street would be constructed concurrent with development of the Methvan property.

Russ & Alice Halstead Property: The Halsteads own property on the hill-side of Ore 99W between SW 9th and 10th Streets. Their property fronts onto both of these side streets. Based on considerable discussion, the committee recommended that a local street connection be made through the Halstead's property, between 9th and 10th Streets. The street would be developed as a "skinny street" with 20 feet of curb-to-curb section with no parking, 6-foot sidewalks on both sides, within a 40-foot right-of-way. The street would be located on the south property edge of Alan and Alice Halstead's property. The street would be required at the time of development of the property.



10th to 11th Streets: In recognition that a local street connection on the hill side and parallel to Ore 99W was not specifically discussed in the plan, the committee agreed that it should be included. A specific location is difficult to identify due to the presence of existing homes. The committee recommended that the plan require a connection in a yet-to-be-identified location between 10th and 11th Streets, as properties develop or redevelop.

Appendix D

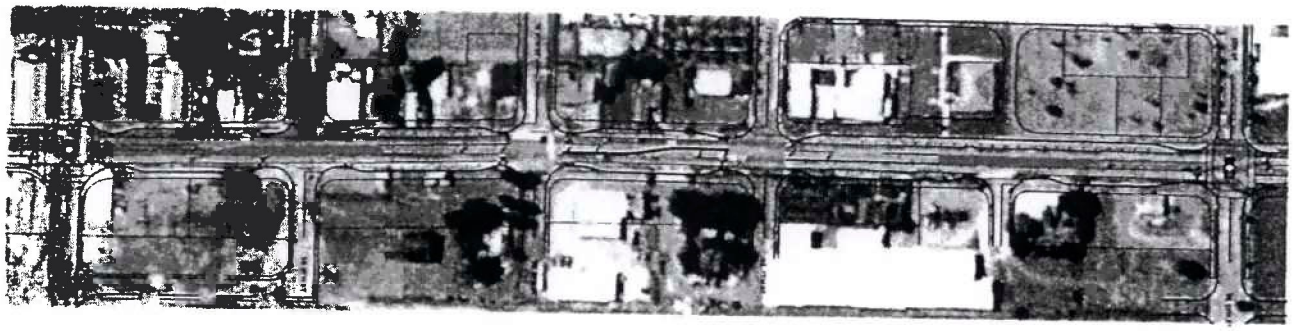
Mid-Block Crossings

Appendix D – Mid-Block Crossings

A primary goal of the refinement plan is to promote and encourage pedestrian activity within the downtown area. Accordingly, wider sidewalks, more crosswalks, curb extensions and on-street parking (to buffer pedestrians from the motoring public) are an integral part of the plan. Pedestrian crossings are provided at all signalized intersections, although only 5th and 10th Streets will have signals within the core area of main street. Hence, an effort was made to facilitate pedestrian crossings within the core area between 5th and 10th Streets.

Center medians have been provided at 6th and 9th Streets. These center medians serve numerous functions, two of which are to: 1) prohibit left turns, and; 2) facilitate safer and more convenient pedestrian crossing of Ore 99W. Pedestrian crossings at each of these locations are further facilitated by the provision of curb extensions. Hence, a pedestrian at these locations typically must only cross a total of about 17 feet at a time (5-foot bike lane and 12-foot travel lane) to get from curb edge to center median, and then another 17 feet from center median to other curb edge. There was considerable discussion about providing crosswalks at three locations (shown with an asterisk in the figure below). These locations are: south of 9th, north of 9th, south of 6th.

Discussions with ODOT indicated that an unprotected pedestrian crossing (one away from a traffic signal) would require a design exception. While not unprecedented, it is inconsistent with ODOT policy to provide a crosswalk without traffic signal protection. Hence, unprotected crosswalks are not shown on the plan. However, it is the intent of the plan to encourage safe pedestrian crossing. It should be noted that there are currently unprotected striped crosswalks on the north sides of Ore 99W crossings at 7th, 8th, and 10th Streets. If possible, it is the desire of the plan to provide striped crosswalks (and ADA ramps) at these locations as a part of a design exception.



Appendix E

River-Side Connector Streets

Appendix E – River-side Connector Streets

One of the primary objectives of the main street refinement plan is to ensure adequate circulation for patrons of local businesses. Accordingly, on both side of Ore 99W particular attention was given to providing parallel connections to alleviate the need for travelers to use main street unnecessarily. On the river-side of Ore 99W, the distance from Ore 99W to the Willamette & Pacific Railroad (WPRR) tracks is only about 200 feet. Hence, the provision of a public street behind the businesses that borders the river-side of main street would have a grave negative effect. A local public street would have a minimum right-of-way of 50 feet; in addition, buildings would be required to set back from the right-of-way to meet development code requirements. The provision of a public street on the river-side of Ore 99W would result in such a narrow strip of developable property that it would effectively prohibit development.

The Dundee Transportation Advisory Committee had much discussion about the tradeoffs of providing local street connections vs. land use impacts. Travelers that would use these connections would be primarily seeking parking spaces for local adjacent businesses. It was decided that cross-easements between parking lots would provide reasonable connections for those travelers. These cross-easements would result in interconnected parking lots, which would have two significant benefits: 1) motorists could easily circulate between lots, thereby not needing to use Ore 99W, and: 2) adjacent businesses could share parking lots, resulting in a greater efficiency of parking. The recommendation within the plan is that there should be continuous circulation, albeit on private parking aisles or private circulating roads, between 5th and 12th Streets on the river-side of main street. Between 2nd and 5th Streets, the plan shows a public local street behind future businesses (adjacent to the WPRR tracks). This public street could be replaced by private circulating roads, as long as through connections parallel to main street are achieved.

There was discussion about the potential location of a "transit hub" on the river-side of main street. One such discussion was in reference to a potential transit hub in the old railroad depot building located between 8th and 9th. A transit hub is envisioned to have a sizeable parking lot, and associated parking. Hence, a public street connection parallel to Ore 99W would be needed to facilitate circulation needs to the transit hub.

Appendix F

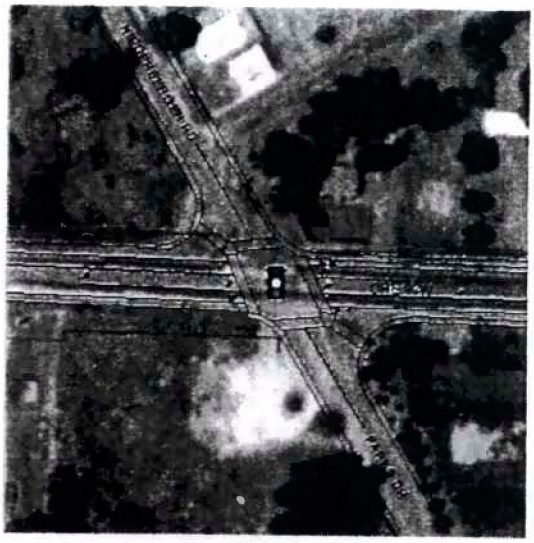
Niederberger-Parks Road/ Ore 99W Alternatives

Appendix F - Niederberger-Parks Road / Ore 99W

A total of five functional design alternatives were considered for the realignment of the Niederberger-Parks Road/Ore 99W intersection. The five functional designs were based on the assumption that the intersection has the potential to meet signal warrants 20 to 30 years into the future. The following transportation design and planning elements were considered in developing each alternative: sight distance, the angle at which the streets intersect, the amount of right-of-way needed to be acquired, and the integration of Alder Street. A preferred design was selected by the DTAC and is presented in the report. A summary of the four other alternatives considered by the DTAC is provided below.

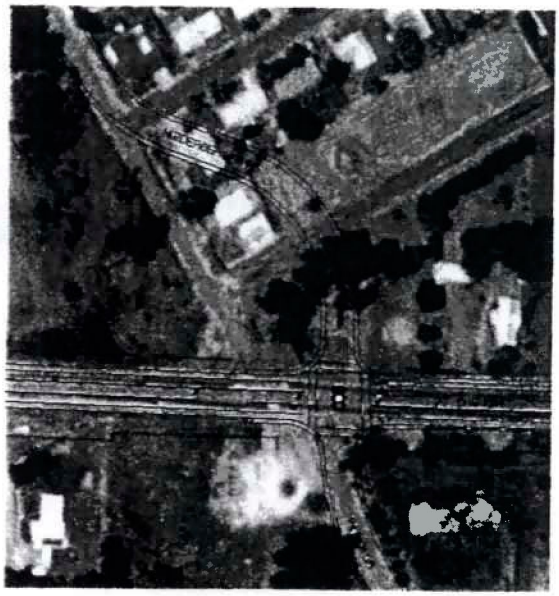
Skewed Alignment

The skewed alignment option would have the least impact on the surrounding land. As shown to the right, there would be no major right-of-way purchases necessary for its construction. However, the skew of the intersection would be about fifty-eight degrees, which would not meet ODOT standards for signalized intersections. The skew would also pose sight distance problems for vehicles turning onto Ore 99W. Finally, the skewed alignment would not incorporate Alder Street, and therefore would not follow the recommendations within the City of Dundee Transportation System Plan.



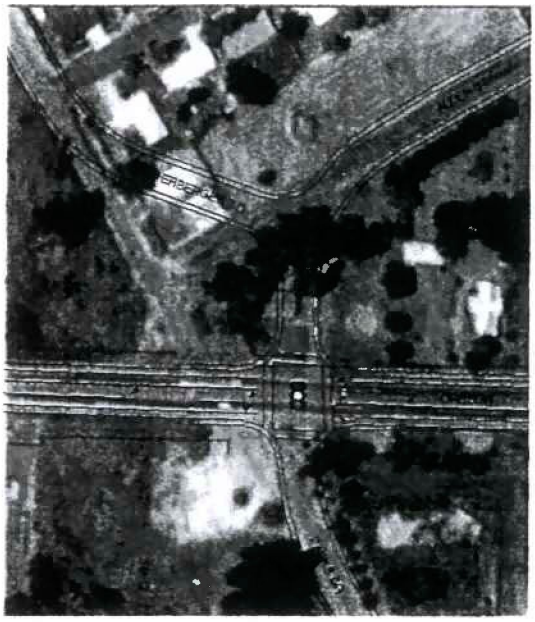
Ninety-Degree Alignment

The ninety-degree alignment option would realign Niederberger Road and Parks Road so that each roadway intersects Ore 99W at a ninety-degree angle. This realignment would improve sight distance and meet ODOT standards for a signalized intersection. The realignment would not incorporate Alder Street and would require the acquisition of two to three homes currently located along Niederberger Road.



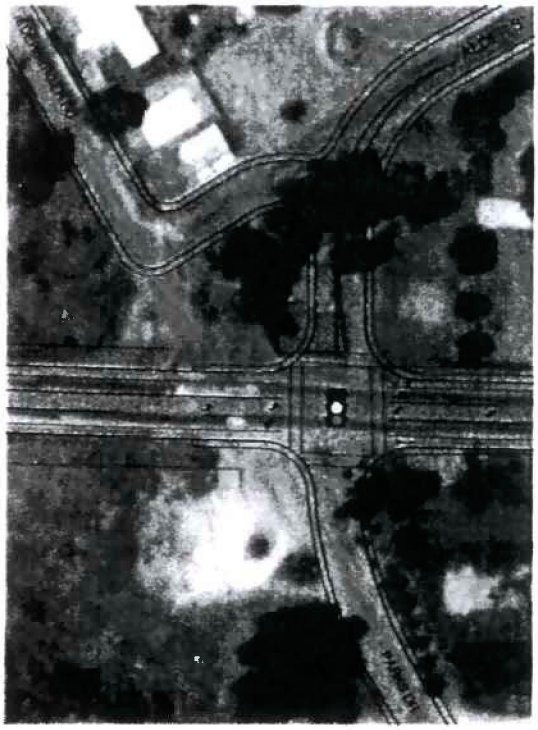
Niederberger Road & Alder Street Alignment

The Niederberger Road and Alder Street alignment would realign the intersection at a ninety-degree angle, it would incorporate Alder Street as a Local Street promoting connectivity and improving the probability of meeting future signal warrants at the intersection. It would also require the removal of two homes currently located along Niederberger Road. However, the physical location of this intersection would be farther to the north along Ore 99W, and therefore would encroach on the existing parcel more than the preferred or alternative designs.



Tight Radius Niederberger Road & Alder Street Alignment

This alternative is similar to the previous alternative, except that Niederberger Road would have a much tighter turning radius. Under this alternative, the two houses would be saved. This alternative would facilitate dump trucks navigating the tight curve, although trucks would be required to temporarily use the opposing lane. This route is also used by school buses. Further analysis should be conducted to determine whether this alternative could be operated safely before it is chosen for implementation.



Intersection Shifted to the South Option

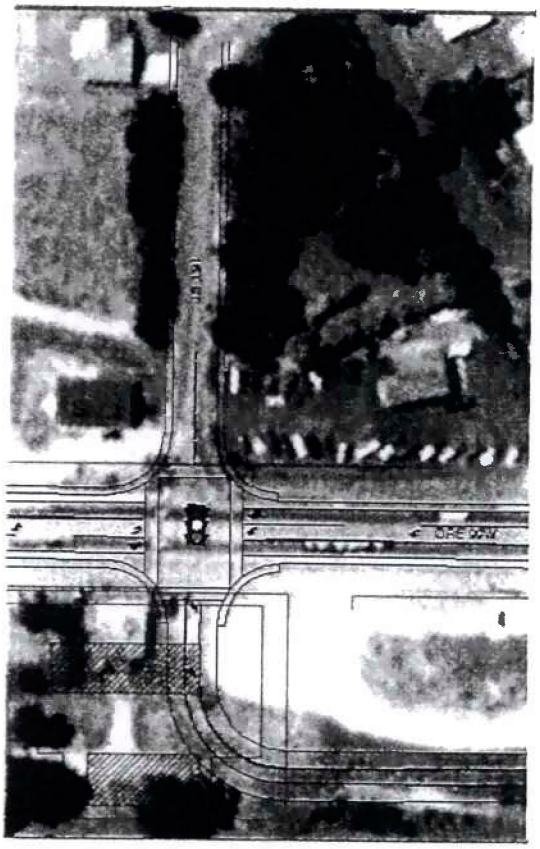
Under this alternative, Niederberger-Parks Road would be shifted to the south and realigned to intersect Ore 99W at a ninety-degree angle. This design would be challenging to construct because of the sharp downgrade south of the existing intersection (on the river-side of Ore 99W). Construction of the intersection would require extensive fill and earthwork increasing the cost of the intersection. Furthermore, the approach to the railroad crossing along Parks Road would incorporate a steep, sharp turn inhibiting a driver's ability to check for trains. This sight distance issue would be particularly daunting for vehicles heading towards the river on Parks Road looking for northbound trains. Additionally, Alder Street would not be incorporated into the design as a local connecting street, which would be contrary to the City of Dundee Transportation System Plan. Without the incorporation of Alder Street it would also take longer to meet traffic signal warrants at the Niederberger-Parks Road/Ore 99W intersection. Finally, the urban growth boundary is located along the southern edge of the existing Niederberger Road right-of-way; realigning the intersection farther south would place the intersection outside of the urban growth boundary requiring a goal exception if the intersection were to be constructed.

Appendix G

1st Street / Ore 99W

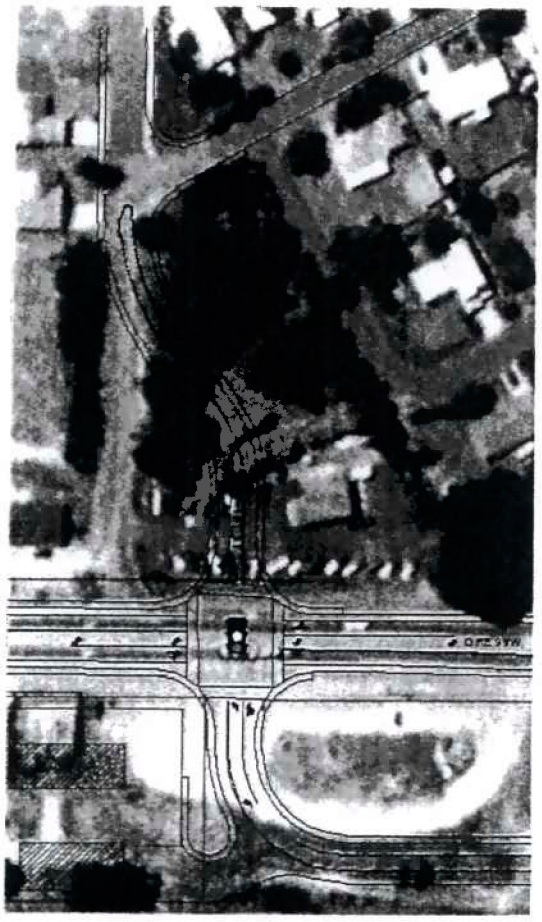
Appendix G – 1st Street / Ore 99W

Two preliminary functional design concepts were developed to address the transportation needs at the 1st Street/Ore 99W intersection. The DTAC chose neither of these alternatives due to their negative impacts. The preferred alternative, which simply provides channelization within the existing intersection that prohibits left turns from the Arco station, is discussed and illustrated in the body of this plan. A summary of each of the discarded alternatives is provided below.



Alternative 1

Alternative 1 requires the acquisition of right-of-way from the existing ARCO service station located in the southeastern quadrant of the 1st Street/Ore 99W intersection. The realignment of the intersection would bring Dayton Avenue along parallel to Ore 99W and realigned to create a fourth leg to the 1st Street/Ore 99W intersection. As shown to the right, 1st Street would remain aligned with its existing right-of-way and the newly built service station would need to be relocated.



Alternative 2

Alternative 2 requires the acquisition of right-of-way in the northwest quadrant of the 1st Street/Ore 99W intersection and involves relocating/purchasing three to four existing homes to accommodate the realignment of 1st Street. As shown to the left, Dayton Avenue would intersect Ore 99W just to the eastern ARCO property boundary.

Appendix H

City Council Refinements to Plan

Appendix H

City Council Refinements to Plan

During the course of numerous City Council meetings in 2005 and 2006, many changes were suggested to be made to the Plan. The 13 suggested changes are included below (as adopted as Addenda by the City Council), and the Plan has been modified to incorporate these changes.

1. Determine if cross parking lot easements are possible. If not, the City shall consider a skinny street between 7th-12th Streets on the river side of Highway 99W.

2. Allow flexibility in good design that does not require zero lot lines, thus allowing use of minimum setbacks.

3. Allow flexibility in determining the length of median strips. The strips will not be installed until alternative access is provided via parking lots, an acceptable connection to a private easement with access to the public road system, or a direct connection to the public road system.

4. Redesign the Niederberger/Parks Road and 99W intersection. The intersection will be redesigned based upon the principles and concerns outlined in this document. If not redesigned by ODOT as part of a future improvement to Oregon 99W, then the redesign effort shall be subject to ODOT approval unless ODOT, Dundee, and Yamhill County agree to some jurisdictional transfer of Oregon 99W, in which case the redesign shall be subject to review by the jurisdiction responsible for Oregon 99W at that time.

5. Develop an exceptions process to permit adjustments to the Plan for unique situations.

6. Produce a project cost for the Dundee Downtown Refinement Plan as a priority of the code audit work.

7. In the event that Oregon 99W can be fully reconstructed as a single project, as envisioned in the Main Street Refinement Plan, do not require full sidewalks or on-street parking along the frontage if the affected property owner is not willing to sell or redevelop his property at the time of construction and in circumstances where avoidance of full sidewalks and on-street parking will not affect the other aspects of the reconstruction (travel lanes, bike lanes, etc.) and will avoid direct impacts to existing structures. In any case, sidewalk construction or reconstruction must meet the minimum requirements of the Americans with Disabilities Act.

8. Any property initially exempted from full sidewalks and/or on-street parking along his frontage will be required to provide the full improvement if and when the properties redevelop.

9. The Main Street Refinement Plan will be used as guidance to encourage voluntary site development measures that further its implementation, but do not require its implementation until code language is fully developed and adopted.

10. Remove zoning designations from maps and references in text.

11. The current three-lane configuration, which includes two travel lanes and one turn lane, shall not change with or without right-of-way increases.

12. Remove street connection paralleling 99W between 7th and 8th Street.

13. Correct UGB map along Parks Road.

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