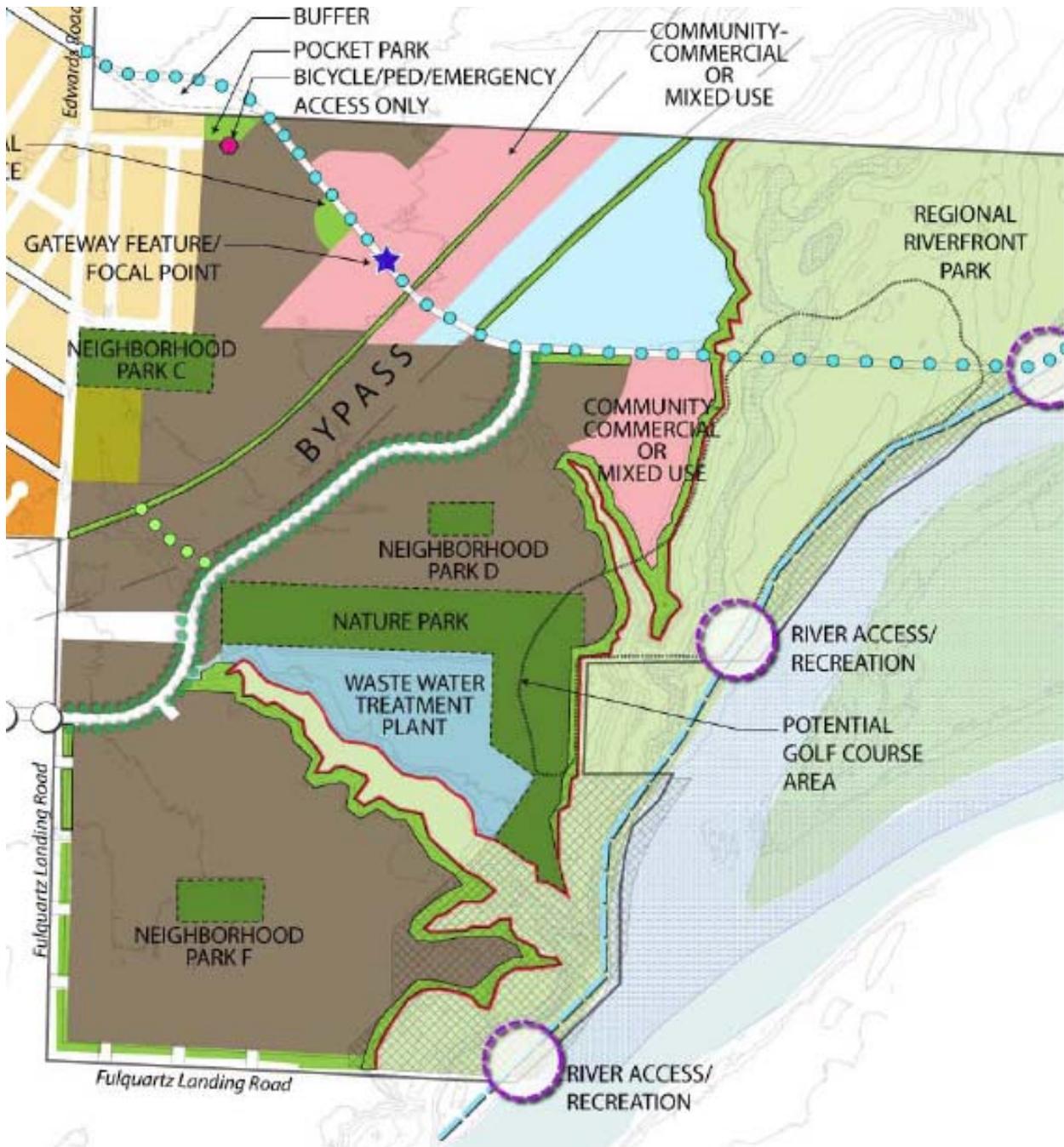


# Riverside District Master Plan



Prepared for the City of Dundee

June 2011



# Riverside District Master Plan

**Prepared for the City of Dundee**

**By Angelo Planning Group**

**In Association with**

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**GreenWorks**

**Johnson Reid, LLC**

**Kittelson & Associates, Inc.**

**June 2011**

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

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## Executive Summary

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

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

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

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

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

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

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

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

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

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

This Master Plan document is divided into four sections:

- I. **Background** – This section summarizes background information for the planning area, including project goals, public involvement and land use alternatives.
- II. **Plan** – This section includes the key maps, figures and tables, including the Comprehensive Plan Map designation, the Master Plan (with land uses), the Street and Trail Plan, the Riparian Corridors, and typical street and trail cross-sections.

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

- III. **Future Actions** – This section includes an Action Chart that identifies the issues that are left undecided, tasks left to do, or analysis that is still needed and recommended to be pursued after the plan is adopted. The Action Chart identifies action items, responsible party, and tentative time frame.
- IV. **Appendices**
  - Appendix A – Adopted Riverside District Comprehensive Plan Chapter
  - Appendix B1 through B9 – Supporting Documents, including meeting summaries, land use alternatives report, charrette report, transportation analysis, and other background documents.

## I. Background

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

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

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

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

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

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

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

## II. The Plan

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

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

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

Figure 1 – Riverside District Land Use Plan

Figure 2 – Riverside District Subareas

Figure 3 – Riverside District Transportation Framework Plan

Figure 4 – Standard Cross Sections for Local Streets

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

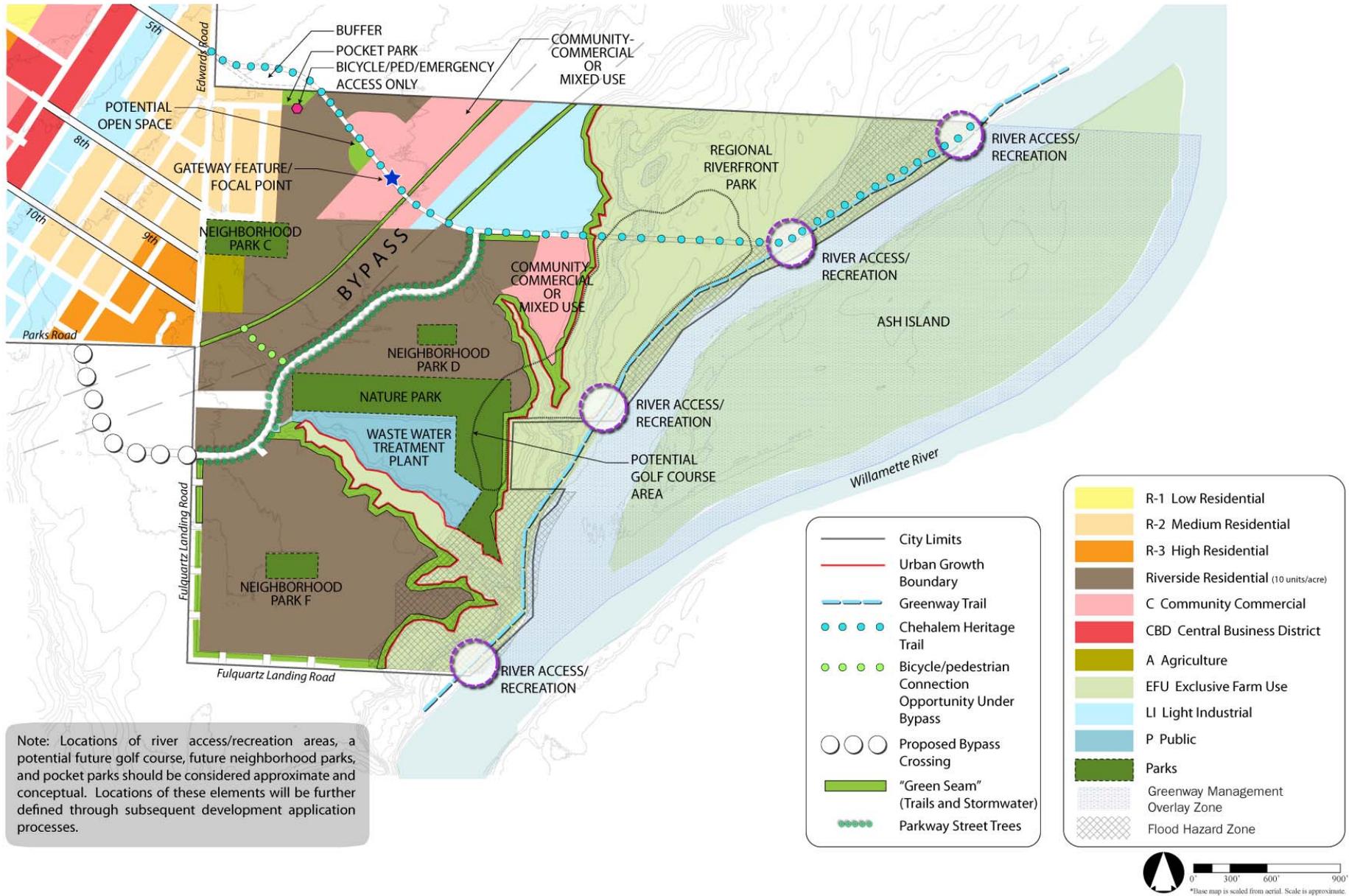
Figure 6 – Riverside District Natural Resources and Riparian Areas.

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

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

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

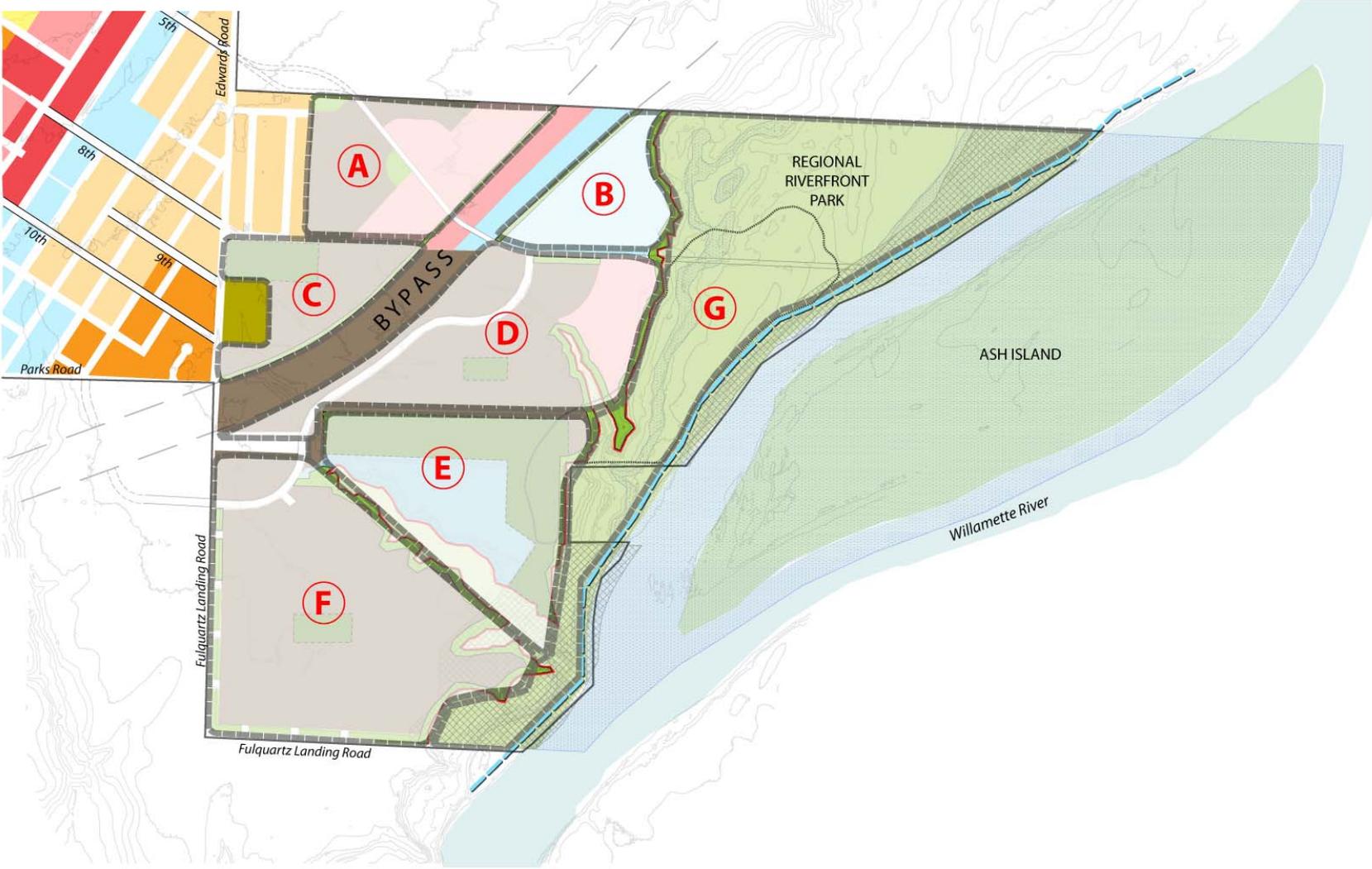
Figure 1 - Riverside District Land Uses



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



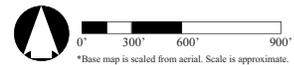
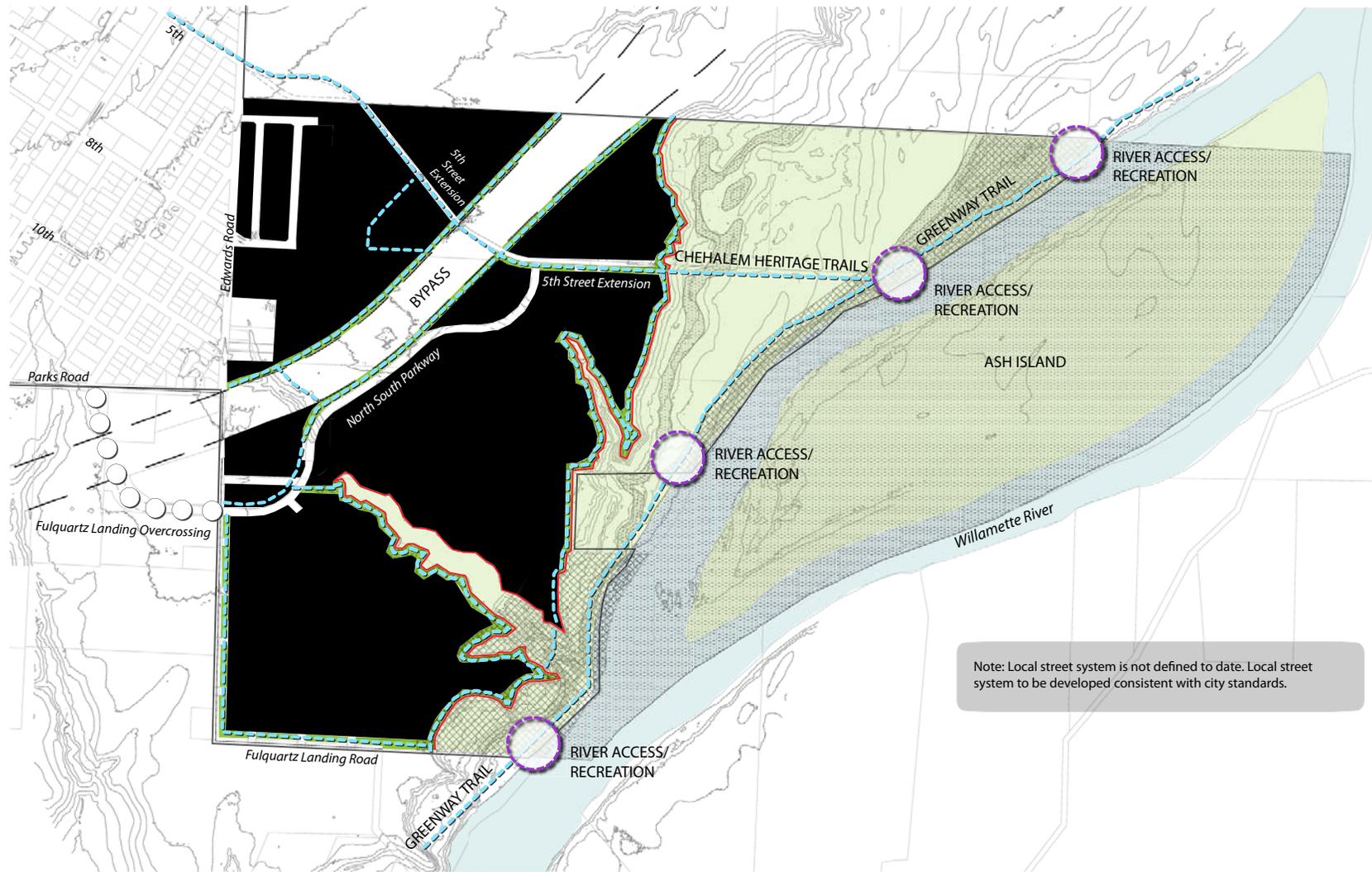
Figure 2 - Riverside District Subareas



**Master Plan Subareas**



Figure 3 - Riverside District Transportation Framework Plan



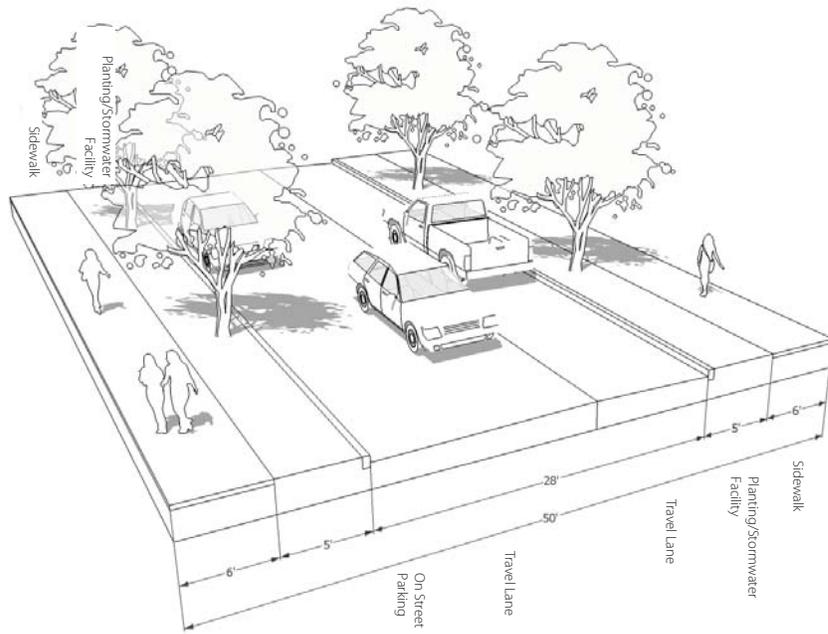
**Master Plan Transportation Context**

RIVERSIDE DISTRICT AND SUBAREAS MASTER PLAN - CITY OF DUNDEE

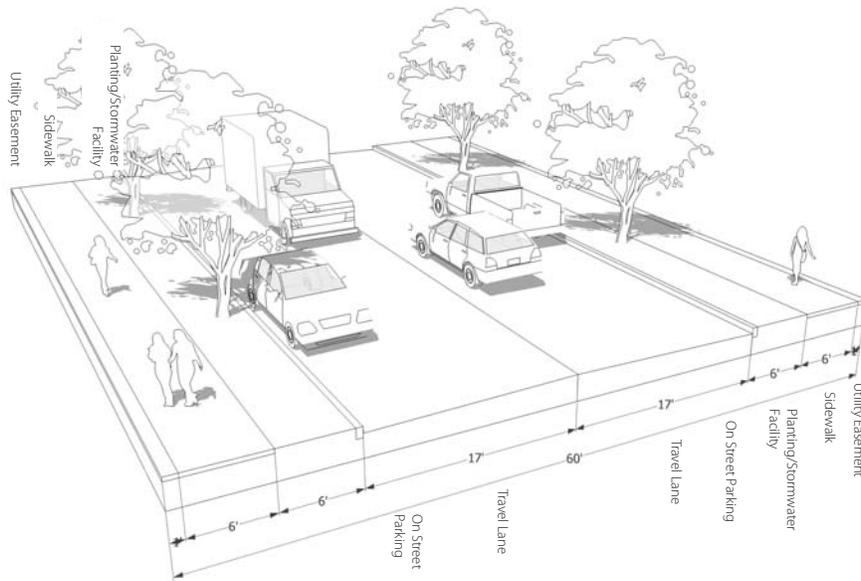
June 6, 2011



Figure 4 - Standard Cross Sections for Local Streets

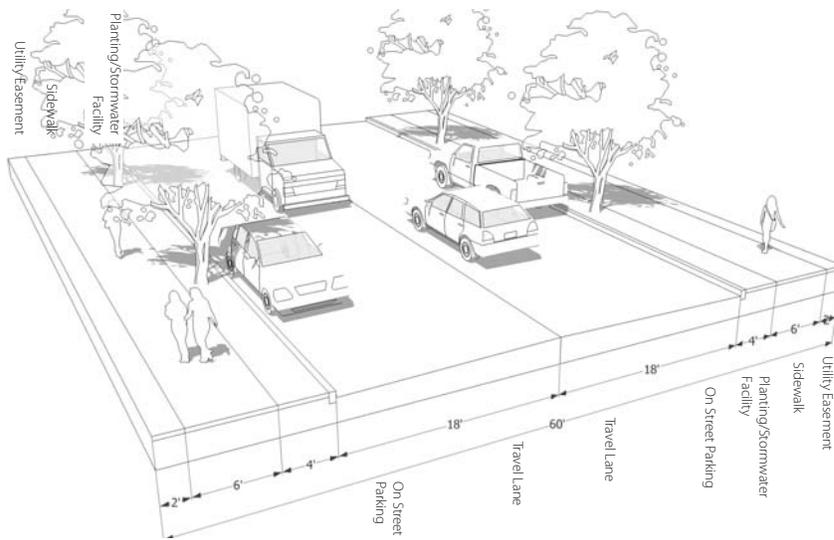


LOCAL STREET I - Two Travel Lanes with On-Street Parking on One side only

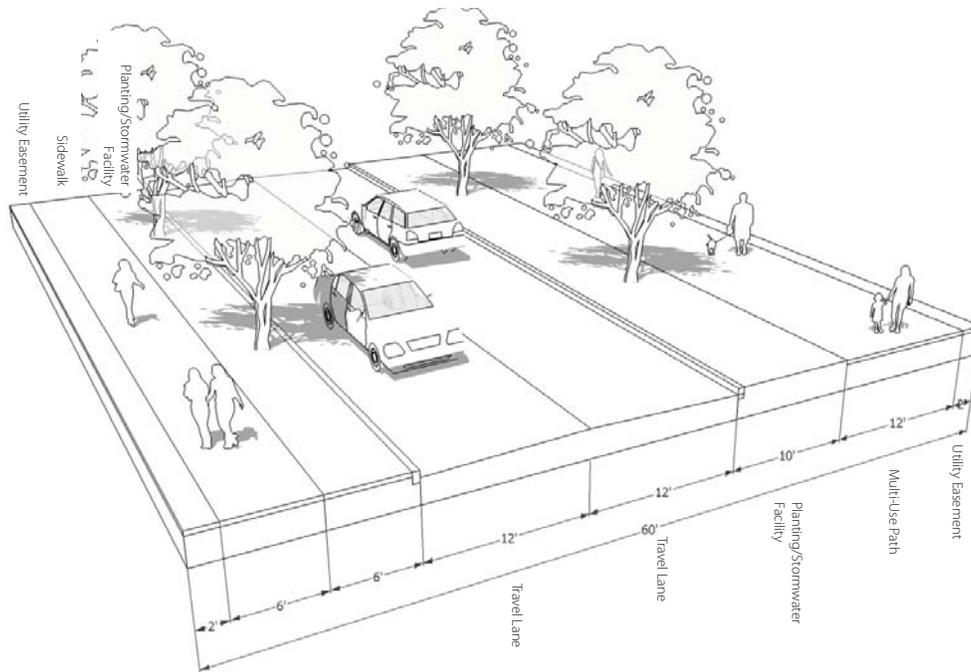


LOCAL STREET II - Two Travel Lanes with On-Street Parking on Both sides

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

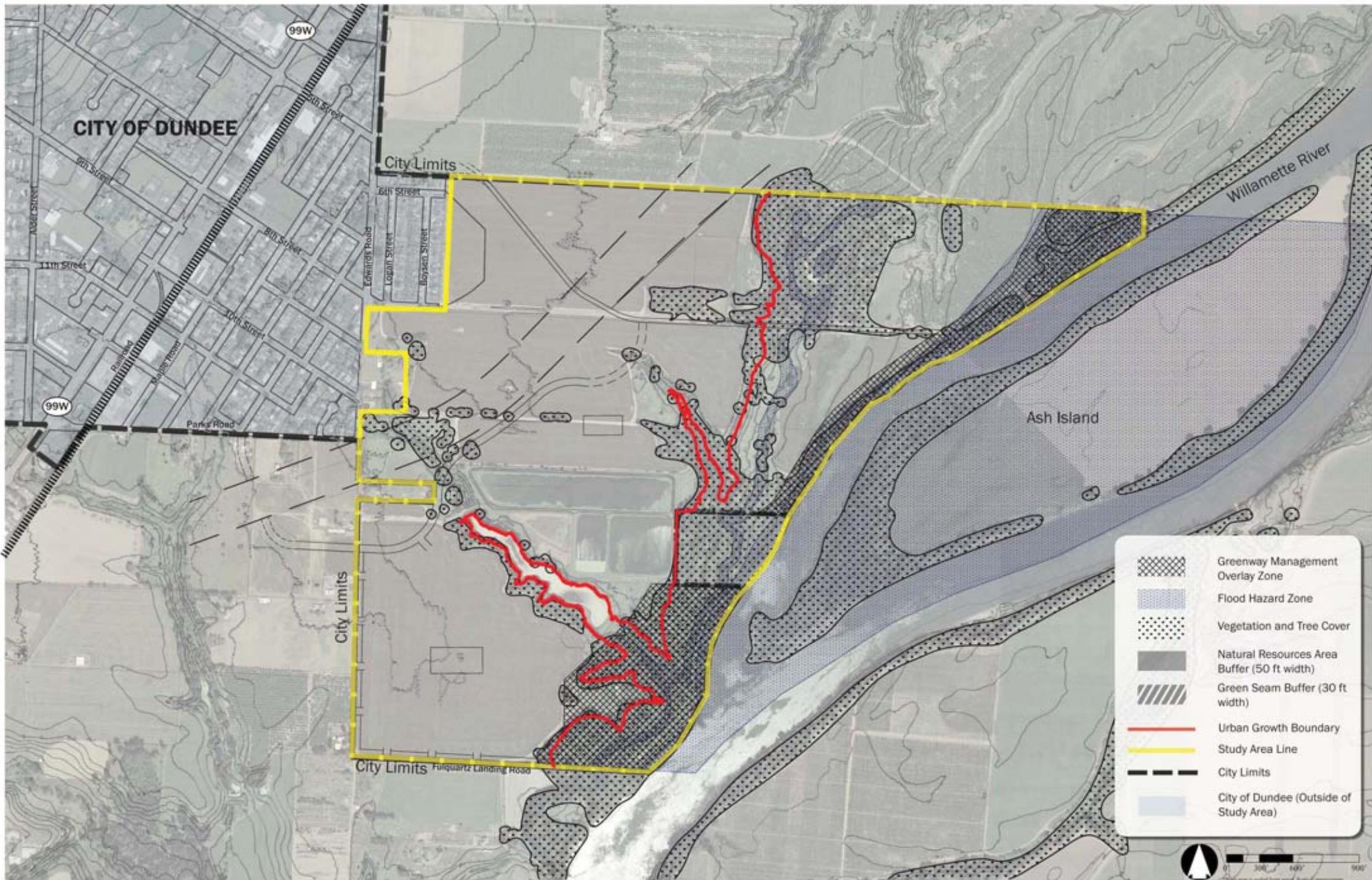


COLLECTOR - Two Travel Lanes with On-Street Parking Both Sides



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

Figure 6 - Riverside District Natural Resources and Riparian Areas



**Natural Resources and Riparian Areas - Vegetated Buffers**

SOUTHEAST DUNDEE RIVERFRONT MASTER PLAN - CITY OF DUNDEE

June 6, 2011

## A. Plan and Zoning Designations

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Table 1 – Riverside District Land Uses**

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

Notes

1. Percentages are as a total of land within the UGB except the Subtotal and land outside the UGB.
2. A small portion of the treatment plant acreage reflected in this number is outside the UGB; acreage does not include potential turtle habitat areas south of Lagoon #4 (Canyon Lake)
3. Assumes a mix of housing types and an overall average density of about 10 units/acre.
4. Assumes floor area ratios of 0.25 for commercial and mixed use and 0.35 light industrial and hotel uses.

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

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

Notes

1. Acreage includes approximate area of WWTP and planned Nature Park
2. This total does not include the area estimated for neighborhood parks, trails, roads and the Bypass corridor, shown in Table 1.

## B. Riverside District Policies

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

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

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

### Land Use

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

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

1. The Riverside District Master Plan identifies the approximate location and acres of general land use categories by subarea (See Figure 2 and Table 2). Through the detailed master plan and subdivision process, the applicant shall have the ability to propose minor changes between the boundaries of the use areas, consistent with the overall target housing units and non-residential floor area allocated to the subarea.
2. When a partition or subdivision application is submitted for a subarea, even if it only includes a smaller first phase of development, a detailed master plan shall be submitted for the entire subarea to show the layout of streets and more precise location of the neighborhood park (if a conceptual location is shown on the approved Master Plan for the Subarea). The detailed master plan will provide the tool to track the target housing units and maximum non-residential floor area consistent with the allocations by subarea in Table 2.
3. A mixture of different building types is encouraged within the residential areas (e.g. single family residential, duplex, attached single family residential, multi-family). Outside of the overall target number of housing units specific for each subarea, it is expected that the Riverside District Zone will provide broad flexibility for a mix of housing types and lot sizes. The detailed master plan shall identify lots intended for attached and multifamily housing. To ensure efficient use of land in the Riverside District, an average density of 10 units per acre is established. Lot sizes may be averaged and densities may be shifted between subareas to provide flexibility to meet changing housing and market needs.
4. Development within subareas designated for commercial, mixed use and light industrial uses in Subareas A, B and D shall be consistent with the standards included in the Riverside District Zone (when adopted), including limitations on certain uses, maximum building size and basic design standards.
5. The approved Master Plan assumed certain categories of commercial and light industrial uses would be appropriate in the Riverside District. While the Riverside District Zone will provide some flexibility for the City to allow “similar uses” through a Type I-B review, a major change in the list of permitted and conditional uses will require Type II Planning Commission approval or a Type IV Development Code text amendment.
6. The Master Plan identifies a conceptual location for a potential golf course. While a golf course is considered an appropriate use in the Riverside District, conditional use approval is required to review the layout of the golf course relative to public trails and access to the riverfront. Additionally, conditional use approval is required for any portion of the golf course located within Dundee’s Exclusive Farm Use (EFU) zone. Through the conditional use review process, the City shall also encourage the use of recycled wastewater or on-site water sources for golf course irrigation to avoid pressure on the City’s domestic water supply sources. Based on input from the Department of Land Conservation and Development, development of a golf course on Dundee’s designated EFU land may require a goal exception or UGB amendment.
7. The City will support a future UGB amendment application to include Subarea G within Dundee’s UGB to accommodate the open space and recreational uses identified in the Riverside Master Plan. The location of this subarea inside of the city limits but outside of the UGB complicates land use jurisdiction.
8. If the School District identifies a need for future school(s) within the Master Plan area, appropriate site(s) shall be identified consistent with the policies of the Dundee Comprehensive Plan and/or School District Facility Plan.

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

## ***Transportation***

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

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

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

### ***Water, Wastewater and Stormwater***

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

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

### ***Parks, Open Space and Trails***

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

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

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

## C. Implementation

### *Land Use and Development*

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

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

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

### ***Transportation Facilities and Improvements***

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

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

- Addition of a westbound right turn lane at the intersection of OR 99W/5<sup>th</sup> Street (\$100,000) will be needed if development in Subareas A-D results in approximately 24 net new trips at the intersection during the weekday p.m. peak hour prior to construction of the Newberg Dundee Bypass. If this threshold of 24 additional trips is not met prior to construction of the Bypass, this improvement will not be needed.
- Construction of the planned Bypass overcrossing connecting to the 5th Street Extension will require that local infrastructure be in place first. This could include implementation of the 5th Street Extension or the interim improvements described above, as well as the extension of 8th Street to the east of the Bypass.
- The 5<sup>th</sup> Street Extension or a connecting link to the Bypass overcrossing should be fully constructed when the Bypass is constructed.
- As development occurs within the Master Plan area, construction of the planned North/South Parkway Collector east of the bypass corridor must be phased in such a way as to provide adequate connectivity both within the Master Plan area and between areas east and west of the future Bypass facility. Phasing should be as follows:
  1. If this road is constructed before construction of the Bypass:
    - a. The road shall be partially constructed as frontage development of the collector is complete; or
    - b. The road shall be fully constructed when 100% of development in Subarea D is complete, or
  2. If the road is constructed after or during construction of the Bypass and the Bypass construction severs connections between Subarea D and access to either 5<sup>th</sup> Street, 8<sup>th</sup> Street or Parks Drive, then ODOT must have a temporary detour plan in place to provide access between Subarea D and these facilities (5<sup>th</sup>, 8<sup>th</sup> or Parks).
- If Subareas D or F are developed before the Bypass is constructed, traffic from those developments would utilize Fulquartz Landing and Parks Drives to access OR 99W.
- Improvement of Parks Drive to a collector street standard, including the provision of sidewalks, will be needed when developments in Subareas A-G result in approximately 275 net new trips along Parks Drive during the weekday p.m. peak hour (see Table 3-6 for more information).
- Construction of a new traffic signal at Parks Drive and OR 99W will be needed when full build-out of Subareas A-G occurs with or without development of the Bypass, or when warranted (all new traffic signals must be approved by the state traffic engineer).
- Railroad crossings:
  - Railroad crossing improvements along 5th Street will be needed when development in Subareas A-D result in approximately 200 net new trips along 5<sup>th</sup> Street during the weekday p.m. peak hour (see Table 3-6 for more information).
  - Railroad crossing improvements at Parks Drive will be needed when development in Subareas A-G result in approximately 275 net new trips on Parks Drive during the weekday p.m. peak hour (see Table 3-6 for more information).

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

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

**Table 3 – Riverside District Land Uses by Subarea**

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

<sup>1</sup> Golf course includes 9-holes and a club house/pro shop.

<sup>2</sup> Light Industrial includes wine tasting and production.

<sup>3</sup> Overall square-footage includes 50 hotel rooms.

<sup>4</sup> The clubhouse is located in Subarea D.

<sup>5</sup> The 14 multifamily residential units represent the remaining 16,000 square-feet of commercial and retail space shown in Table 2 above.

**Table 4 – Trip Generation Rates**

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

<sup>1</sup> Golf course is assumed to include 9-holes and a club house/pro shop.

<sup>2</sup> Light Industrial is assumed to include wine tasting and production.

<sup>3</sup> It is assumed that this use will generate approximately half as many trips as traditional light industrial uses.

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

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

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

<sup>1</sup> Golf course is assumed to include 9-holes and a club house/pro shop.

<sup>2</sup> Light Industrial is assumed to include wine tasting and production.

<sup>3</sup> The trip generation estimates for Subareas G and E are included in Subareas B and D, respectively. These parks generate a combined estimated 23 trips during the weekday p.m. peak hour.

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

**Table 6 – Estimated Trip Distribution by Subarea**

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

<sup>1</sup> The estimated trip distribution pattern for Subareas G and E were assumed to be consistent with Subareas B and D, respectively.

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

### III. Future Actions

#### Other Implementation and Phasing Issues and Actions

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

**Table 7 – Riverside District Action Chart**

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

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

Action #	Action Item Descriptions	Time Frame	Lead/Support
	Riverside District.		Groups
<b>STREET TREES &amp; STREET SIGNS/LIGHTING</b>			
21	Form an ad hoc committee to evaluate and propose appropriate street trees to require in the Riverside District; amend the Riverside District Zone to specify certain species if needed.	2-3 years	City/Property Owners
22	Based on <i>Framework Plan to Establish a Unique Visual Identity</i> , identify appropriate street lighting and street signs to tie in with past work and help establish a cohesive design character for the Riverside District. Amend the Riverside District Zone or Public Works Standards as needed.	2-3 years	City/Property Owners
<b>SUSTAINABILITY</b>			
23	Partner with public agencies, non-profit organizations, and Dundee residents and business owners to develop a city-wide sustainability plan to: <ul style="list-style-type: none"> <li>• Require and/or promote water conservation and efficiency</li> <li>• Remove barriers and explore incentives to promote “low impact development”</li> <li>• Support green design standards for public and private development projects (through Development Code and/or Public Works Standards).</li> </ul>	1-10 years	Citizens/Non-Profits/Advocacy Groups/City

## Appendices

To be provided with final version

### **Appendix A – Comprehensive Plan Amendments – New Riverside District Chapter**

#### **Appendix B – Supporting Documents (Adopted by Reference)**

Appendix B1 – Project Goals, Objectives and Evaluation Criteria

Appendix B2 – Meeting Summaries

Appendix B3 – Public Involvement Summary

Appendix B4 – Dundee Identity Framework Plan

Appendix B5 – Background Conditions Report

Appendix B6 – Charrette Report

Appendix B7 – Land Use Alternatives Report

Appendix B8 – Transportation Analysis

Appendix B9 – Cost Estimates, Funding Strategies and Responsibilities

## **Appendix A**

Comprehensive Plan Amendments – New Riverside District Chapter

## RIVERSIDE DISTRICT

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

### OBJECTIVES

1. Apply a new Riverside District comprehensive plan designation to the approximately 360 acre planning area within the city limits shown in Figure 1.
2. Adopt the Riverside District Master Plan (June 2011) by reference as a support document to the Dundee Comprehensive Plan.
3. Adopt comprehensive plan policies specific to the Riverside District.
4. Recognize that adoption of the comprehensive plan framework (text and map amendments) represents the first steps in a multi-step process required prior to development. Future actions will include, but not be limited to:
  - Preparation of more detailed infrastructure and financial plans to assure adequate public facilities and services to support the master plan;
  - Development Code text amendment to adopt new Riverside District Zone;
  - Zone Change(s) to apply the new Riverside District Zone;
  - Detailed master plans (by subarea) to establish local street network, identify specific park sites and trail connections, lay out blocks, refine mix of land uses and set range of densities, mix of housing types and lot sizes, establish phasing schedule, etc.
  - Subdivision(s) to divide land in accordance with detailed master plans; dedicate local streets, parks and trail and utility easements; install public and private improvements, etc.
  - Potential site design review for non-residential buildings, unless clear and objective design standards are adopted as part of the detailed master plan for a particular subarea.

## EXISTING CONDITIONS

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

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

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

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

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

## FINDINGS OF FACT

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

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

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

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

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

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

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

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

## POLICIES

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

- A mix of housing types and densities, with a target of 970 units in the Riverside District.
  - In areas where the Riverside District is adjacent to developed, lower density residential areas, the development standards of the lower density zone (maximum heights and setbacks) shall apply to new housing on abutting lots in the Riverside District.
  - Neighborhood park sites shall be required based on the target of 970 dwelling units according to the standards of the Dundee Parks and Open Space Plan.
  - A connected trail system shall be required to accommodate the Willamette River Trail, the Chehalem Heritage Trail, and connecting local trails within the Riverside District that link to the larger community trail system.
  - Cross-sections for trail improvements shall accommodate linear stormwater quality facilities, particularly along the top of the bluff.
  - A connected local street system with cross-sections specified to encourage sidewalks, planter strips, and street trees. Blocks shall not exceed a maximum length of 400 feet in commercial areas or 600 feet in residential areas.
  - A parkway collector shall be required to provide a north-south link of development subareas to the east of the Bypass and connections to the two Bypass overcrossings. The cross-section for the parkway collector shall be consistent with the standards in the Dundee TSP.
  - Riparian corridors shall be protected with a minimum 50-foot setback from the top of bank elevation.
7. Planning for water use should incorporate techniques and systems (e.g. “purple pipe”) for water reuse and conservation to the greatest degree practical, including potential reuse of wastewater for irrigation or other purposes.
8. All development within the Riverside District shall be adequately supported by the required facilities and services, including parks, schools, transportation, water, stormwater and wastewater infrastructure. Implementing ordinances shall provide that:
- Required facilities and services must be available concurrent with development; and

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

### IMPLEMENTATION

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

