Ore 99W Dundee Main Street Refinement Plan

Dundee, Oregon

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

Presented By:
Dundee Transportation Advisory Committee

Funded By:
Oregon Department of Transportation

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

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

Project No. 6349.00

February 2005
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
Bill & Linda Basham, Business Owners
David Bergen, Business Owner
John Bergstrom, Property Owner
Kendall Bergstrom, Citizen
Michael Comfort, Citizen
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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 Foote
City Administrator

Consultants

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

Alta Planning
Mia Birk
Arif Khan

Artist
Brian Borello
February 25, 2005

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
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Section 1

Executive Summary
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 south.
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 in the form of a bypass or in terms of a substantially wider existing highway (six through lanes).
- 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 Streets, 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 design 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

Note: See Ore 99W Refinement Plan section 5 for detailed cross-sections.
**Table 1  Conceptual Design Guidelines**

<table>
<thead>
<tr>
<th>Description</th>
<th>Roadway Segments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Downtown Core</td>
</tr>
<tr>
<td></td>
<td>5th to 10th</td>
</tr>
<tr>
<td>Posted Speed Limit</td>
<td>25</td>
</tr>
<tr>
<td>On-Street Parking</td>
<td>Yes</td>
</tr>
<tr>
<td>Raised Median</td>
<td>Yes</td>
</tr>
<tr>
<td>Planter</td>
<td>No</td>
</tr>
<tr>
<td>Curb Extensions</td>
<td>Yes</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>12 – 18 feet</td>
</tr>
<tr>
<td>Bike Lanes</td>
<td>5 feet</td>
</tr>
<tr>
<td>Potential Developments</td>
<td>City Hall Community Center Retail (shops) Retail (grocery store) Industrial Residential (high density) Residential (single family homes) Light Industrial Manufacturing Rural Residential &amp; Grandfathered Commercial</td>
</tr>
</tbody>
</table>

**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 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. 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.
- **7th Street to 8th Street** – constructed on the hill-side as an alley to provide connection from 7th to 8th Street.
- **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.
• **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, 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.

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).

The Refinement Plan also provides an update to the Functional Classification map and Pedestrian Plan, Bicycle Plan, and Street System Improvement Plan elements of the Adopted Dundee Transportation System Plan (TSP).

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.
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.

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.

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.

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).

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
- Daedalus
- 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
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.
Section 3
System Assessment
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 riverside 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.

- 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.

- 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) 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.

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 in the form of a bypass or in terms of a substantially wider existing highway (six through lanes). 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

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1 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.
“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)

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Crashes</th>
<th>Collision Type</th>
<th>Severity</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Turning</td>
<td>Rear-End</td>
</tr>
<tr>
<td>1998</td>
<td>39</td>
<td>4</td>
<td>34</td>
</tr>
<tr>
<td>1999</td>
<td>29</td>
<td>6</td>
<td>21</td>
</tr>
<tr>
<td>2000</td>
<td>29</td>
<td>2</td>
<td>25</td>
</tr>
<tr>
<td>2001</td>
<td>28</td>
<td>3</td>
<td>25</td>
</tr>
<tr>
<td>2002</td>
<td>35</td>
<td>6</td>
<td>26</td>
</tr>
<tr>
<td>Total</td>
<td>160</td>
<td>21</td>
<td>131</td>
</tr>
</tbody>
</table>

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.
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 Concept Plan
Land Use Concept Plan

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

The purpose of this Land Use Concept Plan is to provide support to the transportation elements of the Dundee Main Street Refinement Plan. The stated vision for Dundee² 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. 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.

PROCESS

The process used in the development of the Land Use Concept Plan 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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LAND USE PLAN PRINCIPLES
The Land Use Concept Plan builds 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 Plan envisions reconnecting the downtown to these important places and people nearby. Thus, the Concept Plan shows 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
canvas for future architectural and artistic richness, should the town create a comprehensive design code that meets its goals. This Plan builds on these strengths.

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, this Concept Plan focuses 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 Concept Land Use Plan intensifies storefront retail along Main Street, adds passive greenspace throughout, concentrates public activities in a cluster with a potential town square location, preserves light industrial and housing, and ensures adequate parking and traffic circulation. These details will be discussed further later in the Plan.
CONCEPT LAND USE PLAN: OVERVIEW

As can be seen in the Concept Land Use Plan Map, 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 this, the Land Use Plan does the following:

- 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 at the historic railroad depot building. This town square is located in the middle of Main Street, helps balance the two sides of Main Street, and is 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. The existing post office, police station, and city hall are located further up the hill on 5th. If possible, the post office, city hall, and police station should be relocated to Main Street between 5th and 10th. This will attract more activity to Main Street, and contribute to the town’s vibrancy.
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.

Parking

Access to plentiful parking is crucial to Main Street success. This plan creates on-street parking on the length of the downtown core area, 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.
BUILDING DESIGN GUIDELINES

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

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.

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.

**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.

**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.
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.

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.

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.
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.

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.
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 design 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>
<thead>
<tr>
<th>Description</th>
<th>Roadway Segments</th>
<th></th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Downtown Core</td>
<td>Transition</td>
<td>Suburban</td>
<td>Rural</td>
</tr>
<tr>
<td></td>
<td>5th to 10th</td>
<td>3rd - 5th &amp; 10th - 12th</td>
<td>1st - 3rd &amp; 12th - Niederberger-Parks</td>
<td>E. of 1st &amp; W. of Niederberger-Parks</td>
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<td>Posted Speed Limit</td>
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<td>On-Street Parking</td>
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</tr>
<tr>
<td>Bike Lanes</td>
<td>5 feet</td>
<td>6 feet</td>
<td>6 feet</td>
<td>6 feet (included in shoulder)</td>
</tr>
</tbody>
</table>

| Potential Developments       | Downtown Core    | Transition       | Suburban         | Rural            |
| 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 existing developments and historical buildings located along Ore 99W shaped the roadway layout.
Exhibit 4  Main Street Plan (North Section - 1st Street to 4th Street)
Exhibit 6  Main Street Plan (South Section - 11th Street to Niederberger-Parks Road)
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 environment.

**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.

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 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

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.
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.

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 for street-level activity.
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.

**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.

_Cross section diagrams_

_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. 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:

<table>
<thead>
<tr>
<th>Description</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-street spaces on Ore 99W</td>
<td>90</td>
</tr>
<tr>
<td>On-street spaces on local adjacent streets</td>
<td>+160</td>
</tr>
<tr>
<td>Total on-street spaces</td>
<td>250</td>
</tr>
</tbody>
</table>

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 six 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 selected based on such factors as right-of-way, sight distance, street alignment to Ore 99W, property impacts, and the integration of Alder Street.

Preferred Alternative

The preferred design endorsed by the DTAC provides the following benefits:

- Establishes a ninety-degree alignment with Ore 99W;
- Incorporates Alder Street, which is intended to act as a Collector Street to promote connectivity through the residential areas as designated in the adopted TSP;
- Provides easier maneuvering for heavy vehicles; and,
- Requires less right-of-way and minimizes property impacts as compared to other alternatives.

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.

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 was 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 included the reroute of Dayton Road 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 Road 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 Street connection with Ore 99W to occur along the eastern ARCO property boundary and a realignment of 1st Street to align with the new Dayton Street 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 Road 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

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. However, based on an extensive public involvement process, it is recommended that this street connection be constructed as an alley for the sole purpose of providing connectivity between 7th and 8th Street. An alley design would provide more redevelopment space between Ore 99W and the new street, as compared to constructing to local street standards.
8th Street to 12th Street

It is recommended that streets 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 coordinate 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:

- 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.
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 benefit 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
- Zero lot-line 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
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 concept included here as a basis
- 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
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

- Create sense of place
- Welcome as assets
- Curb appeal - creative, yet welcoming
- Art and business
- Ore 99W Dundee Main Street Refinement Plan

Kittelson & Associates, Inc.
Transportation Planning/Traffic Engineering
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. This street, discussed below, would be constructed as a 20-foot curb-to-curb section with a six-foot sidewalk only on the riverside. The street would be centered on the existing right-of-way line, requiring Tina’s Restaurant property to dedicate ten feet for their half of the street and six feet for a sidewalk, totaling 16 feet on their property. North of Tina’s property, this local street would curve slightly westward to minimize/avoid impacts to the convenience market. To the south, on the Dundee Garden Arts Store property, the street would require the same right-of-way dedication as on the Tina’s property. Again, this right-of-way dedication and street construction would take place concurrent with redevelopment of either the Dundee Garden Arts Store or Tina’s Restaurant property.

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

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 is similar to the alternative design endorsed by the DTAC. The intersection would be realigned 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.

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.
AMENDMENT PROPOSED 14192

Jurisdiction: DUNDEE
Jurisdiction Abbrev: CDUNDE
DLCD File No: 002-05 Local File No: CPA 05-05

Proposal Summary:
Adopt an Oregon 99W Main Street Refinement Plan for the City of Dundee, including amendments to the Transportation System Plan.

Locally Identified Affected Agencies:
Oregon Department of Transportation, Dundee Fire Department, and Yamhill County.

Proposal Received: 3/4/2005
First Evidentiary Hearing: 5/2/2005 Days Notice to First Evid. Hearing: 59
Final Hearing: 5/2/2005 Days Notice to Final Hearing: 59
Local Contact: Melody Osborne
Field Representative: GC
Notice of Proposed Amendment:
DLCD Notice of Participation:

Statewide Goals: 9 11 12

PROPOSAL REVIEW
Department Participation: YA
Reviewer: GC Eric Jackson
Time Spent on Review: 2 hours
Final Due: 4/7/05 Mail Deadline: 4/8/05
Response Sent: No Fax Deadline: 4/15/05
Response Type:
FORM 1

DLC D NOTICE OF PROPOSED AMENDMENT

This form must be received by DLCDB at least 45 days prior to the first evidentiary hearing
per ORS 197.610, OAR Chapter 660 - Division 18
and Senate Bill 543 and effective on June 30, 1999.
(See reverse side for submittal requirements)

Jurisdiction: City of Dundee Local File No.: CPA 05-05
(If no number, Use none)

Date of First Evidentiary Hearing: 5-2-05 Date of Final Hearing: 5-2-05
(Must be filled in)

Date this proposal was sent or mailed: 3-3-05
(Date mailed or sent to DLCDB)

Has this proposal previously been submitted to DLCDB? Yes: No: x Date: ______

x Comprehensive plan Text Amendment ___ Comprehensive Plan Map Amendment
___ Land Use regulation Amendment ___ Zoning Map Amendment
___ New Land Use regulation ___ Other: ______________________

(Please Specify Type of Action)

Briefly Summarize the proposal. Do not use technical terms. Do not write "See Attached."
To adopt a downtown refinement plan for the City of Dundee, including amendments to the Transportation System Plan - a part of the Dundee Comprehensive Plan.

Plan Map Changed from: N/A to __________________

Zone Map Changed from: N/A to __________________

Location: Along OR Highway 99W between mile markers 25 1/2 to 30 1/2

Acres Involved: __________________

Specified Change in Density: Current: N/A Proposed: N/A

Applicable Statewide Planning Goals: 9, 11, 12

Is an Exception Proposed? Yes: No: x

Affected State or Federal Agencies, Local Governments or Special Districts: ODOT,
Dundee Fire Department, Yamhill County

Local Contact: Melody Osborne Area Code + Phone Number: 503/538-3922

Address: PO Box 280 City: Dundee

Zip Code + 4: 97115-0280 Email Address: DundeeMelody@comcast.net

DCLD No: ______________
SUBMITTAL REQUIREMENTS
This form must be received by DLCD at least 45 days prior to the first evidentiary hearing
per ORS 197.610, OAR Chapter 660 - Division 18
and Senate Bill 543 and effective on June 30, 1999.

1. Send this Form and TWO (2) Copies of the Proposed Amendment to:

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

2. Unless exempt by ORS 197.610 (2), proposed amendments must be received at the
DLCD's SALEM OFFICE at least FORTY-FIVE (45) days before the first evidentiary
hearing on the proposal. The first evidentiary hearing is usually the first public
hearing held by the jurisdiction's planning commission on the proposal.

3. Submittal of proposed amendments shall include the text of the amendment and any other
information the local government believes is necessary to advise DLCD of the proposal.
Text means the specific language being added to or deleted from the acknowledged plan or
land use regulations. A general description of the proposal is not adequate.

4. Submittal of proposed [map] amendments must include a map of the affected area showing
existing and proposed plan and zone designations. The map should be on 8-1/2 x 11 inch
paper. A legal description, tax account number, address or general description is not
adequate. Text of background and / or reason for change request should be included.

5. Submittal of proposed amendments which involve a goal exception must include the proposed
language of the exception.

6. Need More Copies? You can copy this form on to 8-1/2x11 green paper only; or call the
DLCD Office at (503) 373-0050; or Fax your request to:(503) 378-5518; or email your
request to Larry.French@state.or.us - ATTENTION: PLAN AMENDMENT SPECIALIST.