

**Appendix E: Banks 2024 Employment  
Opportunities Analysis**

---

# Demand and Supply of Buildable Land in Banks

This chapter builds on the analysis presented in Chapters 2 and 3 to forecast potential employment growth in Banks. Expected employment growth will drive demand for buildable non-residential land in Banks. The level of land demand will be compared to the supply of buildable land in Banks to determine whether Banks has a sufficient supply of buildable land to accommodate expected employment growth. If not, this chapter will identify the amount and type of additional land needed to accommodate expected employment growth.

## FORECAST EMPLOYMENT GROWTH IN BANKS

The purpose of an employment forecast in this study is to forecast the demand for non-residential land needed to accommodate potential employment growth in Banks. Thus, what is needed is a forecast of employment by land use type. Banks' current zoning code has three categories of land to accommodate non-residential development: General Commercial, General Industrial, and Community Facilities. Table 4-1 shows 2003 employment in Banks in these categories.

**Table 4-1. Employment in Banks by land use type, 2003**

Land Use Type	Full-Time	Part-Time	Seasonal/Temporary	Total
Commercial	65	69	3	137
Industrial	116	24	44	184
Community Facilities	77	49	1	127
<b>Total</b>	<b>258</b>	<b>142</b>	<b>48</b>	<b>448</b>

Source: K.J. Won, Banks City Planner. Personal correspondence to Steve Kelley, Washington County DLUT. March 11, 2003.

Note: businesses assigned a land use type by ECONorthwest.

The employment level shown in Table 4-1 is the base from which future employment in Banks will be forecast. Employment by land use type will be forecast through 2025 to represent a twenty-year planning period. The first step to forecast employment growth in Banks is to select an average annual growth rate for total employment in Banks. Once the level of future total employment has been forecast, assumptions will be applied to estimate the distribution of this employment by land use type. These assumptions will reflect expected economic trends in the region as well as the comparative advantages of Banks.

## TOTAL EMPLOYMENT GROWTH RATE

Recent forecasts of employment growth summarized in Chapter 2 show a range of expected employment growth rates in Washington County and Banks:

- Metro's forecast for the Portland region shows total employment in Washington County growing at an average annual rate of 2.0% between 2005 and 2025.
- The Oregon Employment Department forecasts employment in Multnomah, Washington, and Tillamook counties to grow at an average annual rate of 1.4% between 2002 and 2012.
- Metro's forecast of employment growth in the Banks area (TAZ 1297 and 1298) shows an expected average annual growth rate of 1.4% between 2005 and 2025.

These forecasts suggest that employment in Banks will grow at an average annual rate in the range of 1.4% to 2.0%. Applying this range of growth rates to Banks' level of total employment in 2003 results in a 2025 level of total employment in the range of 608 to 693. This range of employment levels could be reached with employment growth in the range of 160 to 245 over the planning period.

The City of Banks has expressed a desire for an improved balance between the number of jobs and population in Banks. An improved jobs/population balance is desired so that Banks can be less of a bedroom community for residents that work elsewhere and to provide a more robust tax base for funding services needed in the community.

To improve the jobs/population balance, jobs in Banks need to grow at a faster rate than population. Using Banks' 2003 population of 1,430 as a base, the population projection recently adopted by the City of Banks—3,739 people in 2024—implies an average annual population growth rate of 4.7% over the next twenty years.

According to the 2000 Census, the ratio of Bank's population to the number of working residents (regardless of where they work) was 1.87.<sup>1</sup> Applying this ratio to the 2003 population indicates that Banks would need a total of 765 jobs to have the number of jobs in Banks equal the number of working residents in Banks. This is 317 more jobs than the number currently in Banks.

The share of the population that is in the labor force is expected to decline in the future due to aging of the population. This will have the effect of increasing the ratio of population to working residents in a community. If we assume that Banks would like to have a ratio of population to jobs of 2.0 by 2024, and apply this ratio to the level of population projected for Banks in 2024 (3,739), this implies that Banks would need total employment of 1,870 in 2024. Applying this level of employment to the 2003 level of employment in Banks implies an average annual employment growth rate of 7.0% between 2003 and 2024.

An average annual employment growth rate of 7.0% over twenty years is exceptionally high compared to growth rates observed for larger areas. The

---

<sup>1</sup> The ratio of population to residents that are in the labor force for Washington County as a whole was 1.82 in 2000.

development of Arbor Village, however, shows that a single residential development can lead to exceptionally high population growth rates in a town as small as Banks. In a similar fashion, the location of a single large employer in Banks could lead to exceptionally high employment growth rates. Given Banks' desire for an improved balance between population and jobs, anticipated population growth in Banks has increased the level of employment growth needed to achieve this balance.

To improve the balance between population and jobs in Banks, and for economic development of the area in general, the Banks Community Foundation is pursuing development of a sound stage facility in the Banks area for the film industry. The land needed for such a facility will be incorporated into the land demand analysis later in this chapter. This initiative shows that the Banks community is seeking large employers to bring jobs to the area to diversify the economy. As with the impact of Arbor Village on population growth, a single or few large employers locating in Banks could have a significant impact on employment growth in the community.

In summary:

- Existing forecasts of employment growth in Banks anticipate total employment to grow at an average annual rate of 1.4% to 2.0% over twenty years.
- Banks has expressed a desire for an improved balance between the population and number of jobs in Banks. To achieve this, employment must grow faster than population, which is expected to grow at an average annual rate of 4.7% over the next twenty years.
- To achieve a number of jobs roughly equal to the number of working residents in 2024, Banks would need total employment to grow at an average annual rate of 7.0%.

While employment will need to grow faster than population to improve Banks' balance between its population and jobs, it seems unlikely that a small community such as Banks will achieve a perfect balance between population and jobs. Given this expectation, it appears that an average annual growth rate in the range of 5.0% to 6.0% is most appropriate for total employment in Banks through 2025. This growth rate represents the City's desire for an improved balance between population and jobs in Banks, and Banks' recently adopted population projection.

Applied to Banks' 2003 employment of 448, this range of growth rates result in total employment of 1,311 to 1,614 in 2025. This represents employment growth in Banks of 863 to 1,166 over the next twenty years. While this is a substantial increase over existing employment levels in Banks, it represents only 0.6% to 1.3% of total employment growth anticipated in Washington County over the next twenty years.

## DISTRIBUTION OF TOTAL EMPLOYMENT

Data in Table 4-1 shows that the distribution of 2003 employment in Banks by land use type is 31% Commercial, 41% Industrial, and 28% Community Facilities. Economic trends, the location of Banks, and local economic factors have several implications for the future distribution of employment by land use type. These implications include the following:

- Retail employment is likely to increase as a larger population base supports more specialized retail shops and services in Banks. However, future population in Banks is unlikely to support another supermarket, or a new discount store. Big-box retail uses are unlikely to locate in Banks because of its small population and location away from other urban centers or substantial levels of passing traffic. Thus, any increase in the share of Commercial uses from retail growth will likely be modest.
- Banks does have potential to attract some office uses, particularly small back-office operations, software development/support, or call centers. In addition, population growth in Banks should support a medical office and other services. These uses would contribute to an increase share of employment in Commercial uses. A few of these businesses could reuse or redevelop buildings and sites in downtown Banks. Some of these uses could also locate on land zoned for General Industrial use in Banks.
- Given the setting of Banks and the skills of the workforce in the surrounding region, small specialized manufacturing, research, and engineering uses have the most potential to generate employment growth in Banks. These uses would primarily locate on land zoned for Industrial use.
- The level of employment in activities that use land zoned for Community Facilities will grow with population growth, particularly employment in public schools and city government. Economies of scale, however, will allow employment in these activities to grow more slowly than total employment, lowering the share of employment by this land use type.

These implications are reflected in the assumptions used for the 2025 distribution of employment in Banks shown in Table 4-2. These assumptions show that the share of Banks' total employment in Commercial and Industrial uses is expected to increase while the share using land zoned for Community Facilities is expected to decrease over the forecast period. While the share of total employment in uses on land zoned for Community Facilities is expected to decrease, the amount of employment in this category is still expected to increase by 135 to 196 jobs over the forecast period. Employment growth in Banks will be led by businesses with Industrial and Commercial land uses.

**Table 4-2. Forecast employment growth in Banks by land use type, 2003–2025**

Land Use Type	2003		2025		2003-25	
	Amount	%	Amount	%	Growth	AAGR
<b>Low Growth Rate</b>						
Commercial	137	31%	459	35%	322	5.6%
Industrial	184	41%	590	45%	406	5.4%
Community Facilities	127	28%	262	20%	135	3.3%
<b>Total</b>	<b>448</b>	<b>100%</b>	<b>1,311</b>	<b>100%</b>	<b>863</b>	<b>5.0%</b>
<b>Middle Growth Rate</b>						
Commercial	137	31%	509	35%	372	6.1%
Industrial	184	41%	655	45%	471	5.9%
Community Facilities	127	28%	291	20%	164	3.8%
<b>Total</b>	<b>448</b>	<b>100%</b>	<b>1,455</b>	<b>100%</b>	<b>1,007</b>	<b>5.5%</b>
<b>High Growth Rate</b>						
Commercial	137	31%	565	35%	428	6.7%
Industrial	184	41%	726	45%	542	6.4%
Community Facilities	127	28%	323	20%	196	4.3%
<b>Total</b>	<b>448</b>	<b>100%</b>	<b>1,614</b>	<b>100%</b>	<b>1,166</b>	<b>6.0%</b>

Source: ECONorthwest.

Chapter 2 identifies industries with potential for growth in the forecast period based on current trends. Chapter 3 describes the comparative advantage of Banks relative to other communities in the Portland region, which is primarily a small town character and setting combined with access to urban amenities. The combination of market conditions and local characteristics suggest several examples of businesses that might locate in Banks over the forecast period:

- Engineering or software design. The presence of high-tech firms in Washington County attracts many highly-skilled employees to the area. Some of these firms will spur development of spin-off or supplier businesses, and skilled employees frequently develop small start-up businesses using their skills. These businesses are numerous but tend to not have recognizable names because they do not produce products with a wide distribution.
- The Portland area has become a center for businesses engaged in the manufacture of knives and similar equipment. Examples of large firms include Leatherman Tool and Gerber Blades, but each of these started as small specialty firms and many other smaller businesses are located in the Portland area.
- The manufacture of RVs, truck trailers, and other transportation equipment in the Portland area creates the potential for small businesses that make specialty parts and supplies for these larger manufacturers.
- Oregon's timber industry creates the opportunities for related small businesses, such as those that manufacture or maintain industrial equipment, supply specialty glues and resins for wood manufacturing, or provide logging supplies.
- Agriculture and food manufacturing in Oregon also create an opportunity for specialty food processing. Oregon has a lively and diverse mix of food processors, including firms that make and package salsa, jam, mustard,

pickles, potato chips, cheese and other dairy products, tortillas, granola, soy and rice milk, teas and herbs, beer, and roasted coffee.

The firms that locate in Banks are likely to be small because firms with a large level of employment are more likely to locate in more central and larger areas. All of these businesses tend to locate in flexible buildings that can accommodate office, light assembly/research, and distribution uses on sites of 0.5 to 5 acres. These sites must be relatively level, have public services, and a reasonable level of accessibility to major roadways. These uses should also be buffered from neighboring residential and commercial uses to reduce potential conflicts.

## DEMAND FOR COMMERCIAL AND INDUSTRIAL LAND IN BANKS

Table 4-2 shows forecast employment growth in Banks over the 2003–2025 period. To estimate the amount of land needed to accommodate this employment growth, we applied employment density factors for the number of employees per acre for each land use type. The employment density factors used in Table 4-3 are based on the actual employment density of typical land uses, including industrial parks, retail stores, offices, schools, and public offices. Table 4-3 shows that expected employment growth will generate demand for 38.5 to 52.4 acres of buildable land in Banks (net of unbuildable areas such as those for streets and infrastructure, wetlands, or in a floodway).

Table 4-3 indicates the level of total land demand given expected employment growth in Banks over the forecast period. Employment growth is translated into demand for land using assumptions about the number of employees per acre by land use type. These assumptions are derived from the 1999 Employment Density Study by Metro,<sup>1</sup> in which they measured the actual amount of building square feet per employee by industry and floor-area-ratio of developments types in various areas of metropolitan Portland. The employee per acre assumptions used in Table 4-3 reflect the employment densities in the subarea that includes Banks, and floor-area-ratios for development types and settings comparable to the type of development expected in Banks.

Table 4-3 shows that the range of employment growth in Table 4-2 results in demand for 46.7 to 63.1 acres of non-residential land in Banks over the 2003–2025 period. Most demand will be for Industrial uses, with demand for 27.1 to 36.1 acres.

---

<sup>1</sup> Metro. *1999 Employment Density Study*. Revised May 5. [http://www.metro-region.org/library\\_docs/maps\\_data/1999employmentdensitystudy.pdf](http://www.metro-region.org/library_docs/maps_data/1999employmentdensitystudy.pdf)

**Table 4-3. Demand for buildable land in Banks generated by expected employment growth, 2003–2025**

<b>Land Use Type</b>	<b>Employment growth</b>	<b>Employees per net acre</b>	<b>Demand (net buildable acres)</b>
<b>Low Growth Rate</b>			
Commercial	322	25	12.9
Industrial	406	15	27.1
Community Facilities	135	20	6.8
<b>Total</b>	<b>863</b>		<b>46.7</b>
<b>Middle Growth Rate</b>			
Commercial	372	25	14.9
Industrial	471	15	31.4
Community Facilities	164	20	8.2
<b>Total</b>	<b>1,007</b>		<b>54.5</b>
<b>High Growth Rate</b>			
Commercial	428	25	17.1
Industrial	542	15	36.1
Community Facilities	196	20	9.8
<b>Total</b>	<b>1,166</b>		<b>63.1</b>

Source: ECONorthwest.

There are several other considerations, however, that may need to be factored into the estimate of land demand:

- The Banks Community Foundation has been pursuing development of a motion picture sound stage in the Banks area. According to a recent report on this proposal, such a facility would require a site of 25–35 relatively flat buildable acres.<sup>3</sup> While employment at a sound stage may be included in the forecast of potential employment growth in Banks, a 35 acre site exceeds or is almost all of the Industrial land demand shown in Table 4-3.

In a larger city with demand for a hundred or more acres of industrial land, the need for a 25–35 acre site could be accommodated within that total demand by protecting large sites while allowing development of smaller sites. In Banks, however, holding a 25–35 acre site for a large development could tie up all of the City's supply of Industrial land, preventing development of smaller Industrial uses. Most of the Industrial demand we expect in Banks will be for smaller and specialized uses that require 0.5–5 acres of land. To allow this development and respond to opportunities in the market, Banks must have Industrial sites in a suitable range of sizes or large parcels that can be divided.

If the City decides to support the pursuit of a sound stage or other large Industrial use, it should include a suitable site in its supply of Industrial land and protect that site from being subdivided into smaller parcels. Given the context of land supply and expected employment growth in Banks, a 25–35 acre site would need to be in addition to the Industrial land demand shown in Table 4-3.

<sup>3</sup> Rural Development Initiatives, Inc. 2005. *Land Use Considerations for siting a Motion Picture Sound Stage in (or around) Banks, Oregon*. Prepared for the Banks Community Foundation. January.

- None of the largest employers in Banks contacted for this study indicated that they had plans to expand or contract their level of employment.
- Several businesses on Main Street in downtown Banks have uses that are industrial in character but are on land zoned for commercial uses. Some of these businesses have expressed interest in moving to larger sites zoned for industrial uses. Such a move would create more room in downtown Banks for small retail and commercial uses that are more compatible and supportive of a downtown setting. In addition, some uses in downtown Banks have potential for reuse or redevelopment. These developments would decrease demand for Commercial land in Banks by 1–3 acres.
- Estimated demand for land to accommodate Community Facilities ranges from 6.8 to 9.8 acres in Table 4-3. The Banks School District, however, reports that projected population growth in Banks may generate demand for another school, and that the optimum school site is 10–15 acres.<sup>4</sup> Since a school site of this size is larger than the Community Facilities land shown in Table 4-3, a 15 acre site should be added to the estimated land demand. The employment at the new school, however, should be taken out of the employment growth that drives demand for Community Facilities, leaving only growth in other public agencies. This reduces demand for Community Facilities land by two acres.
- Demand for Community Facilities land is to accommodate employment growth. This demand, therefore, does not include any area for parks or open space. If the City of Banks desires land for parks and open space in addition to the area shown in Table 4-3, this amount of land should be added to any UGB expansion pursued by the City.

Table 4-4 shows the result of adjusting the amount of land demand derived from expected employment growth to reflect the pursuit of a sound stage development, the need for another school site, the potential move of several businesses out of downtown Banks, and potential reuse or redevelopment in downtown Banks. These adjustments add 35 Industrial acres for a sound stage development site, reduce demand for Commercial land by 3 acres to represent potential redevelopment in downtown Banks, and increase demand for Community Facilities land by 13 acres. The result is to increase the level of land demand in Banks over the planning period to a total of 91.7 to 108.1 acres.

---

<sup>4</sup> Marilyn McGlasson reports that the District's current facilities have capacity for roughly another 500 students. Projected population growth of 2,300 over the next twenty years, as recently adopted by the City, would use more than this capacity and require development of another school. The District would need 5 years of lead time to acquire a site and build a school.

**Table 4-4. Adjusted demand for buildable land in Banks, 2003–2025**

Land Use Type	Demand from emp growth	Adjustments	Adjusted demand
<b>Low Growth Rate</b>			
Commercial	12.9	- 3.0	9.9
Industrial	27.1	+ 35.0	62.1
Community Facilities	6.8	+ 13.0	19.8
<b>Total</b>	<b>46.7</b>	<b>+ 45.0</b>	<b>91.7</b>
<b>Middle Growth Rate</b>			
Commercial	14.9	- 3.0	11.9
Industrial	31.4	+ 35.0	66.4
Community Facilities	8.2	0	21.2
<b>Total</b>	<b>54.5</b>	<b>+ 45.0</b>	<b>99.5</b>
<b>High Growth Rate</b>			
Commercial	17.1	- 3.0	14.1
Industrial	36.1	+ 35.0	71.1
Community Facilities	9.8	0	22.8
<b>Total</b>	<b>63.1</b>	<b>+ 45.0</b>	<b>108.1</b>

Source: ECONorthwest.

## BUILDABLE LANDS INVENTORY

The City of Banks conducted an inventory of vacant non-residential land in 2003. The amount of vacant land identified in this inventory is shown in Table 4-5. This vacant land, however, is not all available for development. According to K.J. Won of the City of Banks, approximately 50% of the 8.5-acre Industrial parcel at the southeast corner of Banks is in wetlands and stormwater drainage, and so is not buildable. This area is subtracted from the inventory of vacant acres in Table 4-5 under Constrained Acres.

In addition, several other adjustments are necessary to identify the supply of buildable land in Banks:

- The remaining 4.25 acres of Industrial land at the southeast corner of Banks is surrounded by suburban residential development. Approval of the Arbor Village PUD included a provision that the developer provide a secondary access road to this parcel so that truck traffic would not need to access the property via the residential area. Options for this secondary access road are to create a new road crossing the railroad or a new road under Highway 6 to connect to Wilkesboro Road. Both of these options are problematic, and the location of residential units adjacent to this parcel make it a poor location for industrial development. In addition, the property owner has expressed a desire to change the Industrial zoning on this parcel. In the context of the substantial amount of Industrial land that will be needed to accommodate potential employment growth in Banks, it appears that the City should seek to rezone this property and add Industrial land elsewhere to make up for the loss of this Industrial land.
- A 3.3-acre Industrial parcel east of the railroad tracks does not have public street access. In addition, the narrow shape of this lot makes it difficult to

develop or use for industrial activity. Therefore, we subtract this parcel from the inventory of buildable land in Banks.

The result of adjusting the inventory of vacant land in Banks for wetland constraints and land unsuitable for industrial development is shown in Table 4-5. This table shows that Banks has only 1.07 acres of commercial land and 0.96 acres of Industrial land, for a total of 2.03 net buildable acres.

**Table 4-5. Supply of buildable land in Banks by zoning, 2005**

Zoning	Vacant Acres	Constrained Acres	Adjustments	Net Buildable Acres
Commercial	1.07	0.00	0.00	1.07
Industrial	12.76	- 4.25	- 7.55	0.96
Community Facilities	0.00	0.00	0.00	0.00
<b>Total</b>	<b>13.83</b>	<b>- 4.25</b>	<b>- 7.55</b>	<b>2.03</b>

Source: ECONorthwest.

## COMPARISON OF SUPPLY AND DEMAND FOR BUILDABLE COMMERCIAL AND INDUSTRIAL LAND

Table 4-6 shows the result of comparing land demand from Table 4-4 with the net supply of buildable land shown in Table 4-5. Table 4-6 shows that Banks has a deficit of 9–13 Commercial acres, 61–70 Industrial acres, and 20–23 acres for Community Facilities. This amount of land will need to be added to Banks Urban Growth Boundary if the City of Banks wishes to accommodate the potential employment growth in the community estimated in this study.

**Table 4-6. Estimated surplus (deficit) of buildable land in Banks, 2005**

Zoning	Total Demand	Net Buildable Supply	Surplus (Deficit)
<b>Low Growth Rate</b>			
Commercial	9.88	1.07	(8.81)
Industrial	62.07	0.96	(61.11)
Community Facilities	19.75	0.00	(19.75)
<b>Total</b>	<b>91.70</b>	<b>2.03</b>	<b>(89.67)</b>
<b>Middle Growth Rate</b>			
Commercial	11.88	1.07	(10.81)
Industrial	66.40	0.96	(65.44)
Community Facilities	21.20	0.00	(21.20)
<b>Total</b>	<b>99.48</b>	<b>2.03</b>	<b>(97.45)</b>
<b>High Growth Rate</b>			
Commercial	14.12	1.07	(13.05)
Industrial	71.13	0.96	(70.17)
Community Facilities	22.80	0.00	(22.80)
<b>Total</b>	<b>108.05</b>	<b>2.03</b>	<b>(106.02)</b>

Source: ECONorthwest.

**Appendix F: *City of Banks Aspirations* (adopted  
January, 2009)**

---

City of Banks Aspirations  
Adopted January 13, 2009

The City of Banks is a small, rural community located in Western Washington County, situated just outside of the Portland Metropolitan Urban Growth Boundary. It sits twenty-four miles northwest of Portland, at the foot of the Coastal Mountain Range. Traditionally, natural resource industries have been the City's economic base, but the downturn in those businesses in the 1980s and 90s left the City struggling with a downtown in decline, and a diminutive municipal budget.

In order to understand the Banks situation one must understand that its past is the strategic foundation that made it the town it is today. Long before pioneers inhabited the Tualatin River Valley, the Atfalatis Indians roamed the area. As the non-native population began settling in the area, the Atfalatis population quickly declined, most likely due to the new diseases the settlers introduced. Their population almost completely diminished when in 1855 the Federal Government forced them onto Grande Ronde Reservation, near McMinnville. Although a few remained in the area, by end of the 19<sup>th</sup> century the only trace of the Indian existence was the arrowheads, etc., that farmers found, and still find, in their fields.

The Wilkes family is credited as being the earliest settlers of the area. Peyton & Anna claimed nearly a section of land, or 634.49 acres, in 1847 that included the place where Banks would grow. Peyton Wilkes chose the west fork of Dairy Creek because the nearby oak trees supplied the tanbark he needed for his tanner's trade. White Oak trees are native to the valleys of western Washington County. White Oaks are considered the king of all western oaks. Peyton Wilkes was a native of Virginia, and is buried in Wilkes cemetery, today known as the Union Point Cemetery. At the time the Wilkes' established their farm they had practically no neighbors. This all changed in the years to follow, when many people began to settle the Valley due to the generous government land acts that were created to spur western migration. By the 1860s, a small community had formed around the Wilkes property and, appropriately, it was called "Wilkes". In the 1890's the Wilkes' children divided the remaining 160 acres and sold it to the Schulmerich family and the Banks family, who were dairy farmers.

In 1901, development of the settlement made a radical change after news of a railroad running through the John L. Banks dairy farm property was announced. The railroad bypassed the market town of Greenville, which had the post office, school and other businesses just south of Wilkes. Greenville, understanding the importance of the railroad, decided to move the town, including the buildings and the people, up the road and relocated near the Banks property. The post office renamed itself "Banks", after John L. and Nancy Banks. Following the traditions of the day, the town adopted the same name as the post office and became Banks.

The town grew slowly, adding various businesses and residents. By 1920, Banks looked like many other small Oregon pioneer towns, with a less than impressive building stock and dirt roads, but its strong community made it a good place to live. The main industries of the town were general farming, dairy farming, and logging. In 1921, the town voted to incorporate, allowing it to use funds from taxes and licensing to renovate the town. The rest of the decade was spent modernizing the town by adding a water system, streetlights and paved roads.

Like other Oregon rural towns in the 1930s, Banks focused on surviving, not expanding, during the Great Depression. Even though there was no major expansion during this time, significant events took place that would shape the town's future. As the automobile proceeded to become the more dominant mode of transportation in Oregon, the town's hopes of becoming a major railroad shipping and receiving center were diminished. The town focus turned to getting major highways through or near Banks, and in 1931 the Main Street became part of the Nehalem Secondary Highway. The Southern Pacific Railroad limited the number of rail cars running through town and then completely shut down the Banks Depot in 1933. Although the town lobbied to get the Sunset Highway, a major artery that connects Portland to the Oregon Coast, the final plan for that highway bypassed the City of Banks and placed it just three miles away. The Sunset Highway was not completely finished until 1948.

DRAFT

During World War II, many people left Banks to fight in the war. Many others began commuting by auto to jobs in Portland or other larger nearby communities, thereby leaving Banks operating as a bedroom community. Another mass exodus occurred, but this one was forced. Ninety Japanese families who lived in the area were forced to sell their land and businesses to move into camps in Ontario, Oregon. This left a large hole in the community and their presence was missed greatly.

The fact that the Sunset Highway bypassed the town has had both positive and negative effects. On one hand, the town retained the same small town and rural feel that had drawn people to the area in the first place, and still has that aspect of the sense of "place" for those who live here today. The downtown remained mostly unchanged after the 1930s since new roadside businesses were not developed. The downside is that the business community was left stagnant as new businesses situated themselves in towns that were located on the highway.

The highway bypassing the town was just the beginning of the downturn in Banks economy. Starting in the 1970s, the timber industry was hard hit when state and federal government regulation increased and modern machinery replaced the need for as many laborers. The smallest logging operations were affected the most, as they struggled to turn any profit at all.

When compared to the rest of Washington County, Banks does not represent the typical economic and social trends that have been taking place over the last fifty years. Part of the Portland Metropolitan area, Washington County has seen tremendous growth in the past few decades. High-tech industries began locating in the eastern part of the county as early as the 1950s, and today more than half of Oregon's 53,000 high-tech jobs are located there. Following the increase in jobs, there was an increase in both housing and service industries, resulting in a great deal of new development. Western Washington County, however, has not followed those trends. Most of the area remains rural with the major economic base stemming from agriculture and some logging.

The City is now stable and expects to continue as a small town where families grow and thrive.

With this as a backdrop, the City aspirations can be understood by addressing the following questions:

**1. What are your plans for growth in your city in general and in your centers, corridors and employment areas?**

Banks' aspirations for growth are that the City will continue to be a single entity, not abutting another municipality, surrounded by agricultural land, relatively small in size, but providing full services. Smart growth is the watchword for Banks as we continue to grow appropriately. With our UGB expanding somewhat in the near future, it looks as if Banks will continue to have its commercial center arrayed along Main Street (Oregon Highway 47), with residences moving somewhat westerly and up the hills north of our current city center. We will probably also see residential growth easterly, across the Portland and Western Railroad right of way; as well as a burgeoning campus industrial area to the southeast (south of Oregon Highway 6.) With the continued location of virtually the entire Banks School District facilities inside the Banks City Limits we can see that the City will continue to be the focus of the surrounding community of rural residences and agricultural endeavors. With the final extension of the Banks Vernonia State Trail into Banks we are expecting that it will prove to be a strong stimulus for economic development in downtown Banks; plus it will reinforce our community identity. These aspirations are expanded below.

**In particular:**

**What is your planned capacity for these areas?**

We aspire to have a population limited to 6,000 in the year 2059, and to have our centers, corridors and employment areas be sized to support the surrounding additional 3,000 citizens of rural

**DRAFT**

Washington County. This plan will definitely be influenced by the ability of City and other service agency to provide the necessary services for the anticipated additional smart growth development.

**What locations are not achieving their planned capacity?**

At this moment in time, we are essentially built-out in our current Urban Growth Boundary (City Limits and UGB are essentially identical.) Hence, all of our current locations are, for all intents and purposes, achieving their planned capacity. Our aspirations are to expand the UGB appropriately, and to designate Urban Reserves to allow for our planned expansion through the 50-year urban reserves planning window.

**Is our understanding of your current planned capacity correct?**

We believe that we have, documented our aspirations, as well as planned capacity, correctly and that, therefore, the Washington County Planning Commission and Department understand what we are all about.

**What are your aspirations for capacities beyond current adopted plans, if any?**

As mentioned above, we aspire to limited (smart) growth in all directions from our city center and a mixture of appropriate zoning to be able to provide a full-service city to citizens in the city and in the environs.

It should be noted that we assume that METRO will not reach out in our direction within the next 50 years, and we aspire to remain relatively self-sufficient while also working closely with our neighbors in an efficient and effective manner to realize the benefits of economies of scale in all of our endeavors.

**What are your plans for growth in the 50-year timeframe, if any?**

As addressed above, Banks aspires to moderate growth in the 50-year timeframe that will enable us to remain rural in nature and relatively small in size. The growth will, therefore, need to be controlled and smart in order to provide for expansion without rampant development.

**2. What kind of community are you planning for?**

The City of Banks is planning to be a rural community with a bucolic lifestyle. We are and will continue to be an environmentally sensitive community dedicated to reducing our impact on the worldwide carbon footprint. We want to be the model for modern semi-rural community living with one eye on our historic past and the other on the quality of life for ourselves and our future citizens. We aspire to be an outdoor recreational hub for the myriad of activities that are available in the area.

**Are you planning for an 18-hour community or other community shown on the Activity Spectrum or somewhere in between?**

The City of Banks is planning for an 18-hour community during the next 50 years. We have the relative "luxury" of being somewhat rural, with excellent transportation connectivity to the rest of Washington County that allows us to have the best of both worlds. An 18-hour community gives us the ability to provide necessary city services while not requiring expensive ancillary services due to the proximity to those services relatively close.

**DRAFT**

**Are you planning for a specific type of urban form, such as low-rise or high-rise or moderate rise development?**

While the City of Banks is not yet planning any specific urban form, we aspire to be a community with a mixture of densities, predominated by medium density residential housing, and campus industrial zoning. We aspire to retain, as nearly as possible, the traditional rectangular layout of our community and to have traffic circulation that is connected throughout the City. Having this urban form in a relatively small community will ensure the least impact of transportation on ourselves and others.

**3. What policy and investment choices will it take for you to achieve these aspirations?**

We will continue to require the autonomy necessary to develop appropriately, using "smart growth" techniques in conjunction with sustainable methodologies. To do that, it will require us to continue to use Systems Development Charges, Transportation Development Taxes, Construction Excise Taxes, and other appropriate funding tools to appropriately charge the newest developments without adversely effecting the original developments. We will continue to need to standardize our subdivision regulations and to apply them consistently. We will avoid Planned Unit Development as a methodology, without rejecting the concept outright. We will expand and enhance our environmental sensitivity and continuously document such in appropriate policy documents. We will need to invest in the strong planning necessary to execute these aspirations, and will also need to invest in infrastructure at every opportunity available. We will fund infrastructure development and maintenance through appropriately allocated costs, to the current user(s) and future user(s). And we aspire to accomplish all of this with close coordination among the other overlapping jurisdictions in Banks, i.e., CWS, Banks Fire District #13, Banks School District #13, and Washington County.

**What type of transportation or other infrastructure is needed, such as completing sidewalk gaps or street connections in your downtown, or upgrading sewer or water services? What new financing strategies, if any, are being considered in your community to pay for needed investments?**

We need curbs and gutters, and sidewalks, on both sides of all streets and through municipal parks designed in an integrated stormwater management plan. Older streets need to be upgraded and refurbished sooner rather than later. Newer streets and streets yet to be built will require the most modern of design standards in order to be of useful service throughout the next 50 years. Streets must be wide enough for parking on both sides and for emergency vehicles to safely pass both. The Water Facilities Master Plan is currently being updated and will address water service infrastructure upgrades necessary. While the current system is sufficient for the immediate (10 year) needs of the City, regular and consistent upgrade of installed infrastructure must be accomplished in order to continue to be the "heart" of the system, and to support the expansion that will accompany the increased population through 2059. The Washington County Clean Water Services Special Service District plans and operates the Wastewater and Stormwater systems in the City of Banks. It is anticipated that these systems will require continual upgrade and modernization for the intermediate timeframe.

No new financing strategies are being considered for the community to pay for the needed investments, though a shift from one type to another might be appropriate in the near to mid-term. Shorter lifespan loans might replace longer loans, and Certificates of Participation may replace loans and bonds. It is hoped that, in the near-term, the federal government will step up and fund sorely needed infrastructure upgrades and the Banks will be able to participate in this important national function during the current economic crisis.

**What type of financial or technical assistance is needed?**

DRAFT

Grant funding is needed to replace aging water (as well as wastewater and storm water) infrastructure and many of the sidewalks, streets, curbs and gutters in the older section of Banks. The water system is relatively satisfactory but is quickly reaching the end of its economic life and requires significant upgrade to accommodate the aspirations of smart growth in a rural environment. Low cost loans are also needed in order to provide for payment of the costs by future residents when they move into the area.

**What type of regulatory or other tools are needed or are being considered?**

As it stands now, the regulations in place (externally and internally) are satisfactory. What needs to be done is to keep them steady as we progress through the next decade. Instability is expensive and can thwart all aspirations if allowed to continue. Newer technologies (in water provision and in street construction) are needed as soon as possible so that the small but efficient City of Banks can continue to provide sustainable services to current and future residents. The internal (to the City) regulations will be updated through the current UGB expansion and Transportation Growth Management Transportation System Plan process currently underway.

**In addition, we are using this opportunity to ask you to verify Metro's vacant land inventory and capacity estimates for use in completing the employment analysis for the 2009 Urban Growth Report. These questions are also included in the attached form.**

While Banks is not in Metro and cannot participate in the vacant land inventory process, Banks is participating in a sub-regional Economic Opportunities Analysis in cooperation with Hillsboro, Forest Grove, Cornelius and North Plains. That information will be made available to Metro when it is completed.

**Appendix G: Preferred Alternative UGB  
Expansion Parcel (Tax Lot) Inventory**

---

Preferred Alternative UGB Expansion Tax Lot Inventory  
(as proposed Jan, 2010)

TLID	AREA (sq.ft)	AREA (sq.ft)	OWNER1	SITEADDR	UGB Inclusion Use Type	Full or Partial Inclusion	Partial Inclusion Amt. (acres)
2N3300001500	21882.70707	0.50	CHILSON DAVID MELVIN &	14520 NW SELLERS RD	Res	Full	n/a
2N331CC04000	86025.43908	1.97	PARTAIN JIM LIVING TRUST	42005 NW WILKESBORO RD	Ind	Full	n/a
2N331D002200	117898.72745	2.71	RIEDEL RONALD K	41101 NW WILKESBORO RD	Ind	Full	n/a
2N331CD06600	171544.33952	3.94	HERINCKX DANIEL P & PHYLLIS E	41919 NW WILKESBORO RD	Ind	Full	n/a
2N331D002300	61902.09885	1.42	OREGON STATE OF		Ind	Full	n/a
2N331CD06500	99547.80512	2.29	EVERS GENEVIEVE M TRUSTEE	41745 NW WILKESBORO RD	Ind	Full	n/a
2N331D002500	58386.53840	1.34	BURLINGTON NORTHERN INC		Ind	Full	n/a
2N331CD06400	157205.99292	3.61	HERINCKX ROGER & CINDI	41525 NW WILKESBORO RD	Ind	Full	n/a
2N331D002400	166006.42258	3.81	KEMPER WARREN E & REBECCA V	41455 NW WILKESBORO RD	Ind	Full	n/a
2N331D002100	23846.83410	0.55	O'CONNOR SARA LYNN	41065 NW WILKESBORO RD	Ind	Full	n/a
2N331D002800	19503.00071	0.45	SHAW SANDRA I & TOMMY D		Ind	Full	n/a
2N331D001900	51142.17419	1.17	HARTFORD DALE & PHYLLIS	40835 NW WILKESBORO RD	Ind	Full	n/a
2N331D002000	43877.33693	1.01	SHAW SANDRA I & TOMMY D	40975 NW WILKESBORO RD	Ind	Full	n/a
2N4250002500	46455.12477	1.07	BURLINGTON NORTHERN RR CO	14175 NW SELLERS RD	Ind	Full	n/a
2N3310000603	2929.51672	0.07	UNITED STATES OF AMERICA		Ind	Full	n/a
2N331D001600	101383.44016	2.33	LLOYD HARLENE REV TRUST	41060 NW PACIFIC AVE	Ind	Full	n/a
2N331D001700	43500.47593	1.00	CUTRIGHT ALFREDA	41010 NW PACIFIC AVE	Ind	Full	n/a
2N331D001800	321529.06070	7.38	HERINCKX ROBERT C & DONNA J	12175 NW AERTS RD	Ind	Full	n/a
2N331CC03800	186324.44541	4.28	STEPHENS JERRY L & JOANA A	42155 NW WILKESBORO RD	Ind	Full	n/a
2N3300002400	5748495.79895	131.97	WINTERS CLEL &	42095 NW BANKS RD	Res	Partial	1.00
2N330CC00200	16862.25093	0.39	MCCRAW COREY & VALERIE R	14480 NW SELLERS RD	Res	Full	n/a
2N330CC00300	68344.96640	1.57	MERS	14350 NW SELLERS RD	Res	Full	n/a
2N330CC00400	55293.97798	1.27	DUYCK BENTLEY J & EILEEN M	14230 NW SELLERS RD	Res	Full	n/a
2N330CC00500	28509.44084	0.65	DUYCK LEOLA M REV LIV TRUST	14170 NW SELLERS RD	Res	Full	n/a
2N4250002300	27230.87191	0.63	STOCKER RICK R & TINA L	42585 NW CEDAR CANYON RD	Com	Full	n/a
2N4250002400	11295.10962	0.26	WEST DANNIE B	42627 NW CEDAR CANYON RD	Com	Full	n/a
2N331BB05600	1776.75630	0.04	BIROS ELIZABETH J & EDWARD A	191 N MAIN ST	Com	Full	n/a
2N4360000600	5492199.29181	126.08	WOLVERINE FINANCIAL LLC &	42580 NW CEDAR CANYON RD	Res; Ind	Partial	16 Res; 12.5 Ind**
2N331BB00100	55325.04801	1.27	MEADE LEON STANLEY	42050 NW BANKS RD	Res	Full	n/a
2N3310000401	250022.74794	5.74	BECKER DONALD E &	41940 NW BANKS RD	Ind	Full	n/a
2N3310000400	1090148.08452	25.03	CHRISTY RIDGE FARMS		Res	Full	n/a

Preferred Alternative UGB Expansion Tax Lot Inventory  
(as proposed Jan, 2010)

TLID	AREA (sq.ft)	AREA (sq.ft)	OWNER1	SITEADDR	UGB Inclusion Use Type	Full or Partial Inclusion	Partial Inclusion Amt. (acres)
2N3310000402	44861.33083	1.03	BANKS CITY OF		Res	Full	n/a
2N3310000403	232633.38848	5.34	SMITH KAREN J	41512 NW BANKS RD	Res	Full	n/a
2N3310000404	1015225.70458	23.31	CHRISTY RIDGE FARMS		Res	Partial	19.25
2N3310000200	858861.92292	19.72	JENSEN MAURICE & MARCELLA	41200 NW BANKS RD	Res	Partial	15.10
2N3310000602	118931.15650	2.73	BANKS LUMBER CO		Ind	Full	n/a
2N3310000600	1387801.52607	31.86	VANDYKE SAMUEL J &		Res	Full	n/a
2N4360000800	2112720.81201	48.50	WOLVERINE FINANCIAL LLC &		Ind	Partial	2.10
2N331CA06900	388560.54000	8.92	QUAIL VALLEY GOLF CORPORATION		Res	Full	n/a
2N331D000100	2831709.51914	65.01	QUAIL VALLEY GOLF CORPORATION	12565 NW AERTS RD	Res; Com	Partial	7 Res; 3 Com
2N4360001101	922246.08744	21.17	VANDYKE JOINT TRUST				
2N331D000400	432915.96509	9.94	QUAIL VALLEY GOLF CORPORATION		Com; Ind	Partial	7.12 Com; 10.52 Ind
2N331D001000	65136.22115	1.50	QUAIL VALLEY GOLF CORP	40995 NW WASHINGTON AVE	Res	Full	n/a
2N331D000700	118448.85171	2.72	TRUSSELL JOSEPH F AND	41108 NW WASHINGTON AVE	Res	Full	n/a
2N331D000800	74989.65325	1.72	HUGHES ROY L & SANDRA M	40960 NW WASHINGTON AVE	Res	Full	n/a
2N331D000102	18793.92904	0.43	HUGHES ROY L & SANDRA M		Res	Full	n/a
2N331D001290	18600.19694	0.43	HARRIS JANICE LOUISE	40800 NW WASHINGTON AVE	Res	Full	n/a
2N331D000101	39543.95396	0.91	QUAIL VALLEY GOLF CORPORATION	40755 NW WASHINGTON AVE	Com	Full	n/a
2N331D001300	24092.63518	0.55	LUNDIN FRANKLIN H & MARILYN J	12345 NW AERTS RD	Ind	Full	n/a
2N331D002600	53056.54719	1.22	DIBLER RICHARD & SHIRLEY	40805 NW PACIFIC AVE	Ind	Full	n/a
2N331D000600	42740.98201	0.98	BECKER DARRYL LEONARD &	41262 NW ROSE AVE	Res	Full	n/a
2N331D001500	15306.47159	0.35	LITTLETON RICHARD L &	40875 NW PACIFIC AVE	Ind	Full	n/a
2N331D001400	24001.92272	0.55	REES TROY L	40695 NW PACIFIC AVE	Ind	Full	n/a
2N331D001401	12974.89551	0.30	PARKER CHRISTINE E/KENNETH E	40677 NW PACIFIC AVE	Ind	Full	n/a
2N331D002700	5750.45059	0.13	LITTLETON RICHARD L &		Ind	Full	n/a
2N331CC03900	85621.85163	1.97	VANDERZANDEN STEVEN J	42085 NW WILKESBORO RD	Ind	Full	n/a
2N331CC03700	62227.06143	1.43	PORTLAND GENERAL	42311 NW WILKESBORO RD	Ind	Full	n/a

Preferred Alternative UGB Expansion Tax Lot Inventory  
(as proposed Jan, 2010)

TLID	AREA (sq.ft)	AREA (sq.ft)	OWNER1	SITEADDR	UGB Inclusion Use Type	Full or Partial Inclusion	Partial Inclusion Amt. (acres)
2N331D001901	47038.99142	1.08	HARTFORD DALE & PHYLLIS		Ind	Full	n/a
2N331D000104	28572.61324	0.66	USA BUREAU OF RECLAMATION		Com	Partial	0.02
2N331D000103	998.23375	0.02	USA BUREAU OF RECLAMATION		Com	Full	n/a

**Notes**

\*\*includes 0.5 acres for industrial to be located in floodplain intended to enable the installation of a north-south road in the future

**Residential**

TLID	Amt. to be Brought Into UGB (acres)
2N3300001500	0.50
2N3300002400	1.00
2N3300002000	0.39
2N3300003000	1.57
2N3300004000	1.27
2N3300005000	0.65
2N3310000400	1.27
2N3310000402	25.03
2N3310000403	1.03
2N3310000404	5.34
2N3310000200	19.25
2N3310000600	15.10
2N3310000600	31.86
2N331CA06900	8.92
2N331D000400	9.94
2N331D001000	1.50
2N331D000700	2.72
2N331D000800	1.72
2N331D000102	0.43
2N331D001290	0.43
2N331D000600	0.98
2N4360000600	16.00
2N331D000100	7.00

**Industrial**

TLID	Amt. to be Brought Into UGB (acres)
2N331CC04000	1.97
2N331D002200	2.71
2N331CD00600	3.94
2N331D002300	1.42
2N331CD006500	2.29
2N331D002500	1.34
2N331CD006400	3.61
2N331D002400	3.81
2N331D002100	0.55
2N331D002800	0.45
2N331D001900	1.17
2N331D002000	1.01
2N4250002500	1.07
2N3310000603	0.07
2N331D001600	2.33
2N331D001700	1.00
2N331D001800	7.38
2N331CC03800	4.28
2N3310000401	5.74
2N3310000602	2.73
2N4360000800	2.10
2N331D001300	0.55
2N331D002600	1.22
2N331D001500	0.35
2N331D001400	0.55
2N331D001401	0.30
2N331D002700	0.13
2N331CC03900	1.97
2N331CC03700	1.43
2N331D001901	1.08
2N4360000600	12.50
2N4360001101	10.52

**Commercial**

TLID	Amt. to be Brought Into UGB (acres)
2N331D000101	0.91
2N331D000104	0.02
2N331D000103	0.02
2N4250002300	0.63
2N4250002400	0.26
2N331BB05600	0.04
2N331D000100	3.00
2N4360001101	7.12

***Appendix H: Technical Memorandum 5.1: Banks  
Urban Growth Boundary/Transportation System  
Plan Update: TPR Code Review Report***

---

## Banks Urban Growth Boundary/Transportation System Plan Update: TPR Code Review Report

**PREPARED FOR:** KJ Won, City of Banks  
Ross Kevlin, ODOT

**PREPARED BY:** Terra Lingley, CH2M HILL  
Michael Hoffmann, CH2M HILL

**COPIES:** Kirsten Pennington, CH2M HILL  
Michael Hoffmann, CH2M HILL

**DATE:** June 26, 2009

This memorandum summarizes the requirements of the Oregon Administrative Rule (OAR) 660-012-045 (also referred to the Transportation Planning Rule or TPR) Sections (2) and (3), and identifies and summarizes recommended code changes to ensure Banks' Land Development and Zoning Ordinances comply with the requirements.

Some sections of the City of Banks Zoning Ordinance and the City of Banks Land Division Ordinance comply with the TPR, however some sections only partially comply, and other sections are missing altogether. Table 1 summarizes City code compliance with the TPR.

Table 1: Banks Code Transportation Planning Rule Compliance

TPR Requirements	Code	Ordinance Consistency Finding
<p>OAR 660-012-0045: Implementation of the Transportation System Plan</p>	<p>● Complies with TPR                      ● Partially Complies with TPR                      ○ Does Not Comply with TPR</p>	
<p>(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions.</p>		
<p>(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities</p>	<p>●</p>	<p>Section 152.052 of the Banks Land Division Regulations outlines guidelines for Streets.</p> <p>1) All streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the streets.</p> <p>13) Access control where a land division abuts or contains an existing or proposed arterial or collector street, the Planning Commission may require marginal access streets, reverse frontage</p>

	<p>lots with suitable depth, screen planning contained in a no-access reservation along the rear of side property line, minimum driveway and intersection spacing of 150-200 feet, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.</p> <p>There is no discussion of the functional classification of roads. There is also no mention of access management authority and standards of other road jurisdictions (e.g. Washington County and ODOT).</p>	
<p>(b) Standards to protect future operation of roads, transit ways and major transit corridors</p>	<p>Street standards are provided in Land Division Regulations Section 151.0.52. These standards are revised and amended as part of this memo to be in greater accordance with the TPR requirement at issue.</p> <p>Zoning Code Section 151.064 contains performance standards for vehicular access and traffic in a commercial or industrial zone. (151.064(B)(11)). However, the aforementioned Code section is not adequate to satisfactorily address the TPR requirement at issue here. The City's Code also does not provide a performance standard with regard to land use and development actions in a residential zone. To remedy this, 151.064 is revised and amended in this memo to provide performance standards that are in accordance with the TPR requirement at issue.</p> <p>Section 151.066 includes level of service</p>	

<p>(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation</p>	<p>Not applicable</p>	<p>descriptions and v/c ratio thresholds. Not applicable; Banks does not have an airport</p>
<p>(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors, or sites</p>	<p>○</p>	<p>There is no existing text to address this</p>
<p>(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors, or sites</p>	<p>●</p>	<p>The Banks Code of Ordinances partially addresses the TPR requirement at issue here, as described in the below bullet items:</p> <ul style="list-style-type: none"> <li>● Banks Zoning Ordinance Code 151.117, Procedure for taking action on a conditional use application. When permitting a new conditional use, the planning commission may impose conditions including c. Controlling the location and number of vehicle access points, and d. Increasing the street width or requiring street dedication</li> <li>● Banks Land Division Regulations Section 152.051 Required Improvements 1. The developer has the responsibility of providing the following improvements and with the plans and specifications: a. All street grading, b. Installation of roadway curbs and permanent roadway paving, c. Installation of facilities for proper storm drainage and erosion control facilities, d. installation of sidewalks.</li> </ul> <p>However, as can be discerned from the bullets above, Zoning Code section 151.117 only satisfies</p>

		<p>this TPR requirement in regard to conditional use applications. This memorandum amends the Zoning Code so that the TPR requirement at issue here is satisfied with respect to City review of all types of land use and development applications.</p>
<p>○</p>	<p>(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of: land use applications that require public hearings; subdivision and partition applications; other applications which affect private access to roads.</p>	<p>There is no existing text to address this</p>
<p>●</p>	<p>(g) regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.</p>	<p>Section 151.157 Comprehensive Plan and Zoning Amendment Criteria: (C) The proposed change is compatible with the surrounding existing and planned land use pattern; (D) Public facilities (i.e. transportation system) are capable of supporting the uses permitted in the proposed zone; and the proposed change is consistent with the statewide planning goals.</p> <p>The existing code is vague and does not define adequate standards.</p>
	<p>(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle, and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.</p>	

<p>(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;</p>	<p>○</p>	<p>There is no existing text to address this</p>
<p>(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.</p>	<p>●</p>	<p>Section 152.053 Blocks 3) c. Pedestrian and bicycle ways. When desirable for public convenience and access, a pedestrian and bicycle way easement may be required to connect to a cul-de-sac or to pass through an unusually long or oddly shaped block, or to otherwise provide appropriate circulation.</p> <p>Land Division Regulations should be amended to include development standards for pedestrian/bicycle accessways per linear block lengths and for the provision of such accessways to all activity centers</p>
<p>(A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;</p>	<p>●</p>	<p>Banks Land Division Regulations includes some language requiring blocks to have cut-throughs to allow access to neighborhood activity centers, but does not define the term. Arterials are also defined as links between activity centers.</p>
<p>(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;</p>	<p>●</p>	<p>The Banks Land Division Regulations requires sidewalks on all streets, however there is no mention of bikeways along arterials and major collectors.</p>
<p>(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section</p>	<p>●</p>	<p>Banks Land Division Regulations Section 152.052 I) describes Cul-de-sac standards which include a maximum length of 500 feet and can serve a building site for not more than 20 dwelling units.</p>

<p>(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel</p>	<p>●</p>	<p>Banks Land Division Regulations Section 152.052 Streets contains standards and criteria for providing streets and accessways. Street width, parking, sidewalks, parking strips, street angles and access controls are all included in the ordinance.</p> <p>Land Development Regulations need to include reasonably direct bicycle and pedestrian circulation; which will require the adoption of block length limits and maximum street spacing standards.</p>
<p>(E) Streets and accessways need not be required where one or more of the following conditions exist: Physical or topographic conditions that make a street or accessway connection impracticable, Buildings or other existing development on adjacent lands physically preclude a connection now or in the future, and where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995.</p>	<p>●</p>	<p>General provisions in the Banks Land Division Regulations include text that exempts streets from being required where topography, land use, and in relation to existing and planned streets.</p>
<p>(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors</p>	<p>○</p>	<p>There is no existing text to address this</p>
<p>(d) For purposes of subsection (b) "Safe and convenient" means bicycle and pedestrian routes, facilities and improvements, which: are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel</p>	<p>○</p>	<p>There is no existing text to address this</p>

<p>for short trips, provide a reasonably direct route of travel between destinations such as between a transit stop and a store, and meet travel needs of cyclists and pedestrians considering destination and length of trip; considering that the optimum trip length of pedestrians is generally ¼ to ½ mile.</p>		
<p>(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.</p>	<p>•</p>	<p>Banks Zoning Code Section 151.138 Development Standards (9) Circulation. A pedestrian and bicycle circulation system must be provided to facilitate movement within the Planned Unit Development</p>

## Introduction

The following text recommendations are recommended to bring the Banks Zoning Ordinance and Land Development Code in compliance with the TPR. Recommended code language is from the *Model Development Code for Small Cities, 2<sup>nd</sup> Edition*. The following section outlines the TPR requirements and the recommended revisions (text insertions/text strikethroughs) to the City's Zoning Code (Chapter 151 of City Code of Ordinances) and Land Division Regulations (Chapter 152 of City Code of Ordinances).

Existing TPR language is *italicized*. Existing Banks code language appears in plain text. Recommended additions to Banks code are shown in underline format. Recommended deletions to Banks code are shown in ~~strikeout format~~.

### OAR 660-012-0045(2)(a)

*(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions.*

*(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities*

### Recommended additions to the Banks Land Division Regulations

#### Section 152.052 Streets

*(M) Access control.* Where a land division abuts or contains an existing or proposed arterial or collector street, the Planning Commission may require marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a no-access reservation along the rear or side property line, minimum driveway and intersection spacing of 150-200 feet, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic. Such access control measures shall not have the effect of precluding at least one point of access onto a public road per existing lot of record.

*(1). Intent and Purpose.* The intent of this Section is to manage access to land uses and on-site circulation, and to preserve the transportation system in terms of safety, capacity, and function. This Section applies to all public streets within the City of Banks, and to all properties that abut these roadways. This Section implements the access management policies of the City Transportation System Plan. Access management standards must be coordinated with the appropriate authority or owners as listed in the City of Banks Transportation System Plan, or TSP.

*(2). Applicability.* This Chapter applies to all public streets within the City and to all properties that abut these streets. The standards apply when lots are created, consolidated, or modified through a land division, partition, lot line adjustment, lot consolidation, or street vacation; and when properties are subject to Land Use Review or Site Design Review.

(3). Access Permit Required. Access to a public street (e.g., a new curb cut or driveway approach) requires an Access Permit. An access permit may be in the form of a letter to the applicant, or it may be attached to a land use decision notice as a condition of approval. In either case, approval of an access permit shall follow the procedures and requirements of the applicable road authority, as determined through the City's review procedures.

(4). Access to State Highways. No new access shall be allowed to OR 6. Any new access to OR 47 requires an ODOT-approved approach road permit.

(P) Functional Classification. Development should reflect functional classification of roadways as identified in the Banks Transportation Network Plan, including any bicycle, pedestrian or frontage requirements. There are no rural lands in Banks.

### **OAR 660-012-0045(2)(b)**

*(b) Standards to protect future operation of roads, transitways and major transit corridors*

#### **Recommended additions to the Banks Zoning Code**

##### Section 151.064. Performance Standards

(A) In a Commercial or Industrial zone, no land or structure shall be used or occupied unless there is continuing compliance with the following standards. All land use and development applications in a Commercial or Industrial zone shall comply with the below standards, in addition to compliance with all design standards contained in City of Banks Code of Ordinances Chapter 152 (Land Division Regulations).

~~(B) It is the responsibility of the applicant to demonstrate compliance with these standards.~~

~~(11) Vehicular access and traffic.~~

~~(a) Access points to an industrial or commercial site from a street shall be located to minimize traffic congestion and, to the extent possible, to avoid directing traffic into residential areas.~~

~~(b) Where possible within Industrial or commercial districts, access to the street shall be made to serve more than one site or business.~~

~~(c) Traffic generated by the proposed use may not have the effect of adversely impacting the existing level of service (LOS) at nearby intersections.~~

(B) All land use and development applications shall comply with the following standards and procedures for the purpose of protecting the future operation of the Banks transportation system:

(1) Development Standards. The following standards shall be met for all new uses and developments:

(a) All new lots created, consolidated, or modified through a land division, partition, lot line adjustment, lot consolidation, or street vacation must have frontage or approved access to a public street.

(b) Streets within or adjacent to a development shall be improved in accordance with the Banks street design standards (Code 152.052).

(c) Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this Section, and public streets shall be dedicated to the applicable road authority;

(d) New streets and drives shall be paved.

(2) Guarantee. The City may accept a future improvement guarantee (e.g., owner agrees not to object to the formation of a local improvement district in the future) in lieu of street improvements if one or more of the following conditions exist:

(a) A partial improvement may create a potential safety hazard to motorists or pedestrians;

(b) Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation;

(c) The improvement would be in conflict with an adopted capital improvement plan; or

(d) The improvement is associated with an approved land partition in a residential district and the proposed land partition does not create any new streets.

(3) Creation of Rights-of-Way for Streets and Related Purposes. Streets shall be created through the approval and recording of a final subdivision or partition plat; except the City may approve the creation of a street by acceptance of a deed, provided that the street is deemed in the public interest by the City Council for the purpose of implementing the Comprehensive Plan, and the deeded right-of-way conforms to the standards of this Code.

(4) Creation of Access Easements. The City may approve an access easement when the easement is necessary to provide for access and circulation in conformance with Code sections 152.052 (Streets); 152.053 (Blocks) and; 152.054 (Building Sites). Access easements shall be created and maintained in accordance with the Uniform Fire Code Section 10.207.

### Recommended additions to the Banks Land Division Regulations

#### Section 152.052 Streets.

(B) *Minimum right-of-way and roadway width.* Unless otherwise approved in accordance with the provisions below or those of division (O) below, the street right-of-way and roadway widths shall not be less than the width in feet shown in the following table:

Type of Street	Right-of-way Width	Pavement width
Arterial	80-100 feet	40-52 feet
Collector	60-80 feet	40-48 feet
Residential Street	50 feet	32 feet
Residential Collector	50 feet	32 feet
Residential Boulevard	70 feet	44 feet
Radius for turn around at end of cul-de-sac	55 feet	42 feet
Alleys	20 feet	20 feet

Where a range of width is indicated, the width shall be the narrower in the range unless unique and specific conditions exists as determined by the decision-making authority based upon the following factors:

1. Street classification in the Transportation System Plan;
2. Anticipated traffic generation;
3. On-street parking needs;
4. Sidewalk and bikeway requirements based on anticipated level of use;
5. Requirements for placement of utilities;
6. Street lighting;

7. Minimize drainage, slope, and sensitive lands impacts;
8. Street tree location;
9. Protection of significant vegetation;
10. Safety and comfort for motorists, bicyclists, and pedestrians;
11. Street furnishings (e.g., benches, lighting, bus shelters, etc.), when provided;
12. Access needs for emergency vehicles; and
13. Transition between different street widths (i.e., existing streets and new streets).

### **OAR 660-012-0045(2)(c)**

*(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation*

### **No recommended additions to the Banks Zoning Code or Land Division Regulations**

(Not applicable; Banks does not have an airport)

### **OAR 660-012-0045(2)(d)**

*(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors, or sites*

### **Recommended additions to the Banks Zoning Code**

#### **§ 151.079 TRAFFIC IMPACTS**

The City may require a traffic impact analysis (TIA) prepared by a qualified professional to determine access, circulation, and other transportation requirements in conformance with TIA results. TIA's shall be required for all land use action and development applications that will generate more than 50 AM or PM peak hour trips per day or 300 Average Daily Trips. Trip calculation shall be based upon the most recent edition of *Trip Generation* published by the Institute of Transportation Engineers

(A) Amendments That Affect Transportation Facilities. Amendments to the comprehensive plan and land use regulations which significantly affect a transportation facility as determined by City staff upon review of applicant's TIA shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility. This shall be accomplished by one of the following:

(1) Adopting measures that demonstrate that allowed land uses are consistent with the planned function of the transportation facility; or

(2) Amending the Comprehensive Plan to provide transportation facilities, improvements, or services adequate to support the proposed land uses; such amendments shall include a funding plan to ensure the facility, improvement, or service will be provided by the end of the planning period; or,

(3) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation; or

(4) Amending the planned function, capacity or performance standards of the transportation facility; or

(5) Providing other measures as a condition of development or through a development agreement or similar funding method, specifying when such measures will be provided.

(B) Review of Applications for Effect on Transportation Facilities. When a development application includes a proposed comprehensive plan amendment or land use district change, the proposal shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060 (the Transportation Planning Rule – TPR) and the Traffic Impact Study provisions of Section 4.1.900. “Significant” means the proposal would:

(1) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors). This would occur, for example, when a proposal causes future traffic to exceed the levels associated with a “collector” street classification, requiring a change in the classification to an “arterial” street, as identified by Banks’ Transportation System Plan (“TSP”); or

(2) Change the standards implementing a functional classification system; or

(3) As measured at the end of the planning period identified in the City of Banks adopted TSP allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility; or

(4) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the City of Banks TSP or

(5) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the City of Banks TSP.

### **OAR 660-012-0045(2)(e)**

*(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors, or sites*

## Recommended additions to the Banks Zoning Code

### 151.079 TRAFFIC IMPACTS

The purpose of this section of the code is to assist in determining which road authorities participate in land use decisions, and to implement Section 660-012-0045 (2) (e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities. This Chapter establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a Traffic Impact Analysis; and who is qualified to prepare the Study.

(A) When a Traffic Impact Study is Required. The City or other road authority with jurisdiction may require a Traffic Impact Analysis (TIA) as part of an application for development, a change in use, or a change in access. A TIA shall be required when a land use application involves one or more of the following actions:

(1) A change in zoning or a plan amendment designation;

(2) Any proposed development or land use action that a road authority states may have operational or safety concerns along its facility(ies);

(3) An increase in site traffic volume generation by 300 Average Daily Trips (ADT) or more; or

(4) An increase in peak hour volume of a particular movement to and from the State highway by 20 percent or more; or

(5) An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day; or

(6) The location of the access driveway does not meet minimum sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the State highway, creating a safety hazard; or

(7) A change in internal traffic patterns that may cause safety problems, such as back up onto a street or greater potential for traffic accidents.

(B) Traffic Impact Study Preparation. A Traffic Impact Analysis shall be prepared by a professional engineer in accordance with the requirements of the road authority. If the road authority is the Oregon Department of Transportation (ODOT), consult ODOT's regional development review planner and OAR 734-051-180.

Section 151.069 Design Standards.

(A) Generally.

(1) When reviewing design as part of permit review for any land use action or development, the planning commission may impose conditions including: a) controlling the location and number of vehicle access points, and; b) increasing the street width or requiring street dedication.

(2) All off-street parking lots shall be designed in accordance with city standards for stalls and aisles as set forth in the following below.

Section 151.137 Procedure; Preliminary Site Development Documents [Planned Unit Development]

(C) Planning Commission review of the preliminary site development plan shall be made within 60 days of submission and recommendations for changes or modifications of the submitted preliminary plan given in writing to the applicant. The procedures and review criteria used shall be as for a conditional use application (§§ 151.116 and 151.170 *et seq.*). In addition, the development standards of § 151.138 apply.

When reviewing a PUD, the planning commission may impose conditions including: a) controlling the location and number of vehicle access points, and; b) increasing the street width or requiring street dedication.

Section 151.156 Procedure. [Comprehensive Plan and Zoning Amendments]

Unless part of a legislative action, the procedure for quasi-judicial comprehensive plan and/or zoning code text or map amendments shall be as specified in §§ 151.170 *et seq.* (Ord. 2-2-80, passed 2-19-1980; Am. Ord. passed 4- -1989)

When reviewing a comprehensive plan and/or zoning code text or map amendment, the planning commission may impose conditions including: a) controlling the location and number of vehicle access points, and; b) increasing the street width or requiring street dedication.

Section 151.171. Procedures for Variance, Conditional Use, Zone Change, and other Land Use Applications.

When reviewing a applicant's request for a variance, conditional use, zone change, or other land use action, the planning commission may impose conditions including: a) controlling the location and number of vehicle access points, and; b) increasing the street width or requiring street dedication.

**OAR 660-012-0045(2)(f)**

*(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of land use applications that require public hearings; subdivision and partition applications; other applications which affect private access to roads.*

**Recommended additions to the Banks Zoning Code****§ 151.174 PUBLIC NOTICE.**

(A) Mailed notice. The City shall mail the notice of the Type III action. The records of the Washington County Assessor's Office are the official records for determining ownership. Notice of a Type III application hearing or Type II appeal hearing shall be given by the City Planning Official or designee in the following manner:

- a. At least 20 days before the hearing date, notice shall be mailed to:
  - (1) The applicant and all owners or contract purchasers of record of the property that is the subject of the application;
  - (2) All property owners of record within 100 feet of the site;
  - (3) Any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City. The City may notify other affected agencies. The City shall notify the road authority, and rail authority and owner, when there is a proposed development abutting or affecting their transportation facility and allow the agency to review, comment on, and suggest conditions of approval for the application.
  - (4) Any neighborhood or community organization recognized by the City Council and whose boundaries include the property proposed for development;
  - (5) Any person who submits a written request to receive notice;
  - (6) For appeals, the appellant and all persons who provided testimony in the original decision; and
  - (7) For a land use district change affecting a manufactured home or mobile home park, all mailing addresses within the park, in accordance with ORS 227.175.
  
- b. The City Recorder or designee shall have an affidavit of notice be prepared and made a part of the file. The affidavit shall state the date that the notice was mailed to the persons who must receive notice.
  
- c. At least 14 business days before the hearing, notice of the hearing shall be printed in a newspaper of general circulation in the City. The newspaper's affidavit of publication of the notice shall be made part of the administrative record.

~~A notice of public hearing on any land use application required according to § 151.171 shall be posted at 1 or more locations within the city, including the City Hall, at least 10 days prior to the date of~~

the hearing.

~~(B) In addition, a notice of hearing shall be mailed to owners of property (based on records at the Washington County Department of Assessment and Taxation) within 200 feet of the site of the application. The notice shall be mailed at least 10 days prior to the date of the hearing.~~

~~(C) Additional notification methods as directed by City Council are also authorized.~~

~~(D)~~ The notice shall include a description of what is being proposed and:

- (1) The property address and legal description;
- (2) The criteria applicable to the request;
- (3) The date, time, and location of the public hearing; and
- (4) A statement that failure to raise an issue in person or by letter precludes appeal, and that failure to specify to which criteria the comment is directed precludes appeal based on that criterion.

~~(E)~~ Failure of a person to receive the notice prescribed in this section shall not impair the validity of the hearing.

### **OAR 660-012-0045(2)(g)**

*(g) Regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.*

### **Recommended additions to the Banks Zoning Code**

Section 151.156

F. Amendments That Affect Transportation Facilities. Except as provided in subsection C, amendments to the comprehensive plan and land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Banks Transportation System Plan. This shall be accomplished by one of the following:

1. Adopting measures that demonstrate that allowed land uses are consistent with the planned function of the transportation facility; or
2. Amending the TSP or Comprehensive Plan to provide transportation facilities, improvements, or services adequate to support the proposed land uses; such amendments shall include a funding plan to ensure the facility, improvement, or service will be provided by the end of the planning period; or,
3. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation; or
4. Amending the planned function, capacity or performance standards of the transportation facility; or

5. Providing other measures as a condition of development or through a development agreement or similar funding method, specifying when such measures will be provided.

**G. Exceptions.** Amendments to the Comprehensive Plan or land use regulations with a significant effect on a transportation facility, where the facility is already performing below the minimum acceptable performance standard identified in the Transportation System Plan may be approved when all of the following criteria are met:

1. The amendment does not include property located in an interchange area, as defined under applicable law;
2. The currently planned facilities, improvements or services are not adequate to achieve the standard;
3. Development resulting from the amendment will, at a minimum, mitigates the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development; and
4. The road authority provides a written statement that the proposed funding and timing for the proposed development mitigation are sufficient to avoid further degradation to the facility.

### **OAR 660-012-0045(3)(a)**

*(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle, and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.*

*(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;*

### **Recommended additions to the Banks Land Division Regulations**

#### **§ 152.062 BICYCLE PARKING.**

All uses that are subject to Site Design Review shall provide bicycle parking, in conformance with the standards in the table below, and following subsections.

**(A) Minimum Required Bicycle Parking Spaces.** Uses shall provide long- and short-term bicycle parking spaces, as designated in Table 3. Where two options are provided (e.g., 2 spaces, or 1 per 8 bedrooms), the option resulting in more bicycle parking is used.

<u>Use Categories</u>	<u>Specific Uses</u>	<u>Long-term Spaces (Covered or enclosed)</u>	<u>Short-term spaces (near building entry)</u>
<b><u>Residential Categories</u></b>			
<u>Household Living</u>	<u>Multifamily</u>	<u>1 per 4 units</u>	<u>2, or 1 per 20 units</u>
<u>Group Living</u>		<u>2, or 1 per 20 bedrooms</u>	<u>None</u>
	<u>Dormitory</u>	<u>1 per 8 bedrooms</u>	<u>None</u>
<b><u>Commercial Categories</u></b>			
<u>Retail Sales And Service</u>		<u>2, or 1 per 12,000 sq. ft. of floor area</u>	<u>2, or 1 per 5,000 sq. ft. of floor area</u>
	<u>Lodging</u>	<u>2, or 1 per 20 rentable rooms</u>	<u>2, or 1 per 20 rentable rooms</u>
<u>Office</u>		<u>2, or 1 per 10,000 sq. ft. of floor area</u>	<u>2, or 1 per 40,000 sq. ft. of floor area</u>
<u>Commercial Outdoor Recreation</u>		<u>8, or 1 per 20 auto spaces</u>	<u>None</u>
<u>Major Event Entertainment</u>		<u>8, or 1 per 40 seats or per CU review</u>	<u>None</u>
<b><u>Industrial Categories</u></b>			
<u>Manufacturing And Production</u>		<u>2, or 1 per 15,000 sq. ft. of floor area</u>	<u>None</u>
<u>Warehouse And Freight Movement</u>		<u>2, or 1 per 40,000 sq. ft. of floor area</u>	<u>None</u>
<b><u>Institutional Categories</u></b>			
<u>Basic Utilities</u>	<u>Bus transit center</u>	<u>8</u>	<u>None</u>
	<u>Park and ride</u>	<u>8, or 5 per acre</u>	<u>None</u>
<u>Community Service</u>		<u>2, or 1 per 10,000 sq. ft. of floor area</u>	<u>2, or 1 per 10,000 sq. ft. of floor area</u>
<u>Parks (active recreation areas only)</u>		<u>None</u>	<u>8, or per CU review</u>
<u>Schools</u>	<u>Grades 2-5</u>	<u>1 per classroom, or per CU review</u>	<u>1 per classroom, or per CU review</u>
	<u>Grades 6-12</u>	<u>2 per classroom, or per CU review</u>	<u>4 per school, or per CU review</u>
<u>Colleges</u>	<u>Excluding dormitories (see Group Living, above)</u>	<u>2, or 1 per 20,000 sq. ft. of net building area, or per CU review</u>	<u>2, or 1 per 10,000 sq. ft. of net building area, or per CU review</u>
<u>Medical Centers</u>		<u>2, or 1 per 70,000 sq. ft. of net building area, or per CU</u>	<u>2, or 1 per 40,000 sq. ft. of net building area,</u>

<u>Use Categories</u>	<u>Specific Uses</u>	<u>Long-term Spaces (Covered or enclosed)</u>	<u>Short-term spaces (near building entry)</u>
		<u>review</u>	<u>or per CU review</u>
<u>Religious Institutions and Places of Worship</u>		<u>2, or 1 per 4,000 sq. ft. of net building area</u>	<u>2, or 1 per 2,000 sq. ft. of net building area</u>
<u>Daycare</u>		<u>2, or 1 per 10,000 sq. ft. of net building area</u>	<u>None</u>
<u>Other Categories</u>			
<u>Other Categories</u>	<u>Determined through Land Use Review, Site Design Review, or CU Review, as applicable</u>		

(B) Exemptions. This Section does not apply to single-family and two-family housing (attached, detached, or manufactured housing), home occupations, agriculture and livestock uses.

(C) Location and Design. Bicycle parking should be no farther from the main building entrance than the distance to the closest vehicle space, or 50 feet, whichever is less. Long-term (i.e., covered) bicycle parking should be incorporated whenever possible into building design. Short-term bicycle parking, when allowed within a public right-of-way, should be coordinated with the design of street furniture, as applicable.

(D) Visibility and Security. Bicycle parking for customers and visitors of a use shall be visible from street sidewalks or building entrances, so that it provides sufficient security from theft and damage;

(E) Options for Storage. Long-term bicycle parking requirements for multiple family uses and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building;

(F) Lighting. For security, bicycle parking shall be at least as well lit as vehicle parking..

(G) Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.

(H) Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards

### **OAR 660-012-0045(3)(b)**

*(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall*

*generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.*

## **Recommended additions to the Banks Land Division Regulations**

### **(C) Easements.**

Pedestrian and bicycle ways. Then desirable for public convenience and access, a pedestrian or bicycle way easement may be required to connect to a cul-de-sac or to pass through an unusually long or oddly shaped block, or to otherwise provide appropriate circulation. To ensure safe, direct, and convenient pedestrian circulation, all developments shall provide a continuous pedestrian system. The pedestrian system shall be based on the standards below:

1. Continuous Walkway System. The pedestrian walkway system shall extend throughout the development site and connect to all future phases of development, and to existing or planned off-site adjacent trails, public parks, and open space areas to the greatest extent practicable. The developer may also be required to connect or stub walkway(s) to adjacent streets and to private property with a previously reserved public access easement for this purpose.

2. Safe, Direct, and Convenient. Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent streets, based on the following definitions:

a. Reasonably direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

b. Safe and convenient. Routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.

c. "Primary entrance" for commercial, industrial, mixed use, public, and institutional buildings is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.

d. "Primary entrance" for residential buildings is the front door (i.e., facing the street). For multifamily buildings in which each unit does not have its own exterior entrance, the "primary entrance" may be a lobby, courtyard, or breezeway which serves as a common entrance for more than one dwelling.

3. Connections Within Development. Connections within developments shall be provided as required in subsections a-c, below:

- a. Walkways shall connect all building entrances to one another to the extent practicable
- b. Walkways shall connect all on-site parking areas, storage areas, recreational facilities and common areas, and shall connect off-site adjacent uses to the site to the extent practicable. Topographic or existing development constraints may be cause for not making certain walkway connections.
- c. Large parking areas shall be broken up so that no contiguous parking area exceeds three (3) acres. Parking areas may be broken up with plazas, large landscape areas with pedestrian access ways (i.e., at least 20 feet total width), streets, or driveways with street-like features, Street-like features, for the purpose of this section, means a raised sidewalk of at least 4-feet in width, 6-inch curb, accessible curb ramps, street trees in planter strips or tree wells, and pedestrian-oriented lighting.

### **OAR 660-012-0045(3)(b)(A)**

*(A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;*

#### **Recommended additions to the Banks Land Division Regulations**

##### **Section 152.052 (A)**

- (1) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or
- (2) Confirm to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.
- (3) Provide adequate pedestrian and bicycle access and circulation for all neighborhood activity centers, including existing and planned schools, parks, shopping areas, transit stops and employment centers.

### **OAR 660-012-0045(3)(b)(B)**

*(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;*

#### **Recommended additions to the Banks Land Division Regulations**

##### **Section 152.052 (A)**

- (1) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or
- (2) Confirm to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make

continuance or conformance to existing streets impractical.

(3) Provide adequate pedestrian and bicycle access and circulation for all neighborhood activity centers, including but not limited to existing and planned schools, parks, shopping areas, transit stops and employment centers.

(4) Sidewalks, planter strips, and bicycle lanes shall be installed in conformance with the street standards of this section and the Comprehensive Plan. Maintenance of sidewalks and planter strips in the right-of-way is the continuing obligation of the adjacent property owner. Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials and collectors.

### **OAR 660-012-0045(3)(b)(C)**

*(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section*

### **No recommended additions to the Banks Zoning Code or Land Division Regulations**

### **OAR 660-012-0045(3)(b)(D)**

*(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel*

### **Recommended additions to the Banks Land Division Regulations**

See Recommendations for Section 152.053 (2)

### **OAR 660-012-0045(3)(b)(E)**

*(E) Streets and accessways need not be required where one or more of the following conditions exist: Physical or topographic conditions that make a street or accessway connection impracticable, Buildings or other existing development on adjacent lands physically preclude a connection now or in the future, and where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995.*

### **Recommended additions to the Banks Land Division Regulations**

Section 152.053 Blocks

1. All local and collector streets that stub into a development site shall be extended within the site to provide through circulation unless prevented by environmental or topographical constraints, existing development patterns, or compliance with other standards in this code. This exception applies when it is not possible to redesign or reconfigure the street pattern to provide

required extensions. Land is considered topographically constrained if the slope is greater than 15% for a distance of 250 feet or more. In the case of environmental or topographical constraints, the mere presence of a constraint is not sufficient to show that a street connection is not possible. The applicant must show why the environmental or topographic constraint precludes some reasonable street connection.

2. Street Connectivity and Formation of Blocks. In order to promote efficient vehicular and pedestrian circulation throughout the city, subdivisions and site developments of more than two (2) acres shall be served by a connecting network of public streets and/or accessways, in accordance with the following standards (minimum and maximum distances between two streets or a street and its nearest accessway):
  - a. Residential Districts: Minimum of 100 foot block length and maximum of [600] length; maximum 1,400 feet block perimeter;
  - b. Main Street Area: Minimum of 100 foot length and maximum of 400 foot length; maximum 1,200 foot perimeter;
  - c. General Commercial Districts: Minimum of 100 foot length and maximum of 600 foot length; maximum 1,400 foot perimeter;
  - d. Not applicable to the Industrial Districts;
  
3. Pedestrian/bicycle accessway Standards. Where a street connection in conformance with the maximum block length standards in subsection 4 is impracticable, a pedestrian/bicycle accessway shall be provided at or near the middle of a block in lieu of the street connection. The City may also require developers to provide a pedestrian/bicycle accessway where a cul-de-sac or other street is planned and the accessway would connect the streets or provide a connection to other developments. Such access ways shall conform to all of the following standards:
  - a. Pedestrian/bicycle accessways shall be no less than ten (10) feet wide and located within a right-of-way or easement allowing public access and, as applicable, emergency vehicle access;
  - b. If the streets within the subdivision or neighborhood are lighted, all accessways in the subdivision shall be lighted. Accessway illumination shall provide at least 2-foot candles;
  - c. A right-of-way or public access easement provided in accordance with subsection b that is less than 20 feet wide may be allowed on steep slopes where the decision body finds that stairs, ramps, or switch-back paths are required;
  - d. All pedestrian/bicycle accessways shall conform to applicable ADA requirements;

- e. The City may require landscaping as part of the required accessway improvement to buffer pedestrians from adjacent vehicles, provided that landscaping or fencing adjacent to the accessway does not exceed four (4) feet in height; and
  - f. which may be modified by the decision body without a variance when the modification affords greater convenience or comfort for, and does not compromise the safety of, pedestrians or bicyclists.
4. Connections within Development. Connections within developments shall be provided as required in subsections a-c, below:
- a. Walkways shall connect all building entrances to one another to the extent practicable;
  - b. Walkways shall connect all on-site parking areas, storage areas, recreational facilities and common areas, and shall connect off-site adjacent uses to the site to the extent practicable. Topographic or existing development constraints may be cause for not making certain walkway connections; and
  - c. Large parking areas shall be broken up so that no contiguous parking area exceeds three (3) acres. Parking areas may be broken up with plazas, large landscape areas with pedestrian access ways (i.e., at least 20 feet total width), streets, or driveways with street-like features, Street-like features, for the purpose of this section, means a raised sidewalk of at least 4-feet in width, 6-inch curb, accessible curb ramps, street trees in planter strips or tree wells, and pedestrian-oriented lighting.

### **OAR 660-012-0045(3)(c)**

*(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors*

### **Recommended additions to the Banks Land Division Regulations**

Section 152.052

(P) Off-Site Road Improvements. Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors.

### **OAR 660-012-0045(3)(d)**

*(d) For purposes of subsection (b) "Safe and convenient" means bicycle and pedestrian routes, facilities and improvements, which: are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel for short trips, provide a reasonably direct route of travel between destinations such as between a transit stop and a store, and meet travel needs of cyclists and pedestrians considering destination and length of trip; considering that the optimum trip length of pedestrians is generally ¼ to ½ mile.*

## No recommended additions to the Banks Zoning Code or Land Division Regulations

### **OAR 660-012-0045(3)(e)**

*(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.*

Internal pedestrian circulation is addressed through the section to be added into the Banks Land Division Regulations under Section 152.053 Blocks (4).