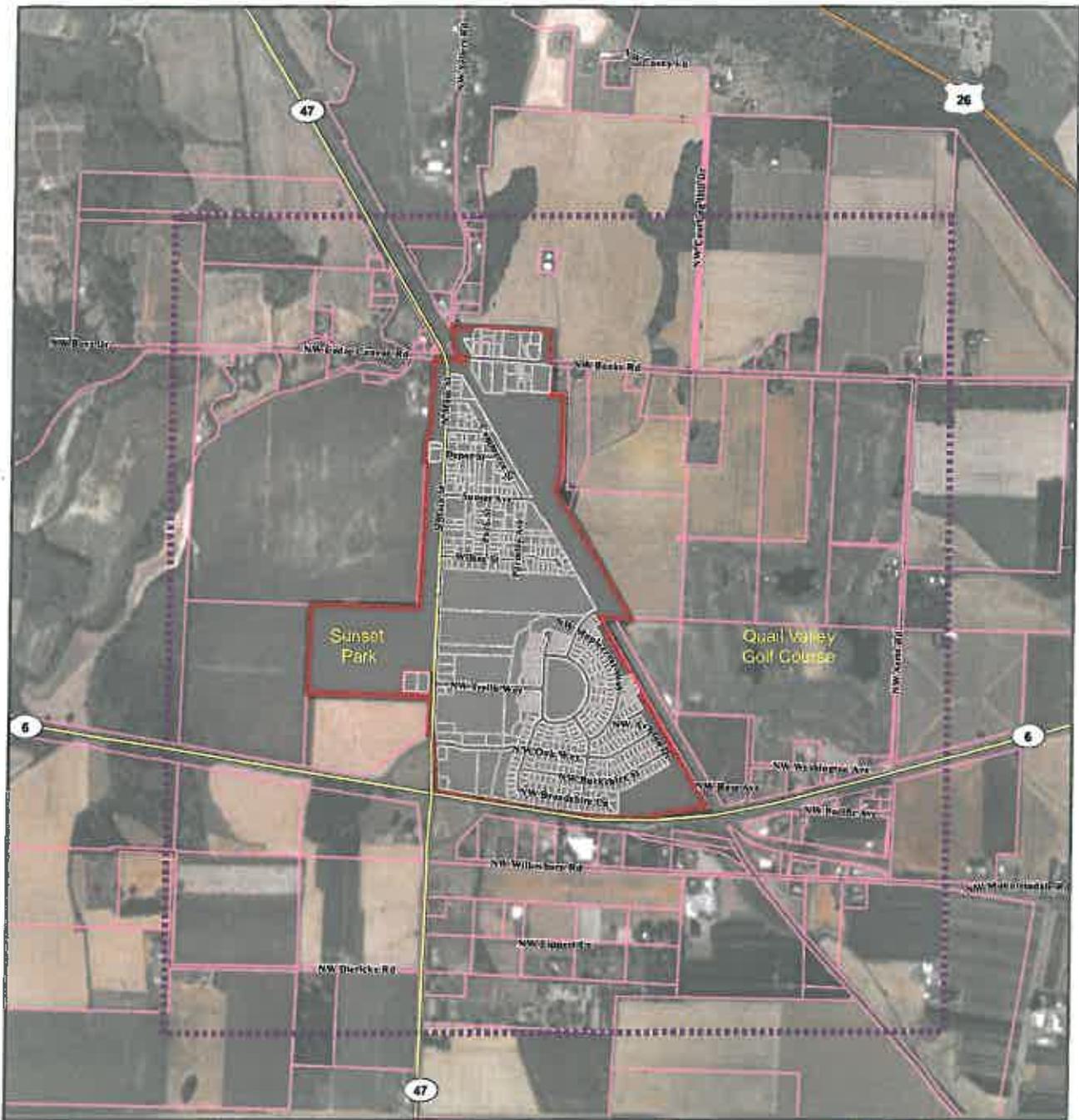


Figures



VICINITY MAP

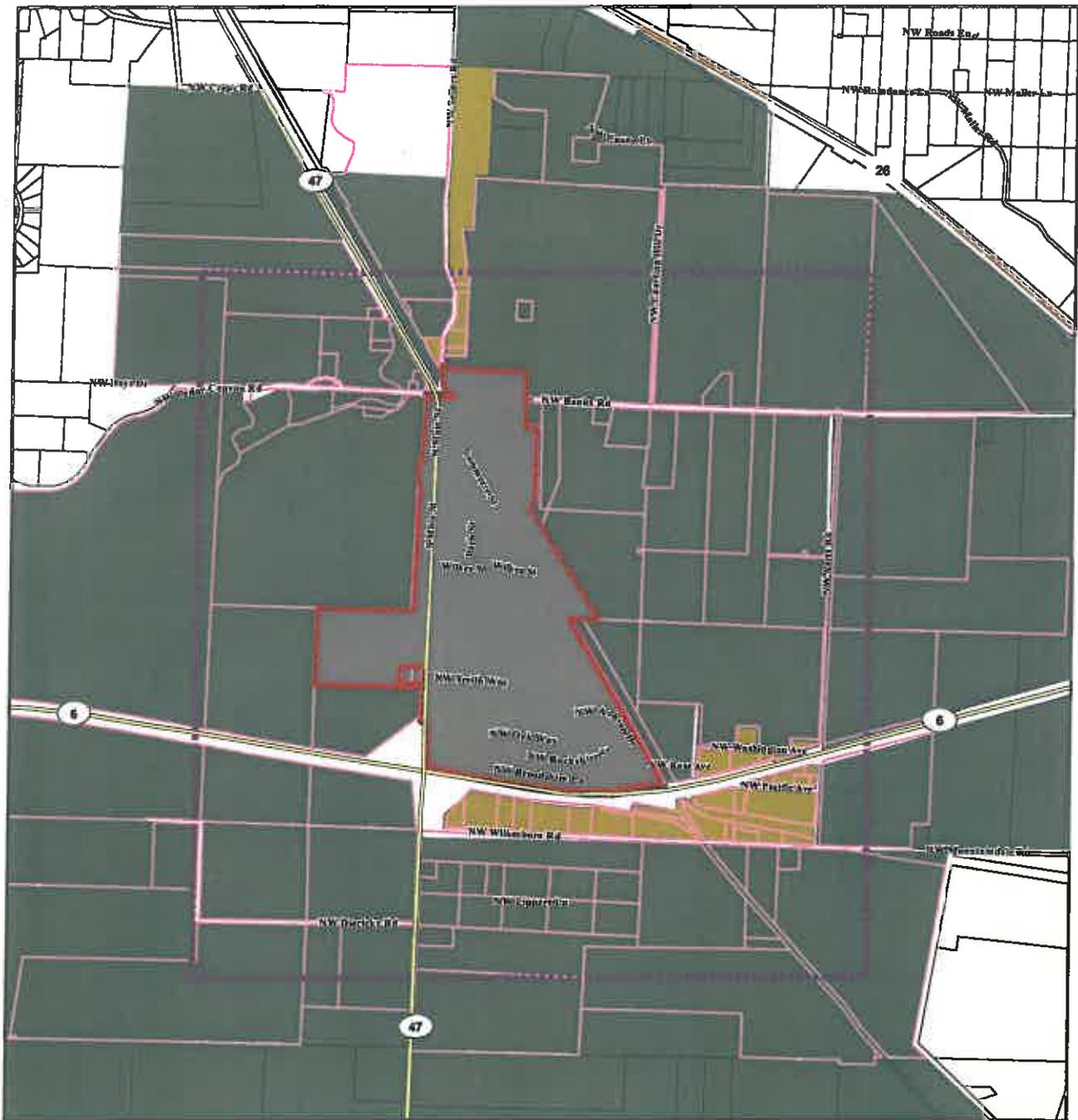


-  UGB Study Area
-  Existing UGB
-  City of Banks Boundary
-  UGB Analysis Taxlots

Note:
 1. The Banks city boundary
 and Urban Growth
 Boundary are similar.



FIGURE 1
UGB Expansion Study Area
 Banks UGB Location Alternatives Analysis

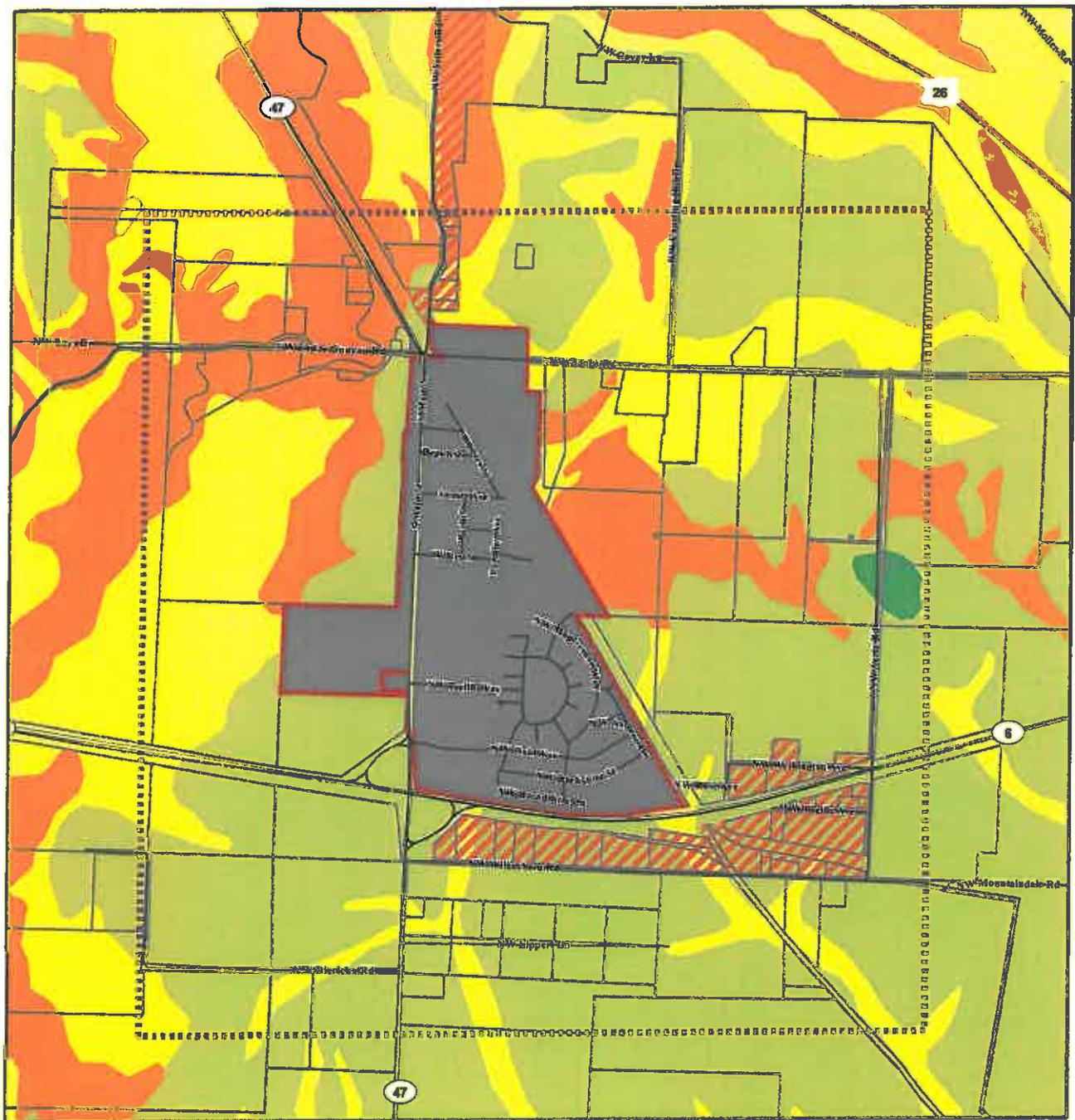


-  UGB Study Area
-  Existing UGB
-  City of Banks Boundary
-  UGB Analysis Taxlots
-  Exception Areas (Priority 2)
-  Resource Areas (Priority 4)

Note:
 1. The Banks city boundary and Urban Growth Boundary are similar.
 2. No lots were removed from analysis per Criteria #2



FIGURE 2
Priority Land Designations
 Banks UGB Location Alternatives Analysis



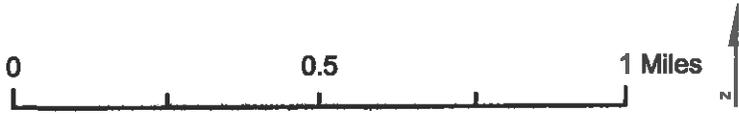
VICINITY MAP

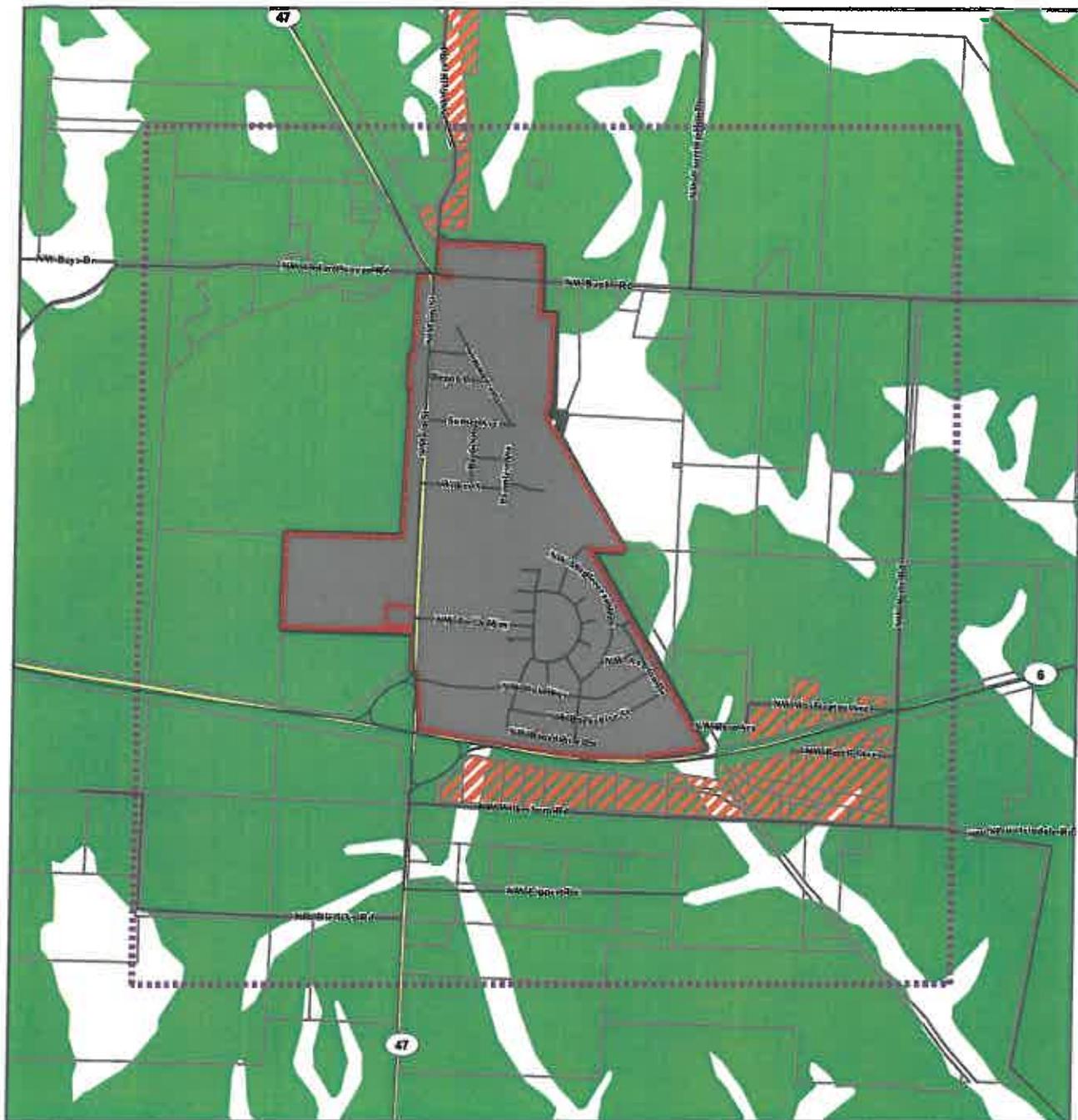
-  UGB Study Area
-  Existing UGB
-  City of Banks Boundary
-  UGB Analysis Taxlots
-  Exception Areas (Priority 2)

- Soil Capability Class**
-  I
 -  II
 -  III
 -  IV



FIGURE 3
Soil Capability Classes
 Banks UGB Location Alternatives Analysis





VICINITY MAP

-  UGB Study Area
-  Existing UGB
-  City of Banks Boundary
-  UGB Analysis Taxlots
-  Exception Areas (Priority 2)
-  High Value Farmland

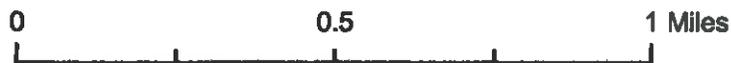
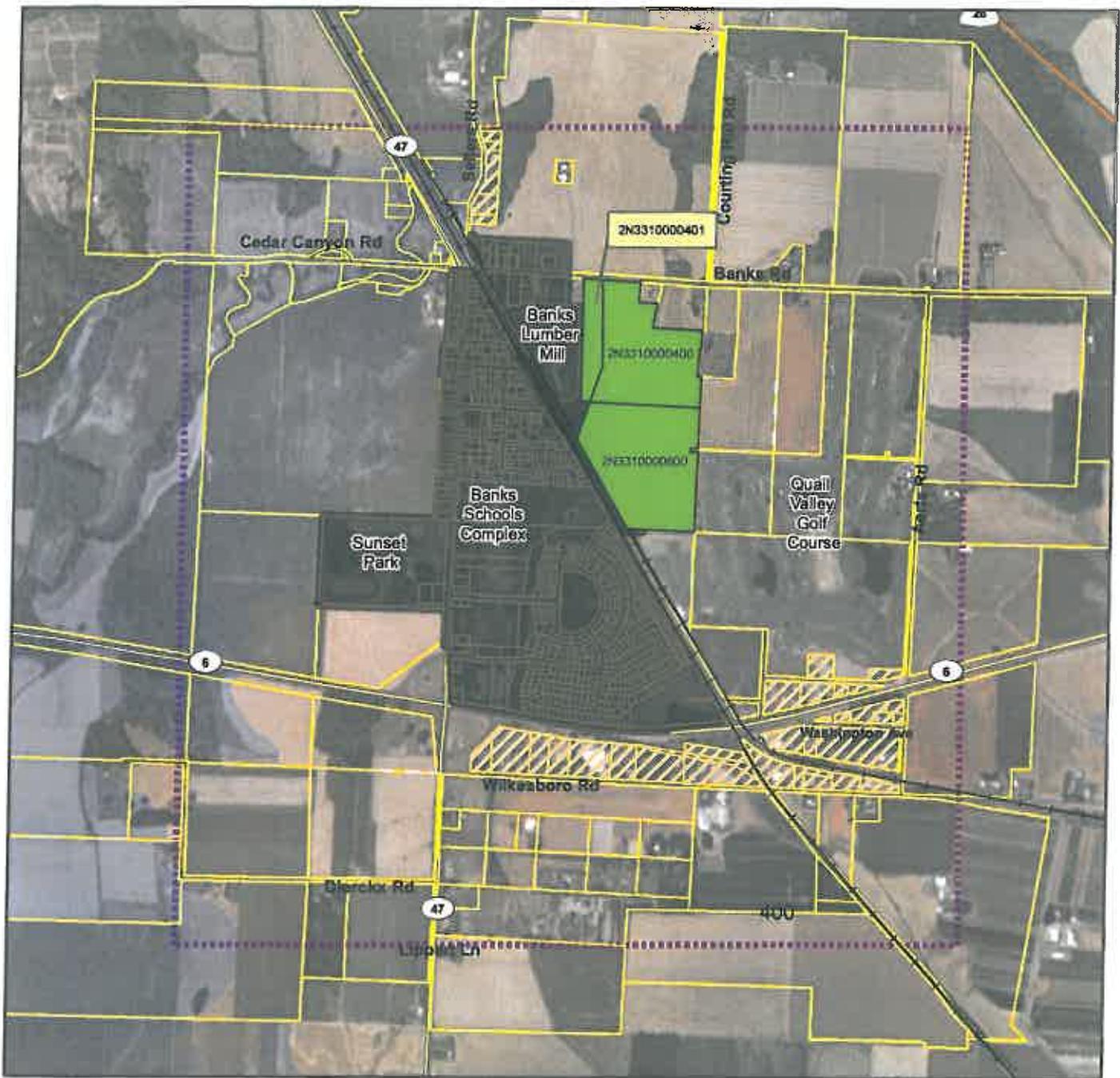


FIGURE 4
High Value Farmland
 Banks UGB Location Alternatives Analysis



VICINITY MAP

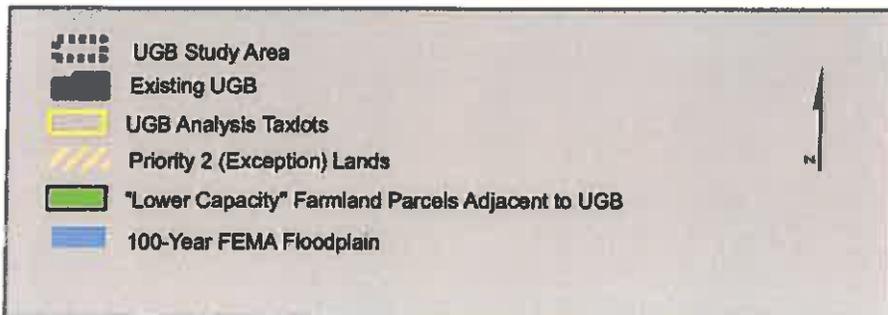


Figure 5
"Lower Capacity" Farmland Parcels
Adjacent to UGB



Banks UGB Location Alternatives Analysis

CH2MHILL

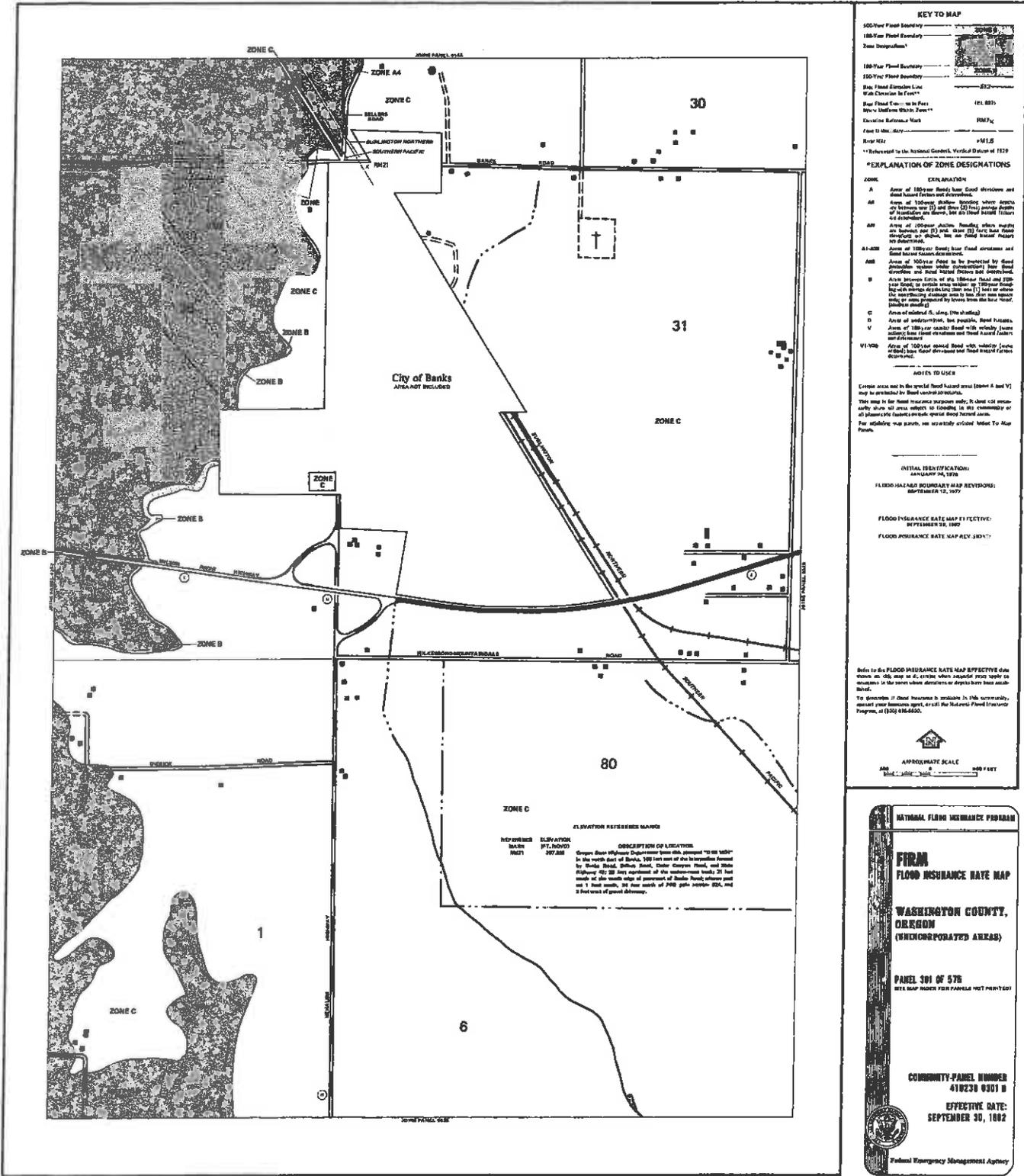
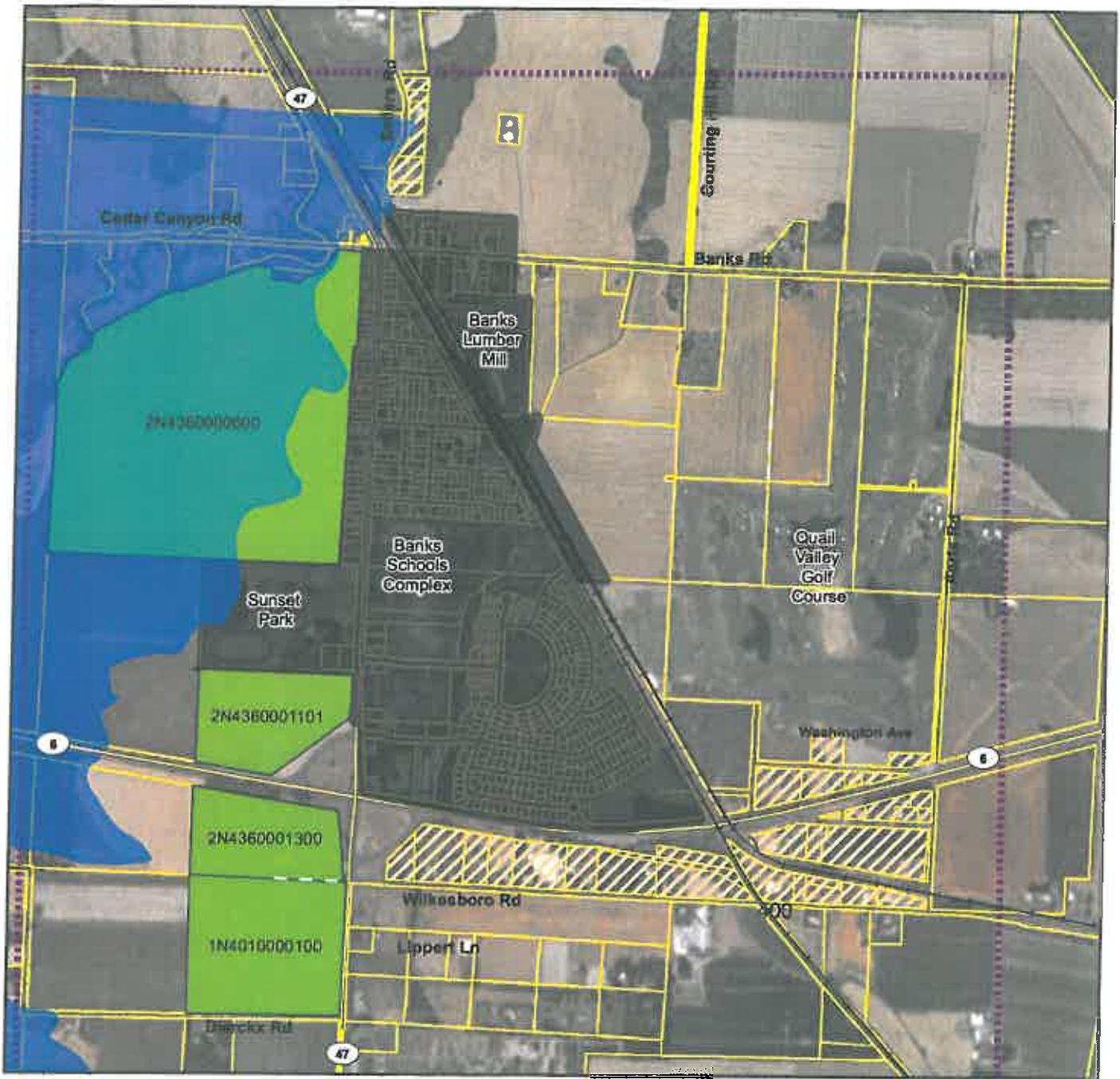


Figure 6: FEMA Flood Insurance Rate Map for the Banks UGB Study Area



VICINITY MAP

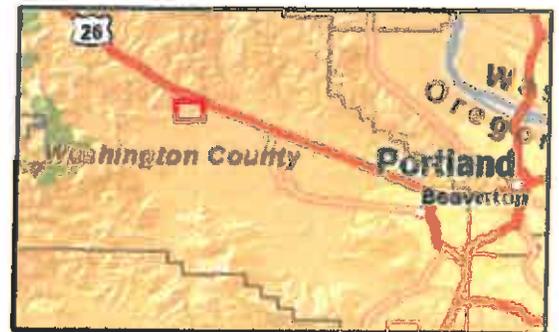
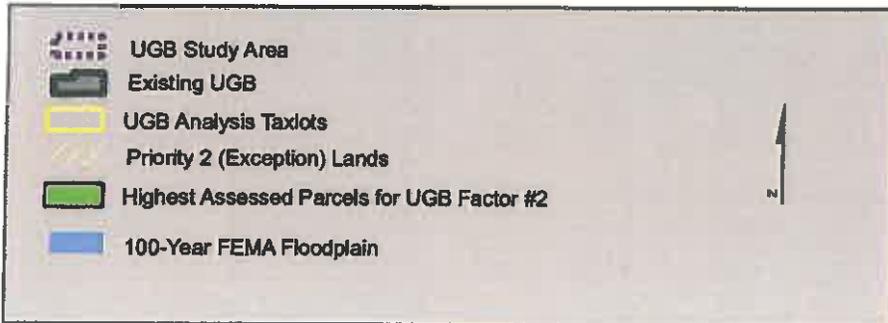
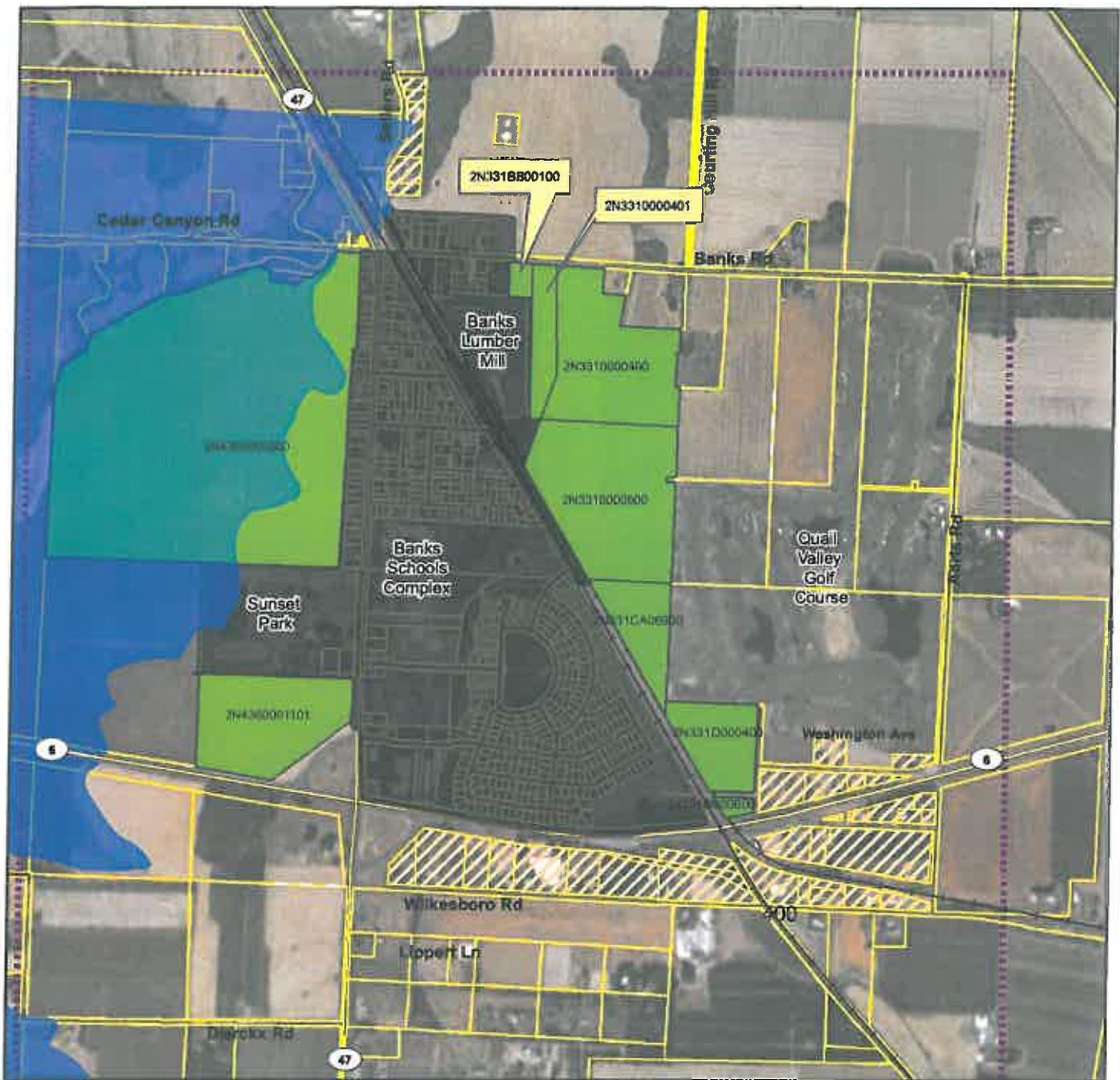


Figure 7
UGB Location Factor #2:
Highest Assessed Parcels

Banks UGB Location Alternatives Analysis

CH2MHILL

0 0.5 1 Miles



VICINITY MAP

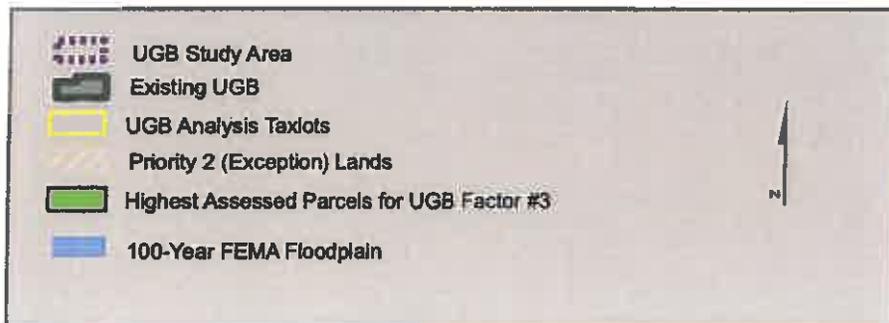
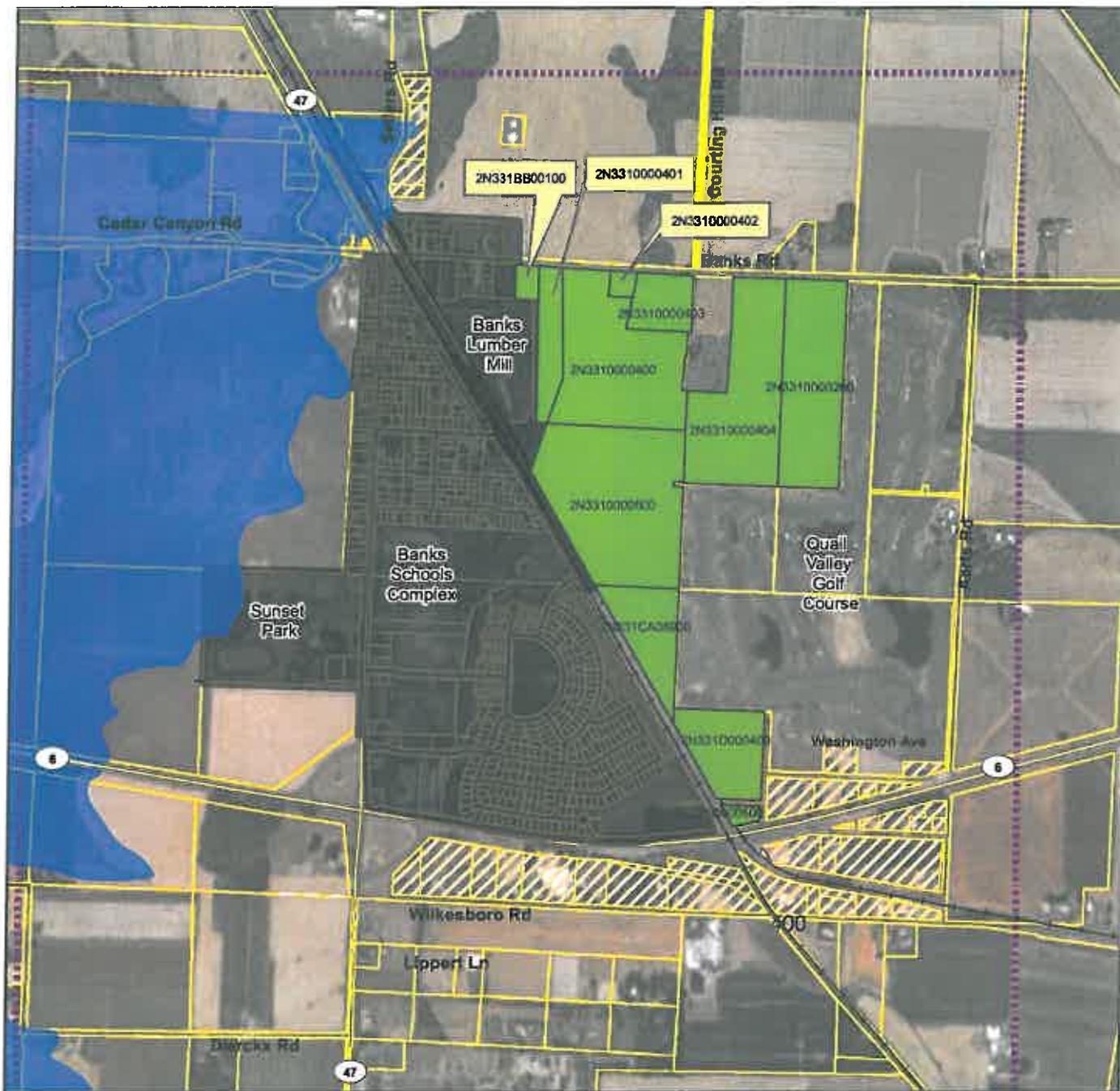


Figure 8
UGB Location Factor #3:
Highest Assessed Parcels

Banks UGB Location Alternatives Analysis

CH2M HILL

0 0.5 1 Miles



VICINITY MAP

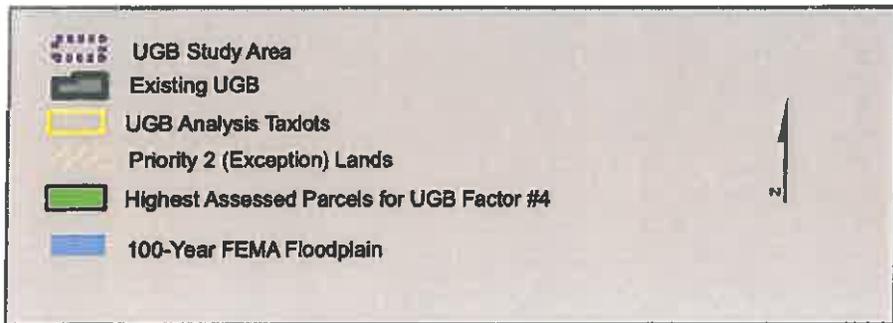
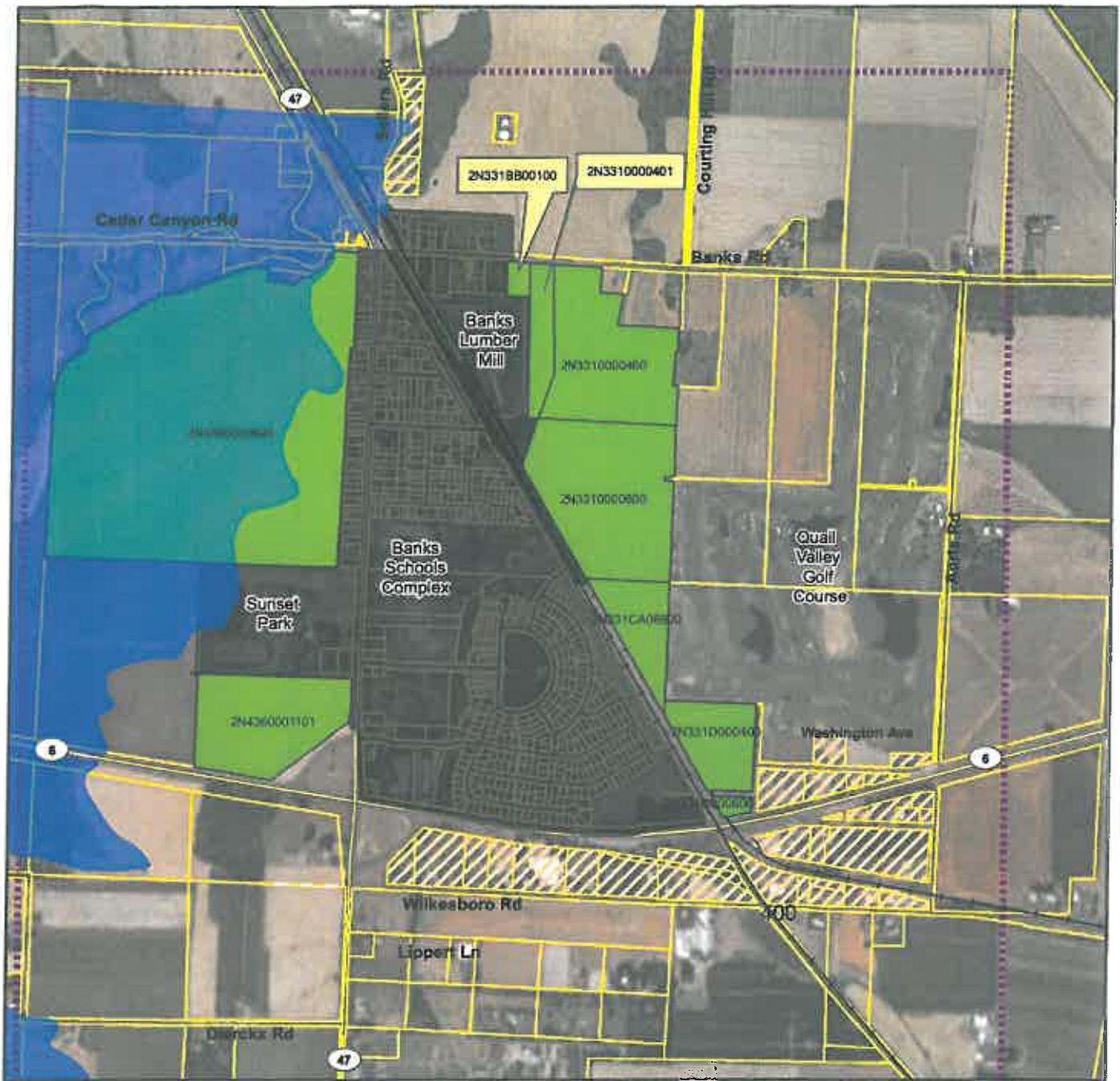


Figure 9
UGB Location Factor #4:
Highest Assessed Parcels

Banks UGB Location Alternatives Analysis

CH2MHILL





VICINITY MAP

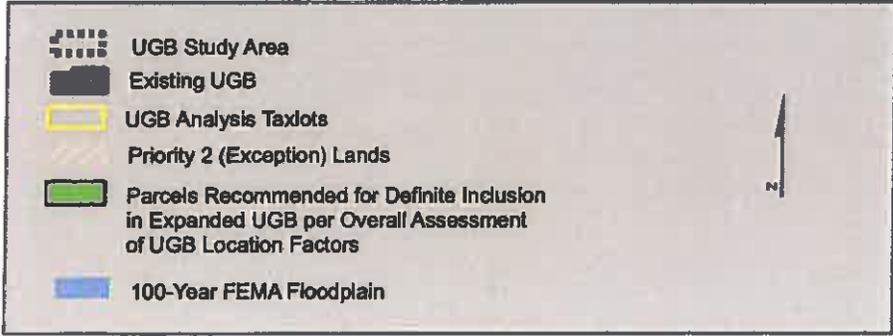
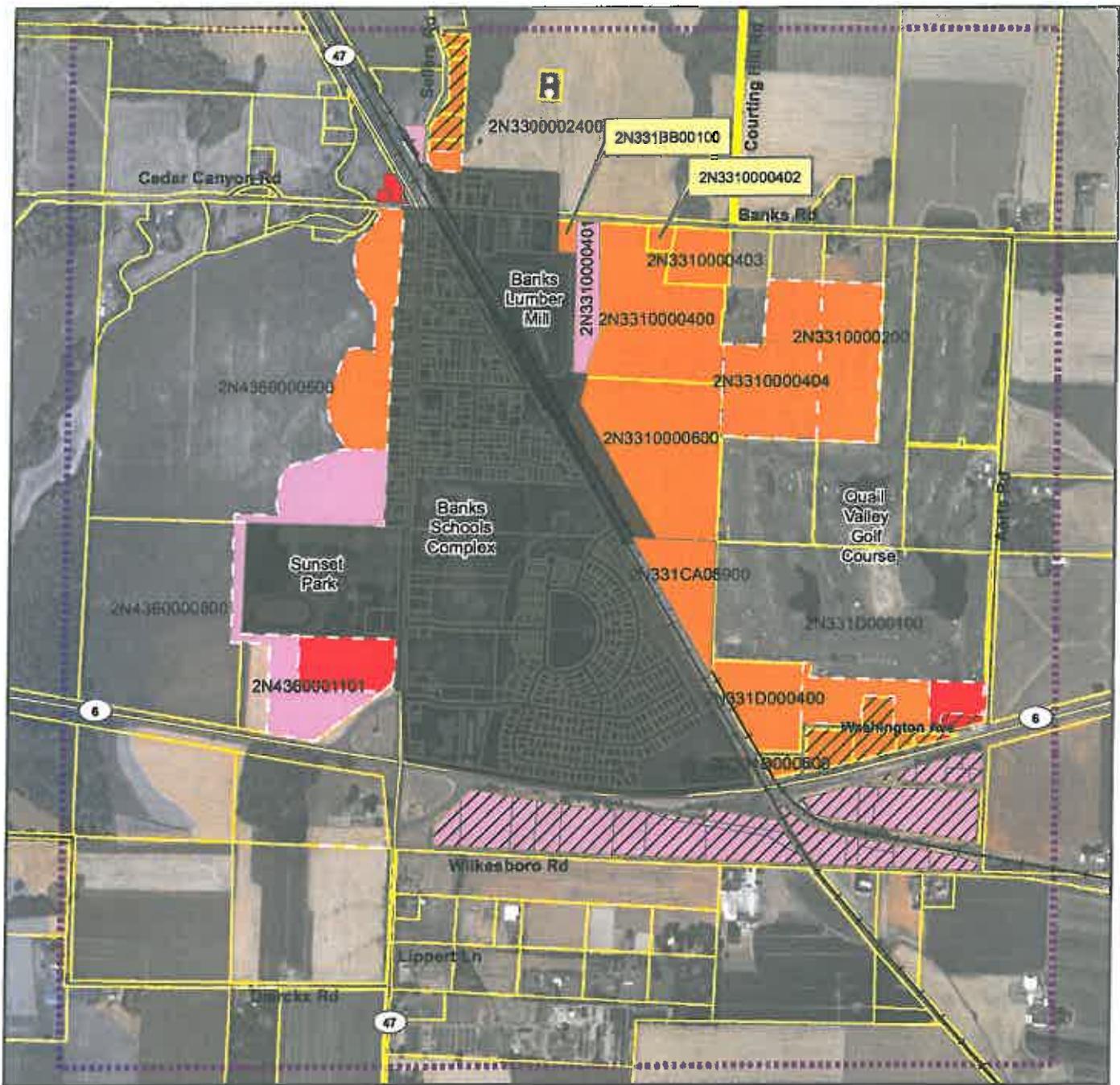


Figure 10
UGB Location Factors
Overall Assessment:
Parcels Recommended for Definite
Inclusion in Expanded UGB



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VICINITY MAP

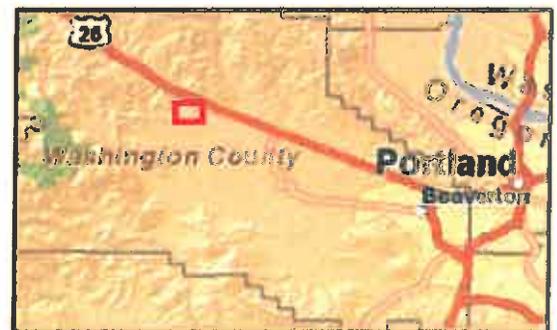
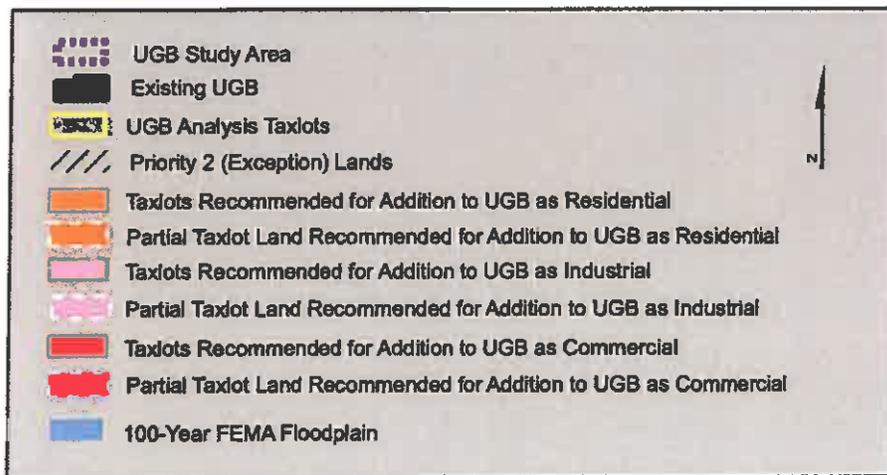
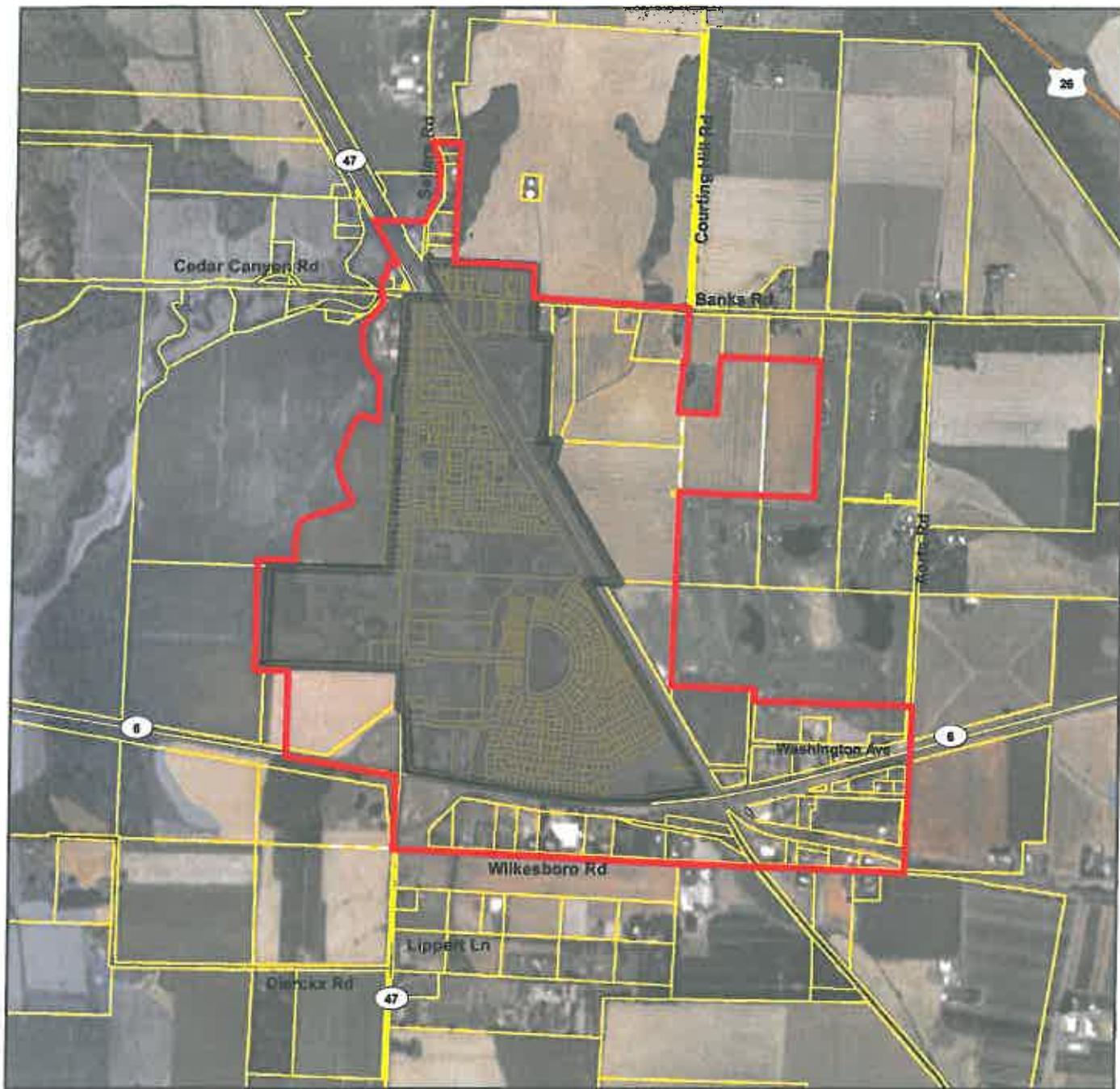


Figure 11
Preferred Alternative for UGB Expansion
(as proposed January, 2010)



Banks UGB Location Alternatives Analysis

CH2MHILL



VICINITY MAP

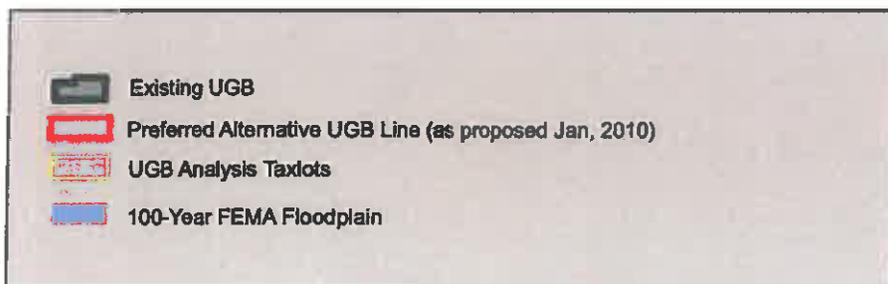
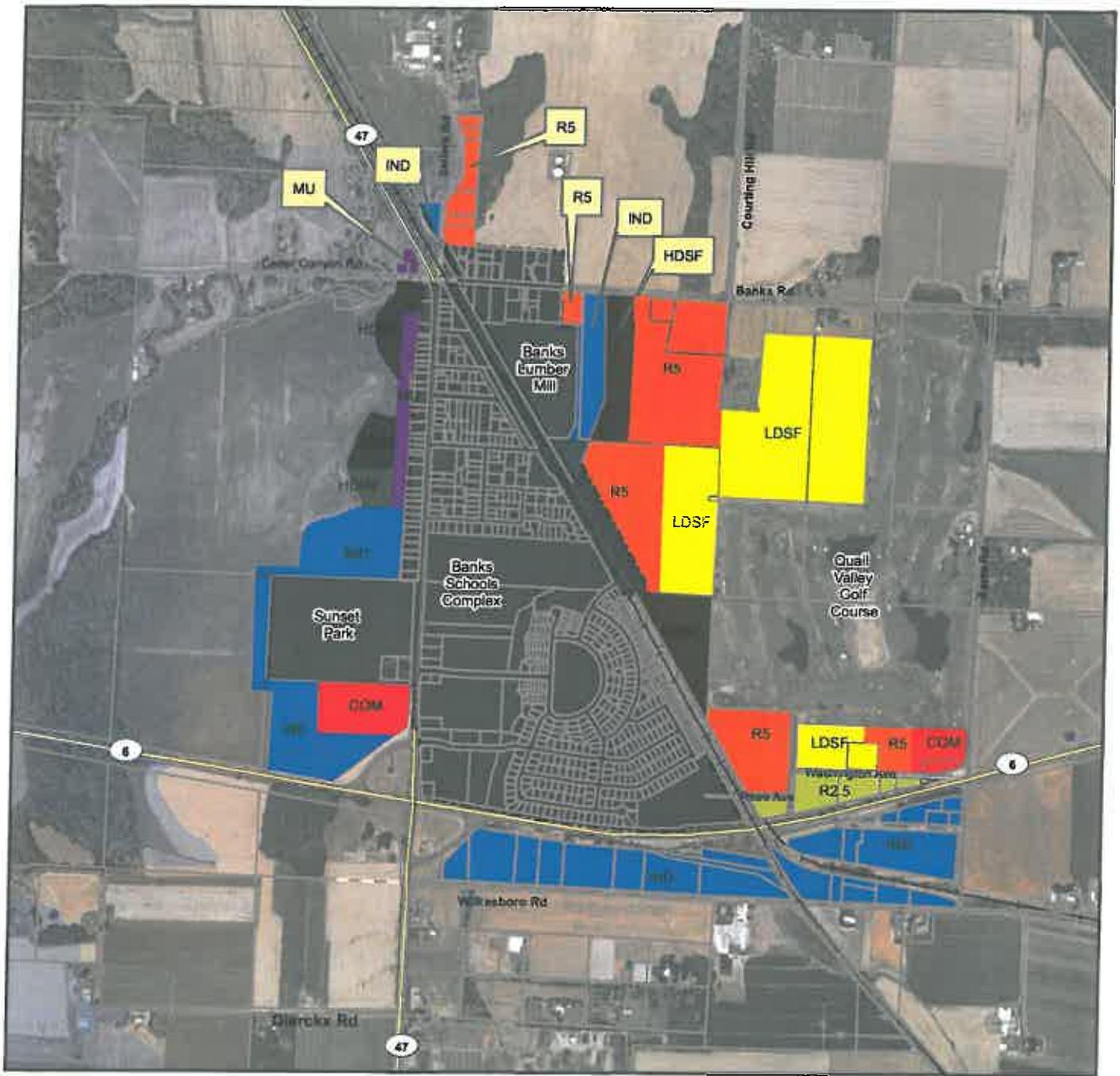


Figure 12
Preferred Alternative UGB Line
(as proposed January, 2010)



Banks UGB Expansion Alternatives Analysis

CH2MHILL



VICINITY MAP



Legend

Zoning Districts

- Low Density Single Family Residential (LDSF)
- Single Family Residential (R5)
- High Density Single Family Residential (HDSF)
- Multifamily Residential (R2.5)
- High Density Multifamily Residential (HDMF)
- Mixed Use (MU)
- Industrial (IND)
- Commercial (COM)
- Tax Lot
- Existing UGB
- 100-Year FEMA Floodplain



Figure 13 - Banks UGB Expansion Reanalysis Study: City Council Zoning Allocation Strategy Map (May 10, 2010)

Appendix A: UGB Alternatives Analysis Process

Banks Urban Growth Boundary Alternatives Analysis

This appendix presents the UGB alternatives process and analyses that were conducted, and which culminated in, the Banks City Council decision on January 13, 2010 to recommend a Preferred Alternative strategy for expanding the Banks Urban Growth Boundary (UGB) consistent with state law.

Based on the results of an assessment of industrial, commercial, and residential parcels in the Banks UGB Study Area, a 'first-cut' UGB expansion strategy (figure and accompanying rationale) was created and presented by consultant staff at a joint meeting of the Banks Planning Commission and City Council on May 14, 2009, for the purpose of receiving comments and concerns from local officials (this 'first-cut' strategy, with slight modifications, would become Alternative 1). The "First-Cut" map is shown in Attachment 1.

A description of the aforementioned UGB expansion strategy, per the UGB location factors (OAR 660-024-0060(1)), is described in the table below.

FIRST-CUT UGB EXPANSION STRATEGY

1. Efficient accommodation of identified land needs	The UGB expansion area strategy is well-suited to provide for efficient accommodation of a variety of residential, industrial, and commercial needs.
	Due to the compact nature of the UGB expansion, future commercial and industrial uses in the expanded UGB will also serve existing neighborhoods located nearby within the current UGB. Similarly, residents of new neighborhoods would have convenient access to existing commercial stores.
	Residential neighborhoods in the expansion area east of the railroad will have convenient access to the Banks School complex (elementary/middle/high school), assuming a bicycle/pedestrian connection traversing the railroad.
	An employment area is proposed immediately south of Highway 6 with easy access to existing entrance and exit ramps. This designation promotes the efficient use of this vital transportation facility.
	Efficient accommodation of identified land needs will also be achieved by facilitating future construction of recommended projects to be listed in the pending City of Banks Water Master Plan and the Clean Water Service Sewer and Stormwater Plans.
2. Orderly and economic provision of public services	Public services will be provided to all expansion areas in accordance with the pending transportation, water, sewer, and stormwater master plans being prepared for the City of Banks. Parks facilities will be provided in the expansion areas consistent with the pending City of Banks Parks Master Plan (Draft-pending), and public school facilities will be provided as outlined in the Banks School District Facilities Planning Commission Final Report (2008).
	The residential expansion area to the east of the current UGB includes a proposed

	<p>"South Banks secondary access" that would connect from the Banks Estates/Arbor Village area on the west side of the railroad line to the east side of the railroad line at NW Rose Avenue.¹</p> <p>The residential expansion area to the north of the current UGB includes the proposed realignment of Sellers Road and reconfiguration of the Sellers Road/Banks Road/Main Street intersection.²</p> <p>The residential area to the southwest of the current UGB will spread future traffic more evenly in the Banks area, especially in regard to main Street (Highway 47), thereby mitigating vehicular overreliance on Main Street north of Highway 6.</p> <p>The industrial expansion area southeast of the current UGB will include the proposed upgrading of Wilkesboro Road.</p>
<p>2. Comparative environmental, energy, economic, and social consequences</p>	
<p><i>Environmental</i></p>	<p>The UGB expansion lands contain no designated Goal 5 resources other than a small area of wetlands located to the southeast of the city and floodplain areas located on one parcel to be brought in west of the current UGB. Two exception land parcels have a part of this wetland area, however, both of these parcels have enough non-wetland area available that either are viable candidates for development without the need to disturb the existing wetlands. Concurrent with the UGB expansion adoption, the City of Banks will be adopting floodplain protection language into its Code, which will prohibit the development of any structures in the floodplain, while allowing floodplain-friendly community asset development such as ball fields, trails, etc.</p>
	<p>By bringing in all available exception lands in the study area, this UGB expansion strategy minimizes the need to bring in agricultural land.</p>
	<p>The UGB expansion strategy removed from consideration all parcels that were entirely located within the 100-year floodplain.</p>
<p><i>Energy</i></p>	<p>The majority of the UGB expansion lands abut or are in the immediate vicinity of the existing urban area, allowing for easy access to existing commercial and employment centers.</p>
	<p>The proposed mix of residential, employment, and commercial land uses within the expansion area will provide opportunities for combining vehicle trips and reducing vehicle miles traveled.</p>
	<p>The UGB expansion areas are relatively flat, providing good opportunities for both passive and active solar energy use.</p>
<p><i>Economic</i></p>	<p>Future industrial-type activity on the UGB expansion lands located immediately east of the Banks Lumber property will contribute to the viability of this area for small-to-medium sized industrial uses.</p>
	<p>The UGB expansion area southeast of the existing UGB has excellent access to Highway 6 as an appealing size range of existing legal taxlots that would be</p>

¹ Banks Transportation Network Plan (1999)

² Banks Transportation Network Plan (1999)

	attractive for small-to-medium sized industrial uses.
	The UGB expansion lands northwest of the Highway 6 entrance/exit road will allow for Main Street commercial store frontage.
	Future commercial and employment uses in the UGB expansion areas will also serve residents in new neighborhoods within the UGB expansion area.
	The UGB expansion lands northwest of the Highway 6 entrance/exit road will allow for Main Street commercial store frontage.
<i>Social</i>	Residential neighborhoods in the UGB expansion area east of the railroad will have convenient access (within bicycling/walking distance) to the Banks school complex (elementary, middle, high).
	The UGB expansion lands west, east, and north of the current UGB will provide new residents within easy bicycle/pedestrian distance to the Banks-Vernonia Trail.
	The size and configuration of the UGB expansion area allows for a mix of residential, commercial, and employment uses. Availability of existing and planned school and recreational facilities will encourage the creation of "complete neighborhoods," where daily needs of residents can be met with less need for travel and a high degree of convenience.
	The UGB expansion strategy allows for ample opportunities to plan residential, commercial, and industrial developments that will not be in conflict with one another.
4. Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on farm and forest outside the UGB	Where the expanded UGB abuts agricultural uses, this land will be zoned for larger-lot residential development. This may be the case along the western boundary of the UGB expansion area located to the southwest of the current UGB and along the northern boundary of the UGB expansion area northeast of the current UGB (north of Banks Road).

UGB Expansion Alternatives

Comments on the first-cut UGB strategy were compiled from Planning Commission and City Council members at the May 11 meeting and in the days following the meeting.

In response to comments received, four UGB expansion alternatives were developed and assessed in accordance with the UGB location factors. The four alternative figures, along with an accompanying description of each alternative, were delivered to City of Banks staff

(as noted, Alternative 1 was a slightly modified version of the first-cut strategy presented at the May 11 meeting). The four alternatives are depicted in Attachment 2 of this Appendix.

All alternatives presented include OR 6 and OR 47 right of way and the OR6/OR 47 interchange area. Because these are existing transportation facilities serving existing UGB land, the area they occupy are not counted against the Banks total land need amount.

Banks staff presented the four alternatives to the Banks Planning Commission on May 28, 2009. It was noted to Banks staff by the consultant analyst that Alternatives 1, 2, and 3 were comparatively similar in respect to the UGB location factors (Alternative 4, which was explicitly created in response to a request from the City, did not appear to adequately address the City's stated residential need). The Planning Commission voted for "Alternative 2" with some modifications as the Preliminary Preferred Alternative (PPA).

Banks staff presented the four UGB expansion alternatives and Planning Commission PPA to the Banks City Council May 29, 2009. The City Council approved the Planning Commission Preliminary PPA recommendation (Alternative 2 with modifications).

Preferred Alternative for UGB Expansion

The Banks City Council-proposed PPA is shown in Attachment 3 of this Appendix. Consultant staff conducted an assessment of the PPA (Alternative 2 with modifications) and it was found that the preferred alternative UGB expansion strategy was comparatively equal-or-superior to the other alternatives that were developed in respect to the UGB location factors and the City's adopted aspirational statement (adopted January, 2009).

Overall, the proposed PPA UGB expansion strategy emphasizes compact urban growth through the inclusion of abutting and closely adjacent lands and preservation of surrounding agricultural lands through the inclusion of all exception land in the study area and the deliberate inclusion of non-high value farmland and land already developed for uses other than farming.

The rationale for the allocation of new UGB land onto partial taxlots is discussed below.

- Taxlot 2N4360001101: this taxlot is located immediately northwest of the OR 6/OR 47 interchange. The rationale for the partial inclusion of this taxlot was discussed earlier in this memorandum in the "Assessment of Commercial Lands" section.
- Taxlot 2N4360000600: this taxlot abuts the western edge of the current Banks UGB. The proposal is to bring in 40 acres from this taxlot - 28 acres of which are outside the floodplain and would be brought in to the expanded UGB as buildable residential land, 12 acres of which are in the floodplain fringe and would be brought in as residential land, but with the intent to be utilized for floodplain-friendly community purposes (ball fields, recreation trails).

This partial taxlot inclusion was done to bring in land for residential use directly adjacent to the city, while excluding the majority of the floodplain land existing on the taxlot, including the entirety of the floodway. Bringing this land into the UGB allows for compact growth outward from the city's existing UGB. Future residents would be within easy walking and bicycling distance to Main Street, Sunset Park (located directly

to the south of this taxlot) and the Banks elementary-middle-high school complex (which is located off Trellis Way, in the central part of the city).

- Taxlot 2N331CA06900: this taxlot is located east of the city and part of the taxlot is in current use by the Quail Valley Golf Course. The intent of this partial taxlot inclusion is for a future north-south connector road on the east side of the existing city that would serve several of the new residential taxlots proposed for inclusion into the expanded UGB. The remainder of the taxlot (aside from that proposed for inclusion to accommodate the new roadway) was not brought in because it is in active use by the golf course.
- Taxlots 2N3310000201 and 2N331D000100: both of these taxlots, located east of the current city boundary, are owned by Quail Valley Golf Course. The land on these two lots, although technically categorized as high-value farmland due to their underlying soils (see Figure 4), were removed from farm use when the golf course was developed, subsequent to Washington County development approval, in 1993. Therefore, because this land is no longer in agricultural use, bringing this land in further relieves the need to bring in high-value farmland that is currently being farmed. The configuration of the partial taxlots reflects the desire to bring in this non-farmed land while leaving out the areas of the taxlots being actively used as golf course (as part of the golf course that is played). Quail Valley has approached the City as a willing developer of its land in the event of UGB expansion, and the configuration of the land proposed for inclusion into the expanded UGB reflects their development preferences. The City is amenable to these preferences.
- Taxlot 2N331000404: this taxlot is located just north of the Quail Valley Golf Course. This partial lot inclusion brings in eight acres of low-value farmland. The intent of this inclusion is to avoid bringing in high-value farmland elsewhere while simultaneously providing further residential land surrounding the golf course.

The rationale for the preferred alternative, per the UGB location factors, is discussed in the table below.

PRELIMINARY PREFERRED ALTERNATIVE RATIONALE

1. Efficient accommodation of identified land needs	The UGB expansion area strategy is well suited to provide for efficient accommodation of a variety of residential, industrial, and commercial needs.
	Due to the compact nature of the UGB expansion, future commercial and industrial uses in the expanded UGB will also serve existing neighborhoods located nearby within the current UGB. Similarly, residents of new neighborhoods would have convenient access to existing commercial stores.

	<p>Residential neighborhoods in the expansion area east of the railroad will have convenient access to the Banks School complex (elementary/middle/high school), assuming a bicycle/pedestrian connection traversing the railroad.</p> <hr/> <p>An employment area is proposed immediately south of Highway 6 with easy access to existing entrance and exit ramps. This designation promotes the efficient use of this vital transportation facility.</p> <hr/> <p>Efficient accommodation of identified land needs will also be achieved by facilitating future construction of recommended projects to be listed in the pending City of Banks Water Master Plan and the Clean Water Service Sewer and Stormwater Plans.</p>
<p>2. Orderly and economic provision of public services</p>	<p>Public services will be provided to all expansion areas in accordance with the pending transportation, water, sewer, and stormwater master plans being prepared for the City of Banks. Parks facilities will be provided in the expansion areas consistent with the pending City of Banks Parks Master Plan (Draft- pending), and public school facilities will be provided as outlined in the Banks School District Facilities Planning Commission Final Report (2008).</p>
	<p>The residential expansion area to the east of the current UGB includes a proposed "South Banks secondary access" that would connect from the Banks Estates/Arbor Village area on the west side of the railroad line to the east side of the railroad line at NW Rose Avenue.³</p>
	<p>The residential expansion area to the north of the current UGB includes the proposed realignment of Sellers Road and reconfiguration of the Sellers Road/Banks Road/Main Street intersection.⁴</p>
	<p>The industrial expansion area southeast of the current UGB will include the proposed upgrading of Wilkesboro Road.</p>
<p>3. Comparative environmental, energy, economic, and social consequences</p>	
<p><i>Environmental</i></p>	<p>The UGB expansion lands contain no designated Goal 5 resources other than a small area of wetlands located to the southeast of the city and floodplain areas located on one parcel to be brought in west of the current UGB (this land is intended for 'floodplain-friendly' community facility development (e.g. ball fields, recreation trails). Two exception land parcels have a part of this wetland area, however, both of these parcels have enough non-wetland area available that either are viable candidates for development without the need to disturb the existing wetlands. Concurrent with the UGB expansion adoption, the City of Banks will be adopting floodplain protection language into its Code, which will prohibit the development of any structures in the floodplain, while allowing floodplain-friendly community asset development such as ball fields, trails, etc.</p>

³ Banks Transportation Network Plan (1999)

⁴ Banks Transportation Network Plan (1999)

	<p>By bringing in all available exception lands in the study area, this UGB expansion strategy minimizes the need to bring in agricultural land.</p> <hr/> <p>Regarding the resource land being proposed for inclusion into the expanded UGB, the preferred alternative intentionally targeted non-high value farmland and previously developed land designated as high-value farmland (as in the case of the inclusion of land inside the golf club area).</p> <hr/> <p>The preferred alternative strategy avoided bringing in the potentially sensitive hillside lands northeast of the city.</p> <hr/> <p>The UGB expansion strategy removed from consideration all parcels that were entirely located within the 100-year floodplain.</p>
<i>Energy</i>	<p>The majority of the UGB expansion lands abut or are in the immediate vicinity of the existing urban area, allowing for easy access to existing commercial and employment centers.</p> <hr/> <p>The proposed mix of residential, employment, and commercial land uses within the expansion area will provide opportunities for combining vehicle trips and reducing vehicle miles traveled.</p> <hr/> <p>The UGB expansion areas are relatively flat, providing good opportunities for both passive and active solar energy use.</p>
<i>Economic</i>	<p>Future industrial-type activity on the UGB expansion land located immediately east of the Banks Lumber property will contribute to the viability of this area for small-to-medium sized industrial uses.</p> <hr/> <p>The UGB expansion area southeast of the existing UGB has excellent access to Highway 6 and an appealing size range of existing tax lots that would be attractive for small-to-medium sized industrial uses.</p> <hr/> <p>The UGB expansion lands northwest of the Highway 6 entrance/exit road intersection will allow for Main Street commercial store frontage.</p> <hr/> <p>Future commercial and employment uses in the UGB expansion areas will also serve residents in new neighborhoods within the UGB expansion area.</p>
<i>Social</i>	<p>Residential neighborhoods in the UGB expansion area east of the railroad will have convenient access (within bicycling/walking distance) to the Banks school complex (elementary, middle, high).</p> <hr/> <p>The UGB expansion lands west, east, and north of the current UGB will provide new residents easy bicycle/pedestrian distance to the Banks-Vernonia Trail.</p> <hr/> <p>The size and configuration of the UGB expansion area allows for a mix of residential, commercial, and employment uses. Availability of existing and planned school and recreational facilities will encourage the creation of "complete neighborhoods," where daily needs of residents can be met with less need for travel and a high degree of convenience.</p> <hr/> <p>The UGB expansion strategy allows for ample opportunities to plan residential, commercial, and industrial developments that will not be in conflict with one another.</p>
4. Compatibility of proposed urban uses with nearby agricultural and forest activities occurring outside the UGB	<p>As noted earlier, the preferred alternative prioritized non-high value farmland for inclusion in the expanded UGB. Additionally, the majority of the expansion lands do not directly abut working farmland. Where the expanded UGB does abut agricultural uses, this land will be either be zoned for larger-lot residential development or include a green buffer between development and the nearby farm practice. This can be easily accomplished in all of the instances where abutment does occur.</p>

The Banks Planning Commission/City Council PPA was forwarded for review by DLCD, ODOT, and Washington County. Based on comments received by ODOT, it was determined that it would not be feasible to solely bring in the parcel located in the southwest quadrant of the OR 6/OR 47 interchange due to vehicular access issues. ODOT noted that it would not allow a vehicular access to this parcel because it is located directly across from an interchange ramp terminal.

In response to the above concerns, a further modification to the proposed PPA was identified by consultant staff in coordination with ODOT to reallocate the industrial land previously slated for Taxlot 2N4360001300 (approximately 19 acres). This modification, shown on Attachment 4 of this Appendix, was delivered to Banks staff on June 16.

The Banks Planning Commission/City Council PPA was presented to the general public for the first time at a community meeting held June 18, 2009. Public comments were collected for consideration by both the Planning Commission and City Council as it moved forward with the UGB expansion process.

Subsequent to the submittal of a memo [Technical Memorandum 3.1; June 22, 2009] detailing the Banks Planning Commission/City Council preferred alternative, the City of Banks and consultant received comments from the Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT) regarding the City Council Preferred Alternative per applicable state laws and regulations. Comments were also received from the Banks City Council and Planning Commission regarding desired revisions to the alternative.

The City of Banks entered into a contract with the consultant separate from the ODOT Transportation and Growth Management (TGM) program grant contract to assess changes needed to address City desires and state compatibility issues. The first task of the consultant contract with the City of Banks explicitly listed the elements that would need to be addressed to revise the PPA. The following elements are excerpted verbatim from the contract:

- *Incorporation of taxlots south of Wilkesboro Road (associated with realignment of Wilkesboro Road). Council preference is that new UGB land south of Highway 6 should be added as industrial.*
- *Reduction of UGB incorporation of "West Banks" property from 40 acres (as shown in Tech Memo 3.1 of previous contract) to 28 acres*
- *Incorporation of more residential land north of golf course in vicinity of cemetery*
- *Explanation that multi-use zoning on "West Banks" land would allow for commercial development*
- *Explanation of configuration of commercial land on taxlot in the northwest quadrant of the Highway 6/Highway 47 interchange (west of Main Street/south of Sunset Park).*

- *Assessment of Gloria Gardiner/DLCD recent comments on Banks Preferred Alternative for UGB expansion (from previous TBG contract). Notably:*
 - *Incorporation of golf course land in current "thumb" manner (DLCD requested a revision to this configuration). Reassessment of rationale regarding the incorporation of golf course land based on DLCD position that, although used currently as golf course, land is still "high-value farmland" due to underlying soils*
 - *Rationale for excluding exception tax lot located north of established UGB study area boundary (lot is located along east side of Sellers Road)*
 - *Incorporation of minor "gaps" in expanded UGB (small areas between taxlots to be included into expanded UGB)*

As a result of an assessment of the above elements, consultant staff developed a revised alternative in accordance with direction provided by both DLCD and ODOT and addresses comments provided by the City. This alternative, "Map 1: Current Alternative", is shown in Attachment 5 of this Appendix.

The City of Banks also requested the production of two other maps that could serve as potential alternatives pending further discussion and potential concurrence from DLCD (regarding the proposed expansion strategies, and whether they are permissible under state law).

Following is a discussion of each of the aforementioned three maps. The discussion uses the PPA as a baseline, and discusses changes compared to that alternative.

"Map 1: Current Alternative"

- The industrial acres that were previously shown on the taxlot located southwest of the OR 6/OR 47 interchange have been reallocated to the area east of OR 47/south of Wilkesboro Road.
- The amount of residential acres to be included on the taxlot located west of Main Street/north of Sunset Park has been reduced from 40 acres to 28 acres.
- The amount of residential acres to be included on the taxlot north of the Quail Valley Golf Course (QVGC)/east of cemetery has been increased to 15 acres.
- One acre of residential land along the east side of Sellers Road has been included to fill the "UGB gap" between the existing northern UGB line and the residential taxlots slated for inclusion along the east side of Sellers Road just north.
- The entirety of the triangular QVGC taxlot located immediately east of the railroad has been included (previously only 3.7 acres of this taxlot were included).
- The "thumb" configuration on the QVGC has been removed. DLCD review of the previous Preferred Alternative resulted in a finding that this configuration was not in accordance with the statutes regulating UGB expansion, specifically related to "need and location" - UGB expansion cannot be performed on exclusive farm use (EFU) land in a manner that leaves distances or gaps between areas slated for

inclusion; an exception would perhaps be allowed if the City had earlier identified and adopted a specific need for residential golf course housing.

- As a result of the above, residential acreage on the QVGC was reallocated to extend directly eastward of the aforementioned QVGC triangular lot.
- Four (4) acres of commercial land at the corner of Aerts Road and OR 6 would still be slated for inclusion.
- The amount of commercial land to be included on the taxlot located west of Main Street/south of Sunset Park would be increased from 7 to 8 acres.

“Map 2”

Map 2, shown in Attachment 6, would be the same as Map 1, with two exceptions:

- 1) The amount of residential acres to be included on the taxlot located west of Main Street/north of Sunset Park would be increased from 28 acres to 32.56 acres. Another 7.3 acres would also be brought into the UGB, but would not count towards the residential land needs total acreage amount, **pending DLCD concurrence**. This amount of land could be used to develop a natural stormwater treatment system on the property.
- 2) The amount of residential acres to be included on the taxlot north of the Quail Valley Golf Course (QVGC)/east of cemetery would be reduced from 15 acres to 10.44 acres.

“Map 3”

Map 3, shown in Attachment 7, would be the same as Map 1, with three exceptions:

- 1) The entire QVGC is brought in as “Open Space”, **pending DLCD concurrence**.
- 2) The thumb configuration from the previous Preferred Alternative is included as part of the overall golf course (entirely as residential).
- 3) The residential acres added on the QVGC along the east side of the QVGC triangular lot are removed.

The aforementioned three maps were presented at a Community Meeting in Banks on December 17, 2009. Based on comments received from the public as well as City Council and Planning Commission representatives, a modified version of Map 1, “Map 1 Modified” (see Attachment 8), was created which reallocated the industrial land from the area south of Wilkesboro Road to the area south and west of Sunset Park. Further, resolution was reached with DLCD regarding guidance on the issues discussed above with respect to Map 2. Per state law, DLCD did not concur with the reasoning made above. Therefore, Map 2 was discarded and the amount of residential acres to be included on the taxlot located west of Main Street/north of Sunset Park was **not** increased to 32.56 acres. The 28 acres does,

however, include the land along the eastern edge of the northerly wetland located on the parcel for the purposes of allowing a north-south road.

The modified version of Map 1 ("Current Alternative") noted above was presented to a joint meeting of the Banks Planning Commission and City Council on January 13, 2010 for motions to accept, modify or reject for further study (further study to include zoning allocation and transportation analysis).

Also presented at the meeting was "Map 4", shown on Attachment 9, which was shown for illustrative purposes by the consultant to clarify that the parcels located southwest of the OR 6/OR 47 interchange were **not** rejected by ODOT, DLCD, or any analysis that was performed prior, but rather were rejected for inclusion into an expanded UGB by the Banks City Council and Planning Commission in June of 2009, and that, in terms of the UGB Location Factors, this area was equal to the area being considered for further residential acreage allocation north of the Quail Valley Golf Course in terms of consistency with state law. Subsequently, a deliberation took place by both the Planning Commission and City Council regarding whether the area southwest of the OR 6/ OR 47 or the area north of the Quail Valley Golf Course was in the best interests of the City for the allocation of residential land. After a series of motions, the City Council voted to approve a UGB expansion strategy which allocated the residential land to the area north of the Quail Valley Golf Course.

The City Council motion on Map 1 Modified ("Current Alternative") was as follows:

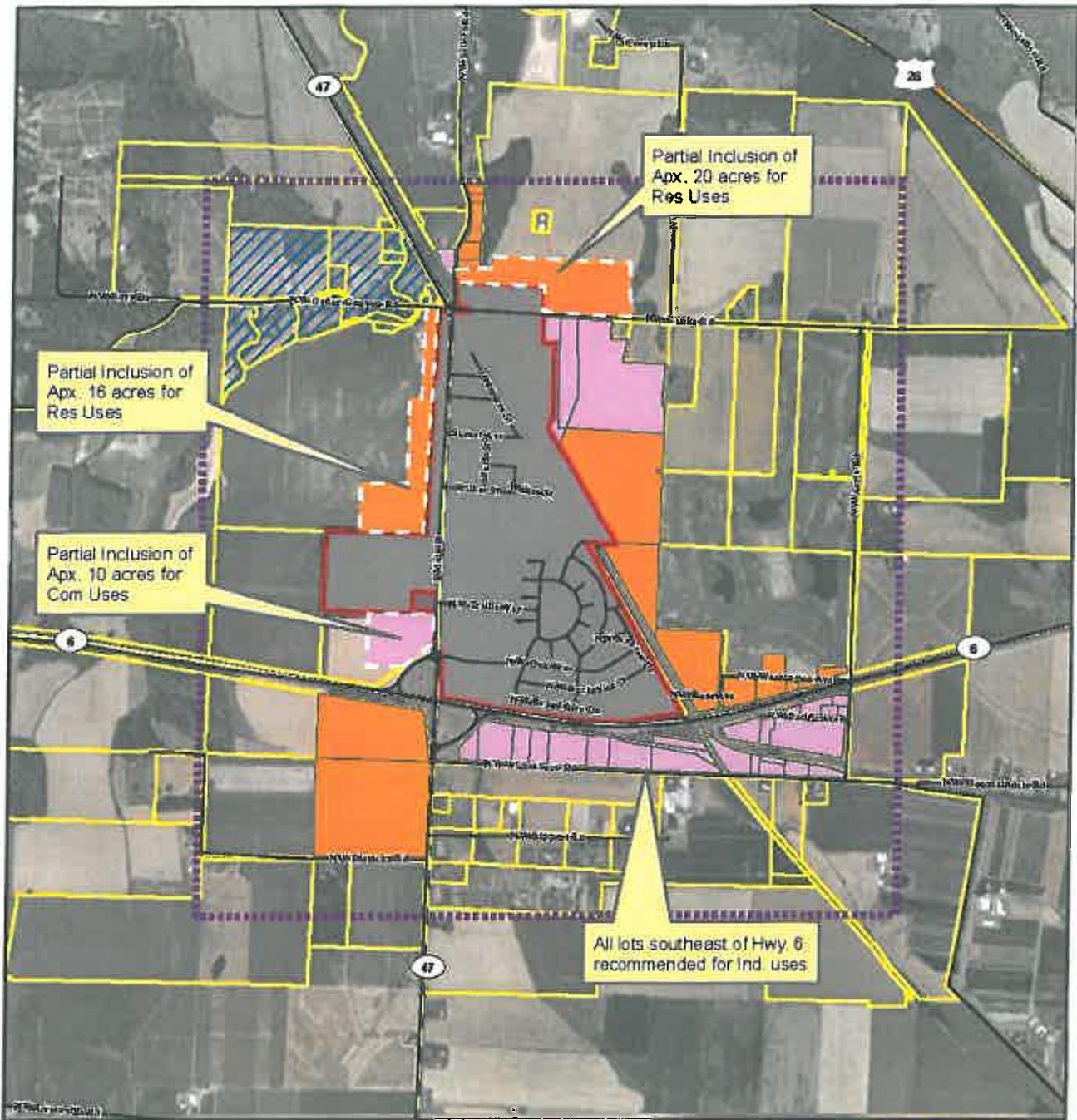
1. Reallocate the 12 acres slated for inclusion as industrial from the area southwest of Sunset Park to the area directly north of Sunset Park. This was done to locate a more compatible use (than residential) directly adjacent to Sunset Park, given the presence of the dirt race track and gun club at the park (recognized by the Council as a community asset).
2. Reallocate the dislocated 12 residential acres from the area north of Sunset Park to the area northwest of the Quail Valley Golf Course.
3. Retain the "thumb" configuration (as shown in Map 3) if there is DLCD concurrence on bringing the entire golf course in as open space; if not, reallocate the "placeholder" acreage (placed along the western side of the large Quail Valley Golf Course parcel) to the area northwest of the golf course.

Subsequent to the described joint Planning Commission/City Council meeting, resolution was reached with DLCD regarding guidance on the issues discussed above with respect to Quail Valley Golf Course (Map 3). Per state law, DLCD did not concur with the conjecture made on this matter. Therefore, Map 1 Modified was refined in accordance with the three revisions called for by the Banks City Council. The refined map - with reallocation of the "thumb" land - is presented as the Preferred Alternative in Technical Memo 2.1.

Attachments to Appendix A

- Attachment 1: "First-Cut" UGB Expansion Strategy (April, 2009)
- Attachment 2: UGB Expansion Alternatives (May, 2009)
- Attachment 3: Preliminary Preferred Alternative (PPA) (June, 2009)
- Attachment 4: PPA: Reallocation of Industrial Land (June, 2009)
- Attachment 5: "Map 1: Current Alternative" (December, 2009)
- Attachment 6: "Map 2" (December, 2009)
- Attachment 7: "Map 3" (December, 2009)
- Attachment 8: "Map 1 Modified" (December, 2009)
- Attachment 9: "Map 4"

Attachment 1: "First-Cut" UGB Expansion Strategy (April, 2009)

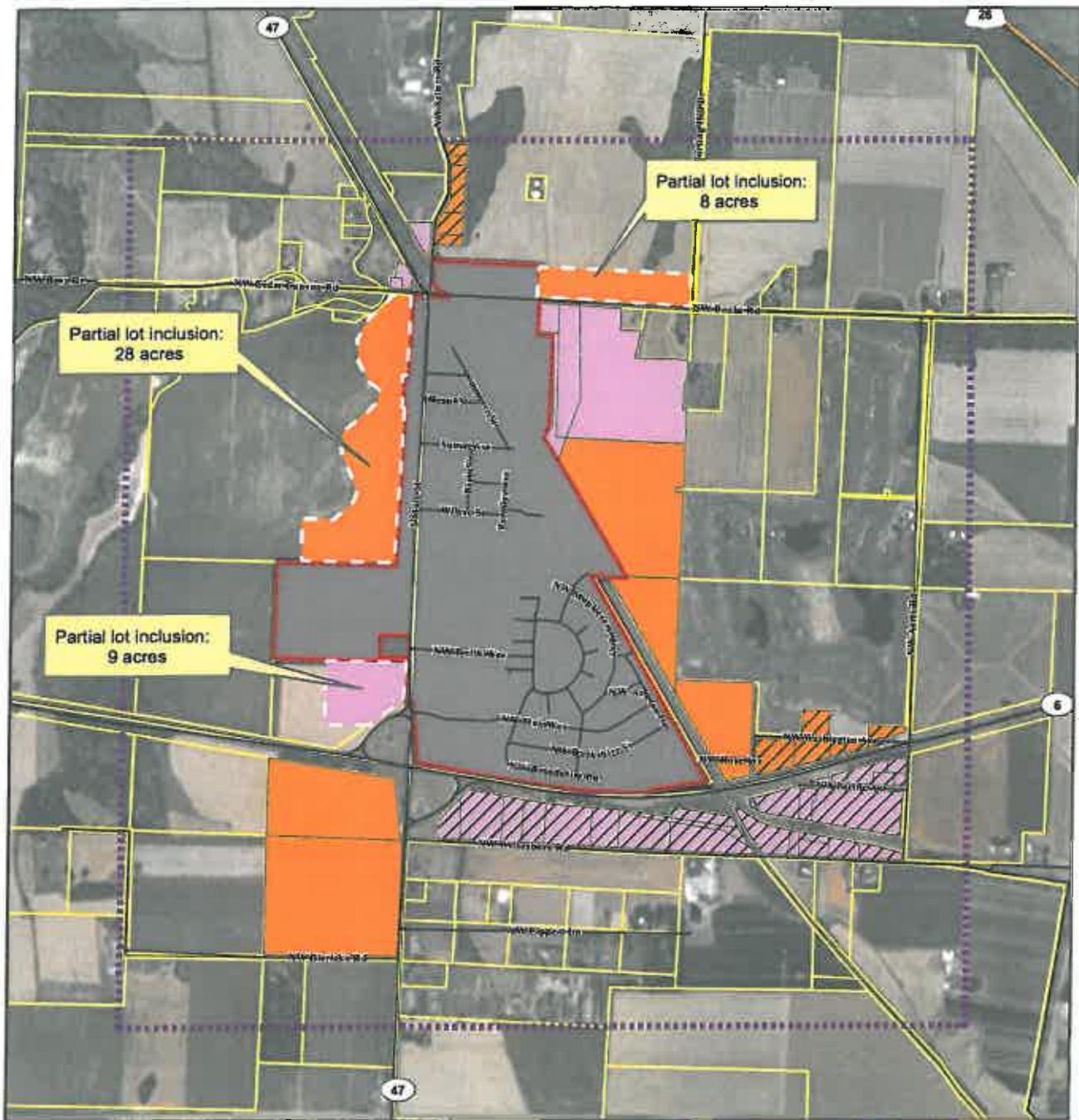


-  UGB Study Area
-  Existing UGB
-  City of Banks Boundary
-  UGB Analysis Taxlots
-  Lands Recommended for Addition to UGB as Residential
-  Lands Recommended for Addition to UGB as Ind/Com
-  Taxlots Located Entirely within Floodplain



FIGURE 6
Recommended UGB Expansion Strategy
 Banks UGB Location Alternatives Analysis

Attachment 2: UGB Expansion Alternatives (May, 2009)



- UGB Study Area
- Existing UGB
- City of Banks Boundary
- UGB Analysis Taxlots
- Lands Recommended for Addition to UGB as Residential
- Lands Recommended for Addition to UGB as Ind/Com
- Priority 2 (Exception) Lands: must be brought in per State Law

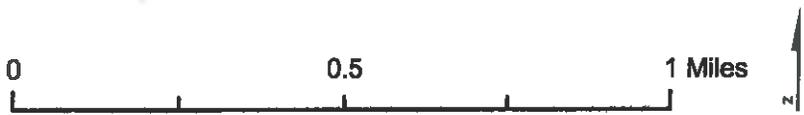
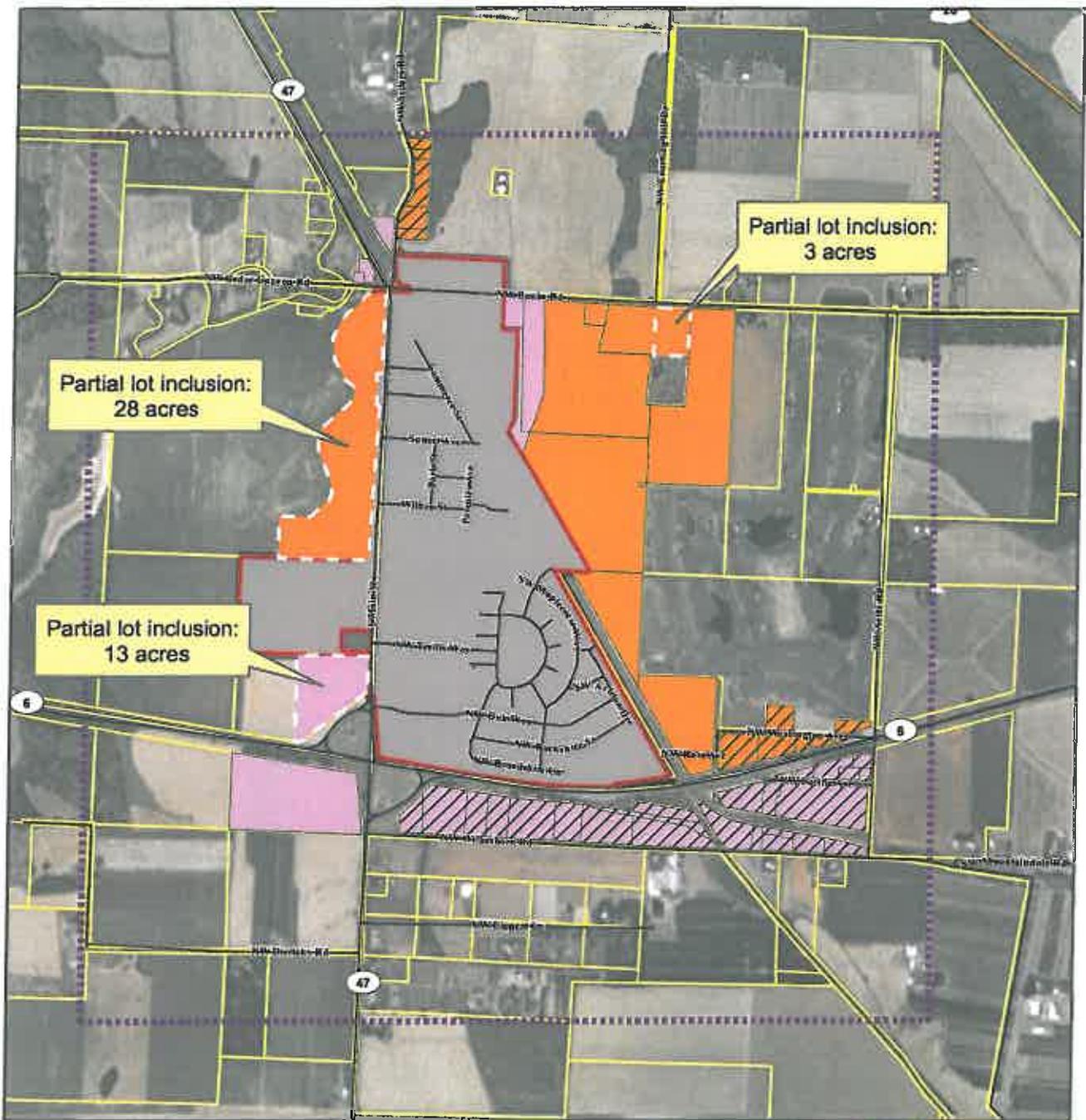


FIGURE X
Alternative 1
 Banks UGB Location Alternatives Analysis



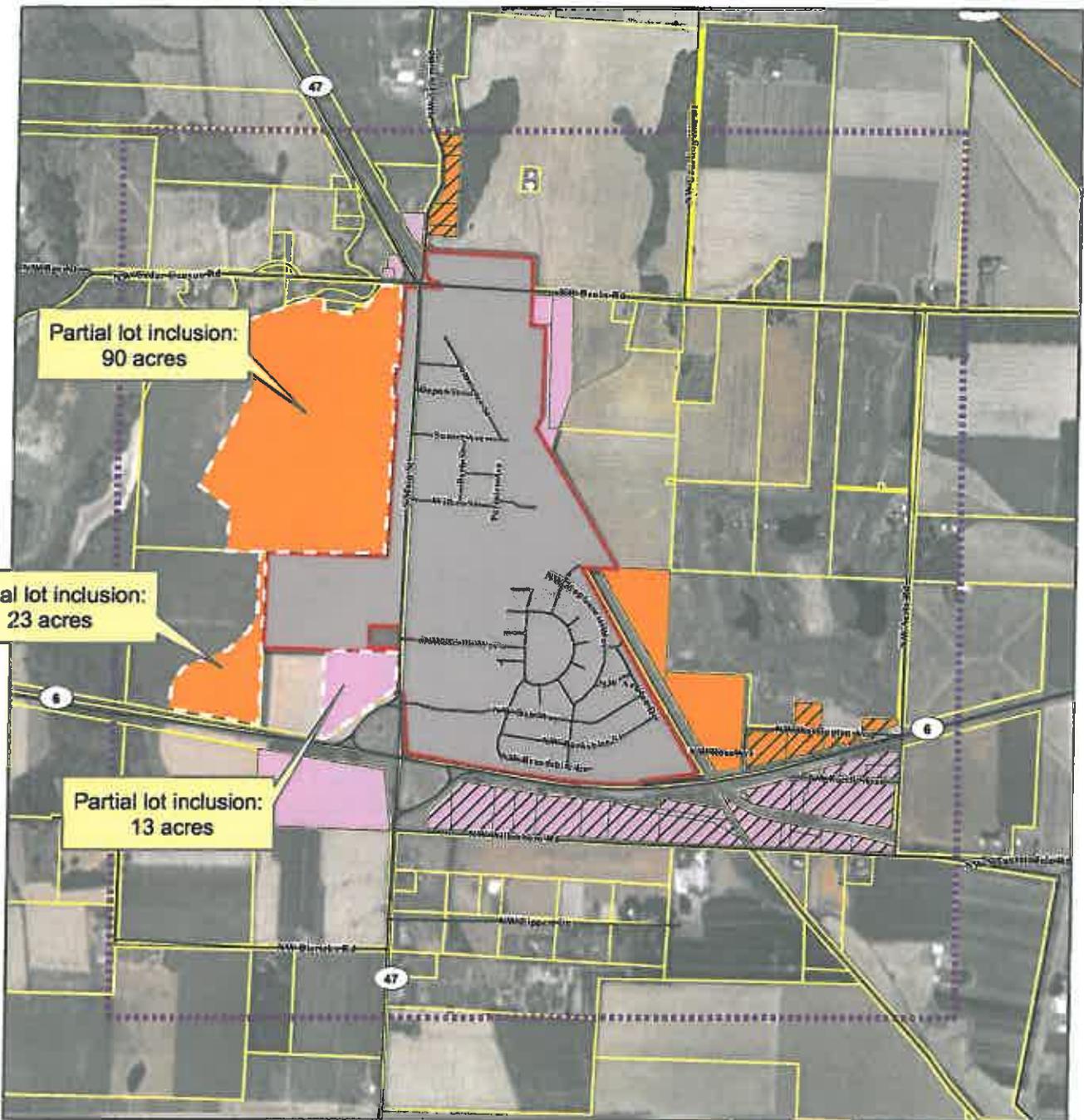
VICINITY MAP



-  UGB Study Area
-  Existing UGB
-  City of Banks Boundary
-  UGB Analysis Taxlots
-  Lands Recommended for Addition to UGB as Residential
-  Lands Recommended for Addition to UGB as Ind/Com
-  Priority 2 (Exception) Lands: must be brought in per State Law

FIGURE X
Alternative 3
 Banks UGB Location Alternatives Analysis





VICINITY MAP



-  UGB Study Area
-  Existing UGB
-  City of Banks Boundary
-  UGB Analysis Taxlots
-  Lands Recommended for Addition to UGB as Residential
-  Lands Recommended for Addition to UGB as Ind/Com
-  Priority 2 (Exception) Lands: must be brought in per State Law

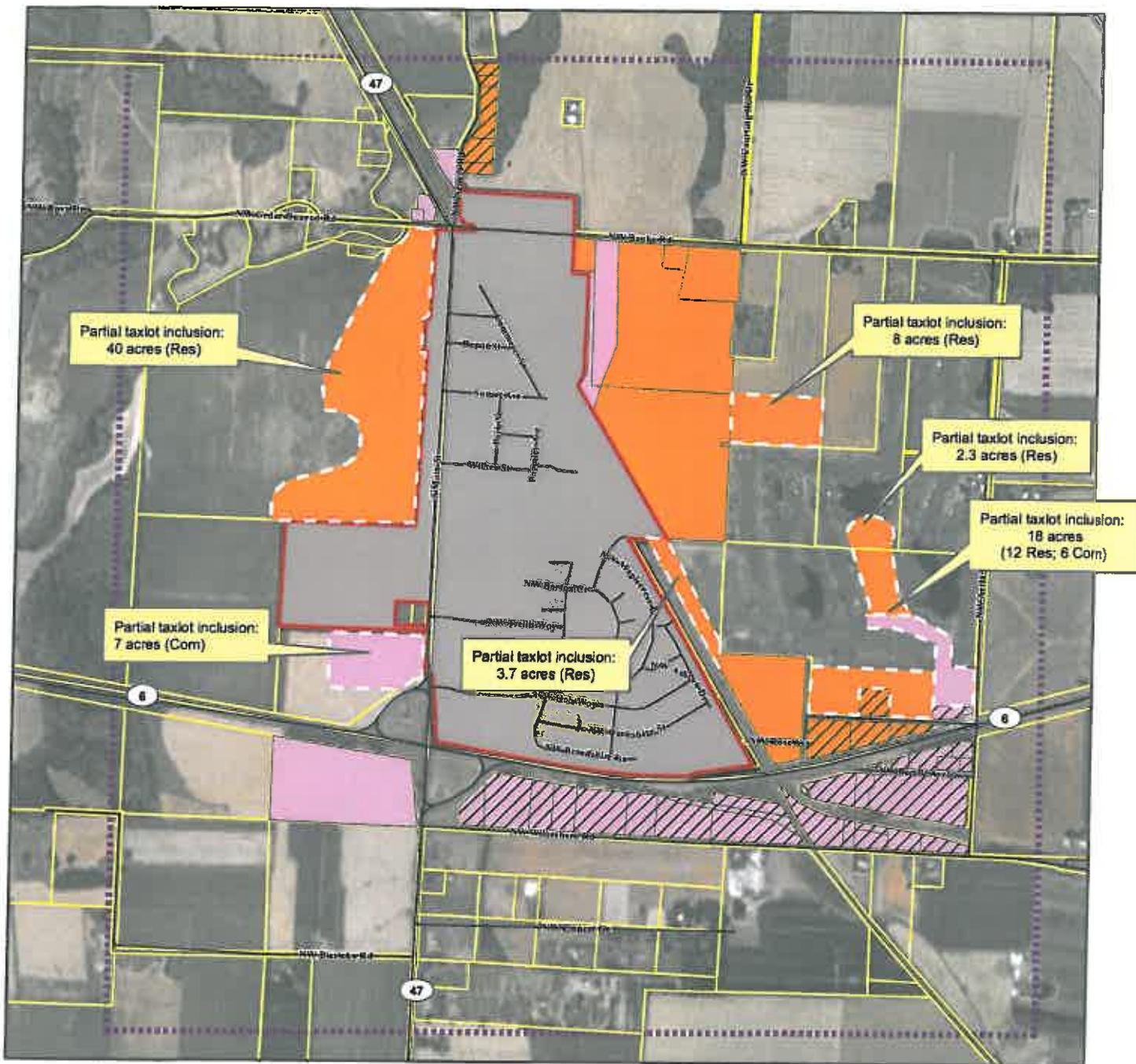
0.5

1 Miles

FIGURE X
Alternative 4

Banks UGB Location Alternatives Analysis

Attachment 3: Preliminary Preferred Alternative (PPA) (June, 2009)



VICINITY MAP

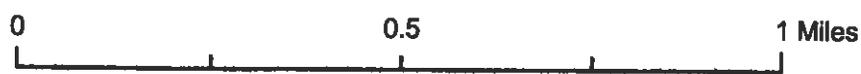
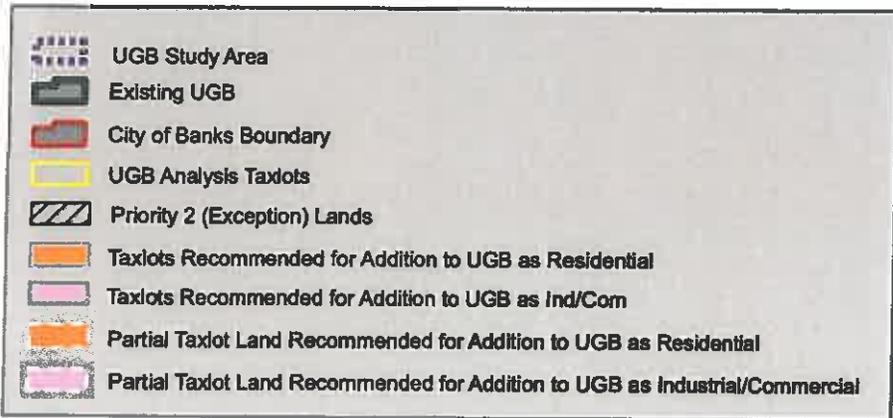
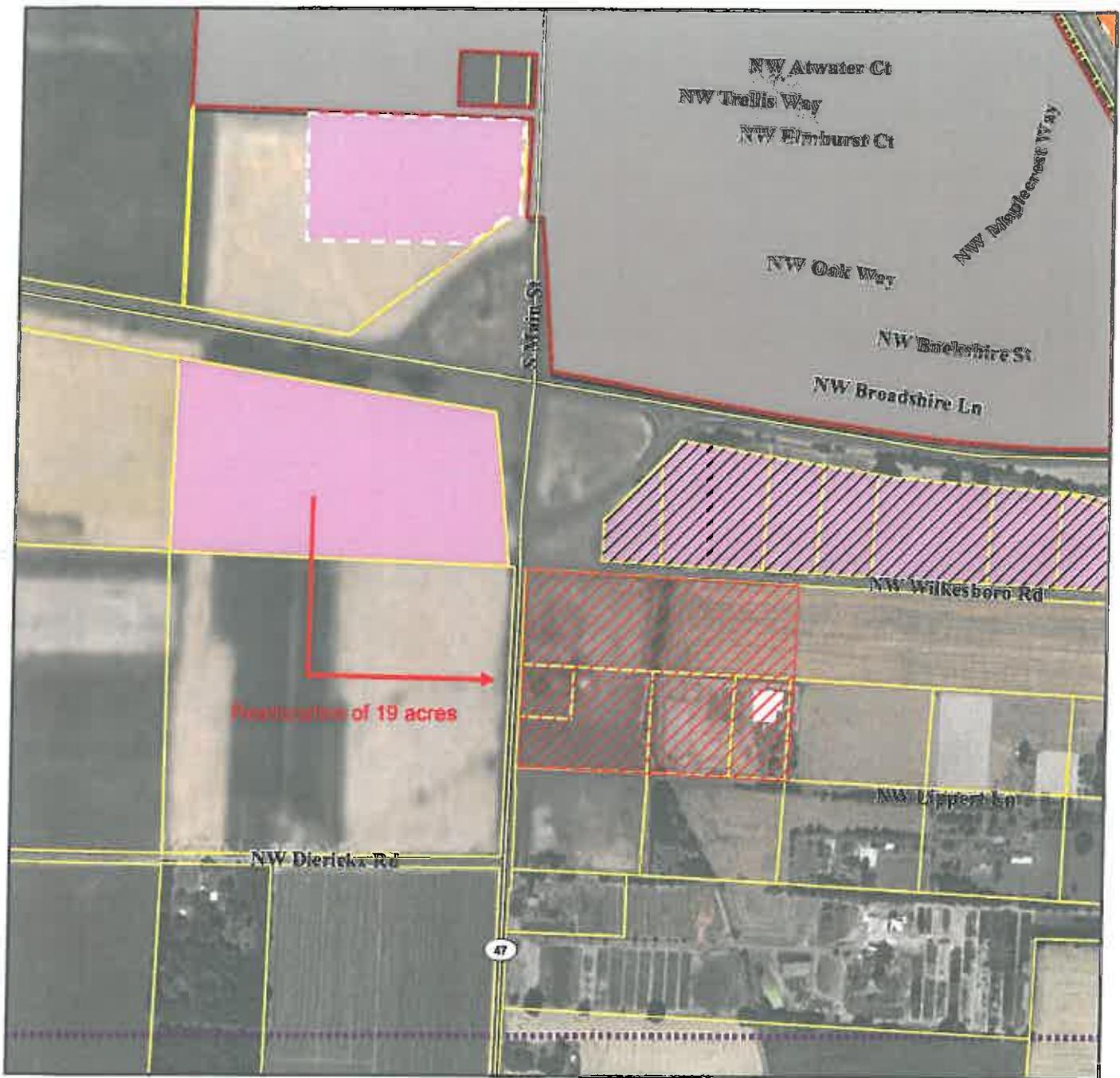


FIGURE 10
City Council Preferred Alternative
(Alternative 2 Modified)
 Banks UGB Location Alternatives Analysis

Attachment 4: PPA: Reallocation of Industrial Land (June, 2009)



VICINITY MAP

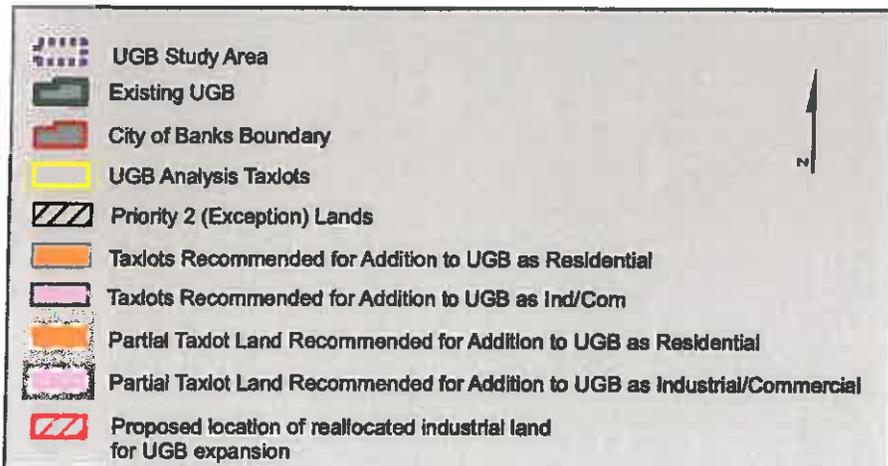
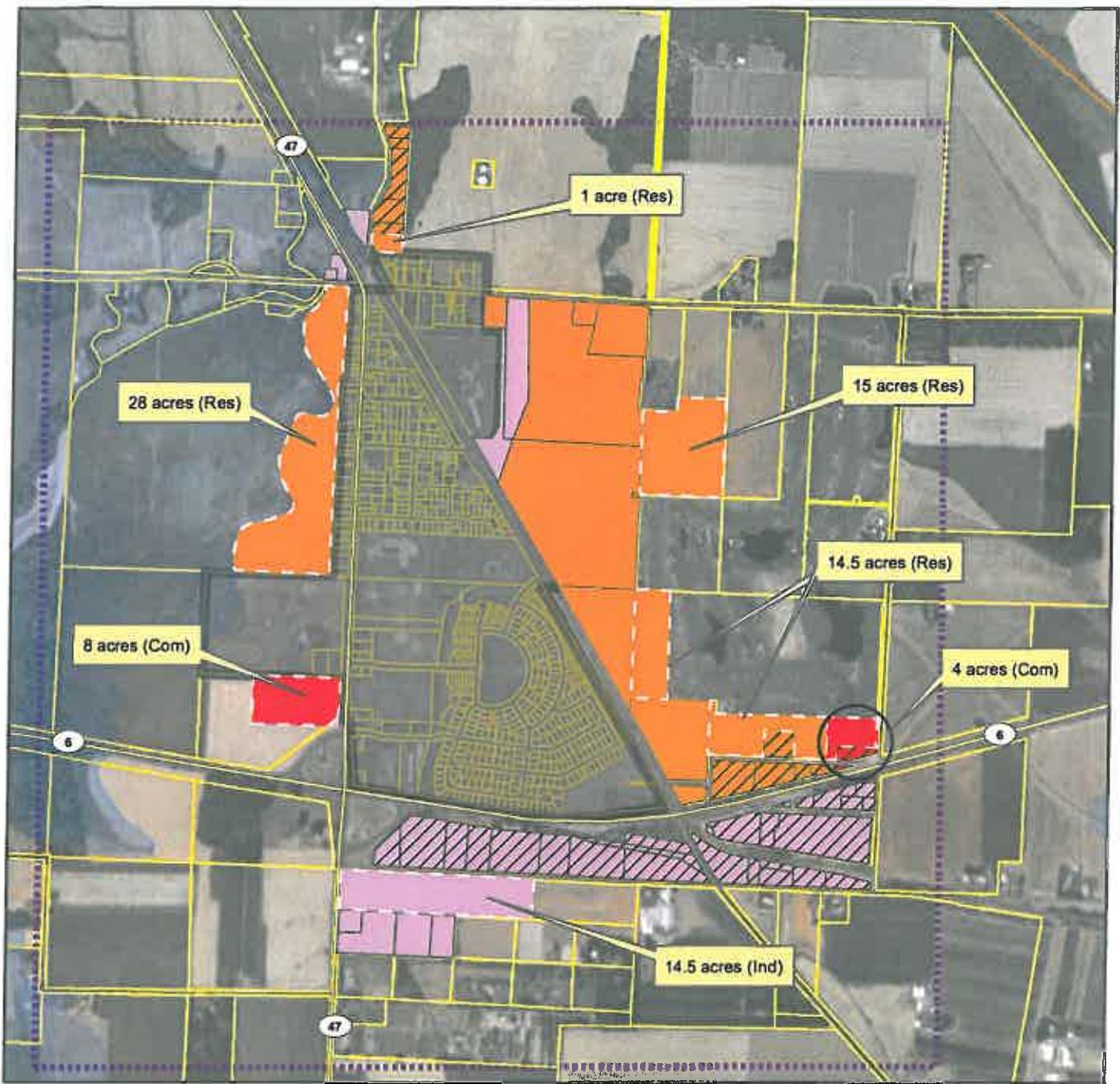


FIGURE 11
Proposed Reallocation
(Modification to Preferred Alternative)
 Banks UGB Location Alternatives Analysis

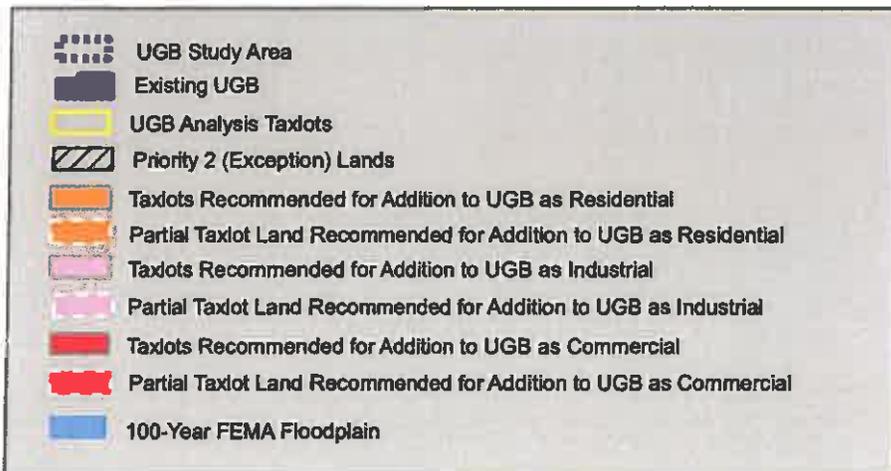


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Attachment 5: "Map 1: Current Alternative" (December, 2009)



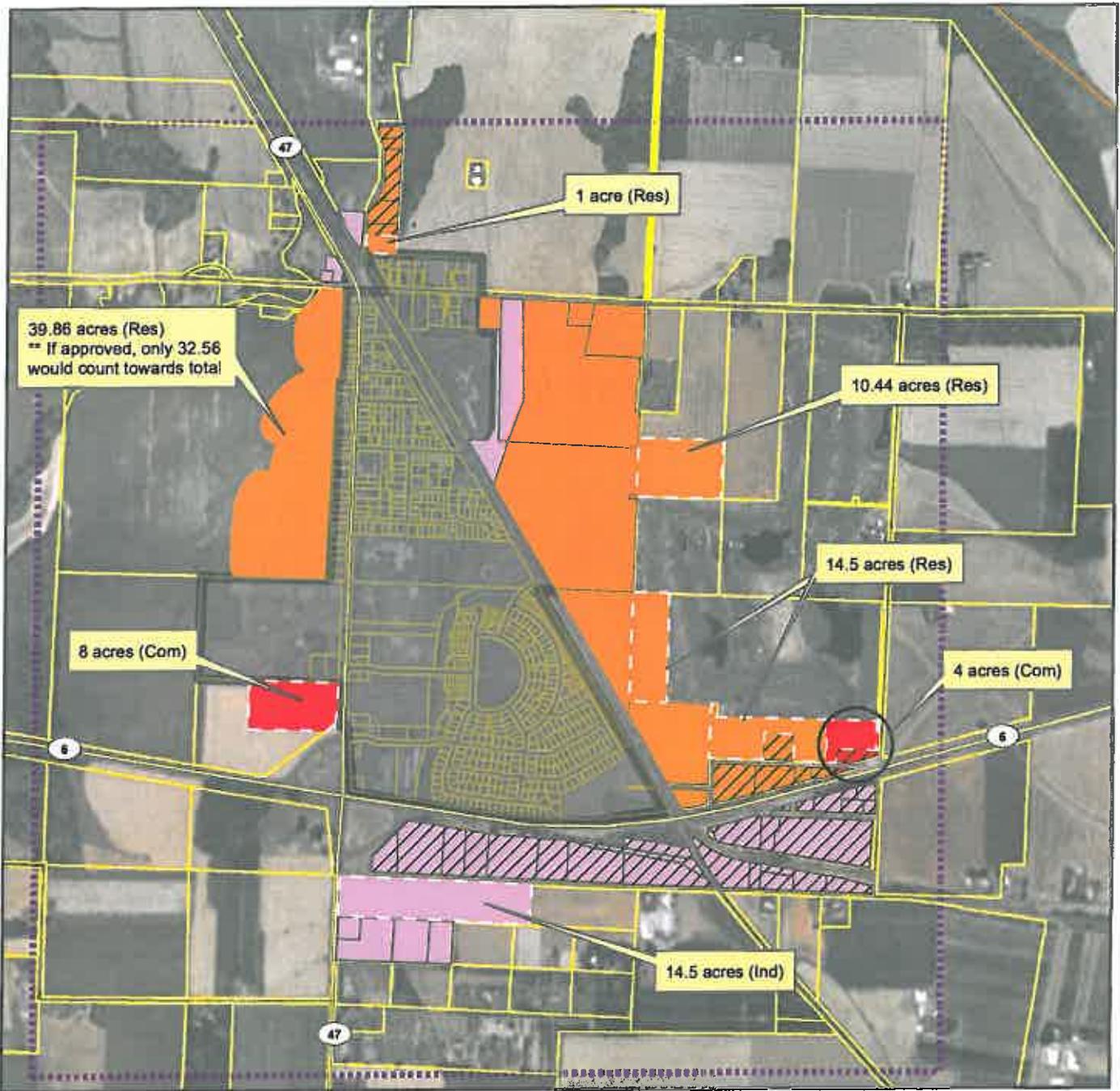
VICINITY MAP



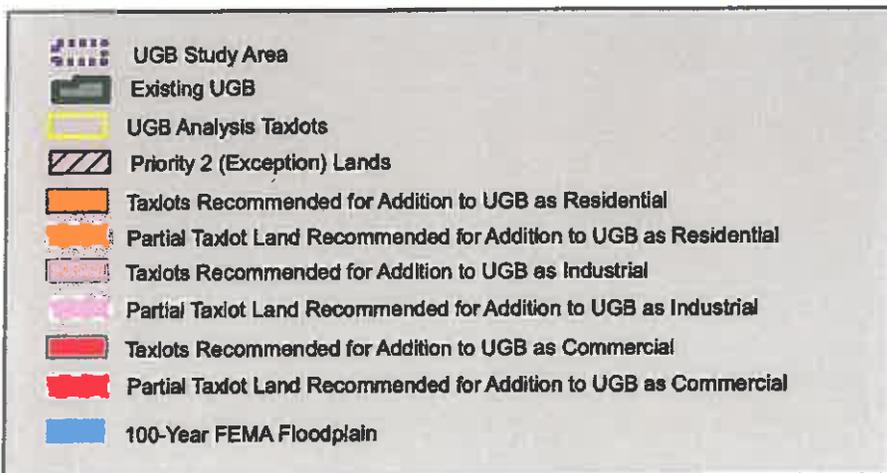
MAP 1
Current Alternative

Banks UGB Location Alternatives Analysis

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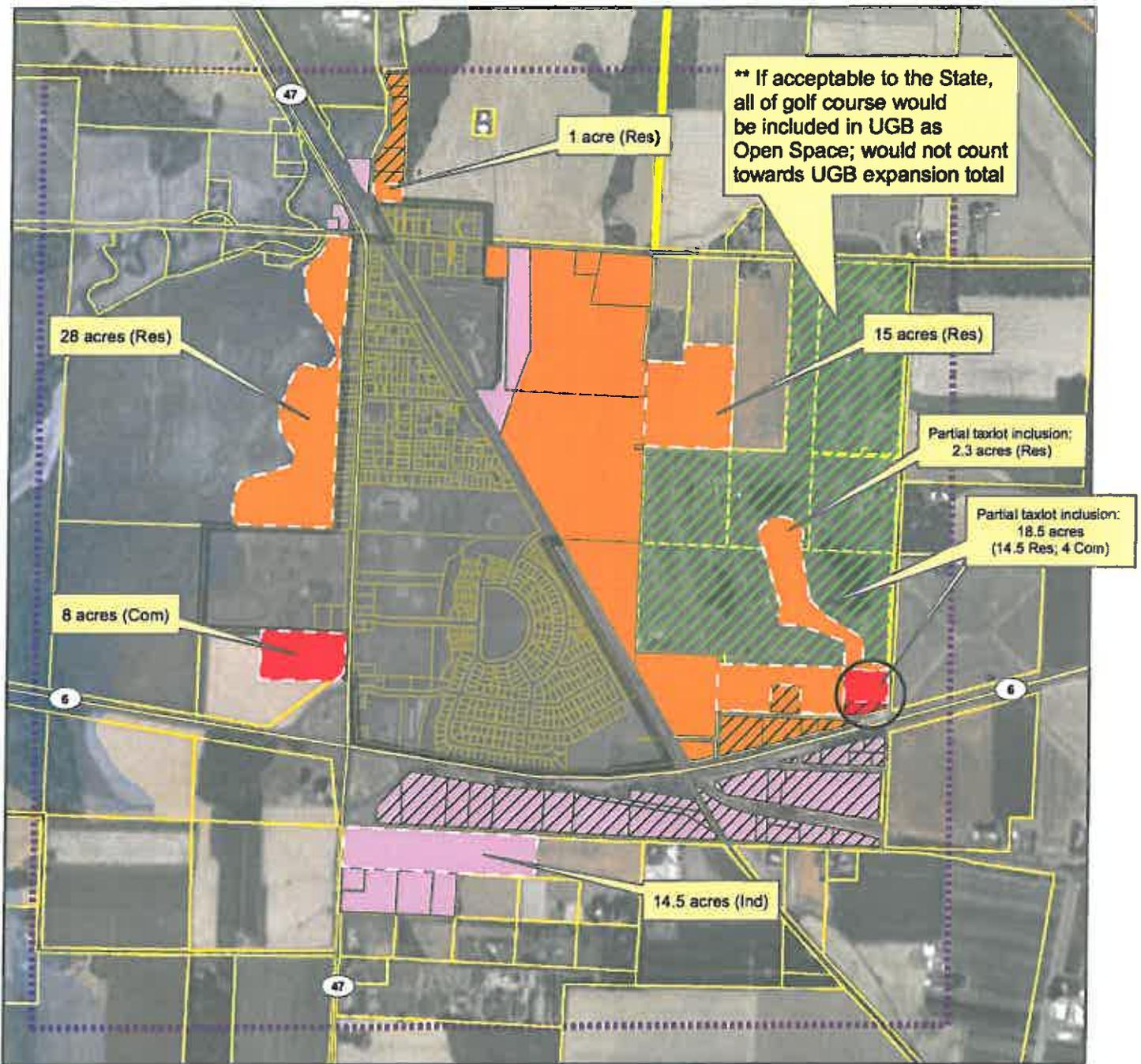
VICINITY MAP



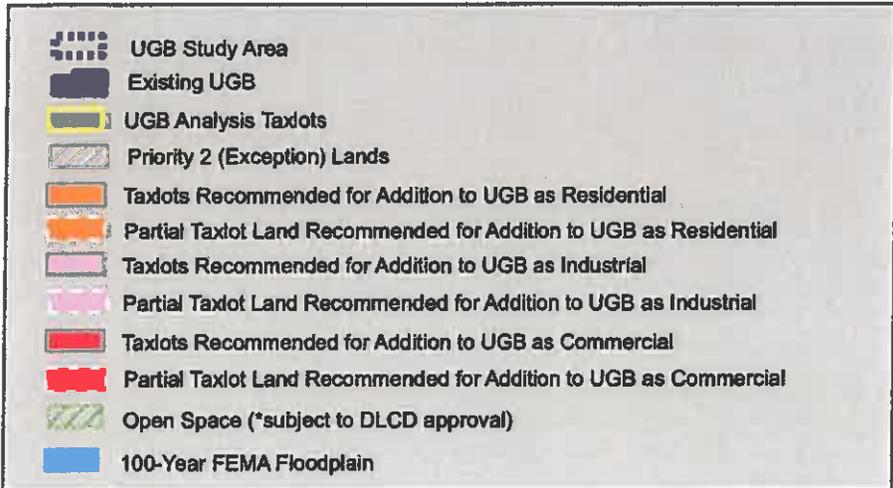
MAP 2



Banks UGB Location Alternatives Analysis



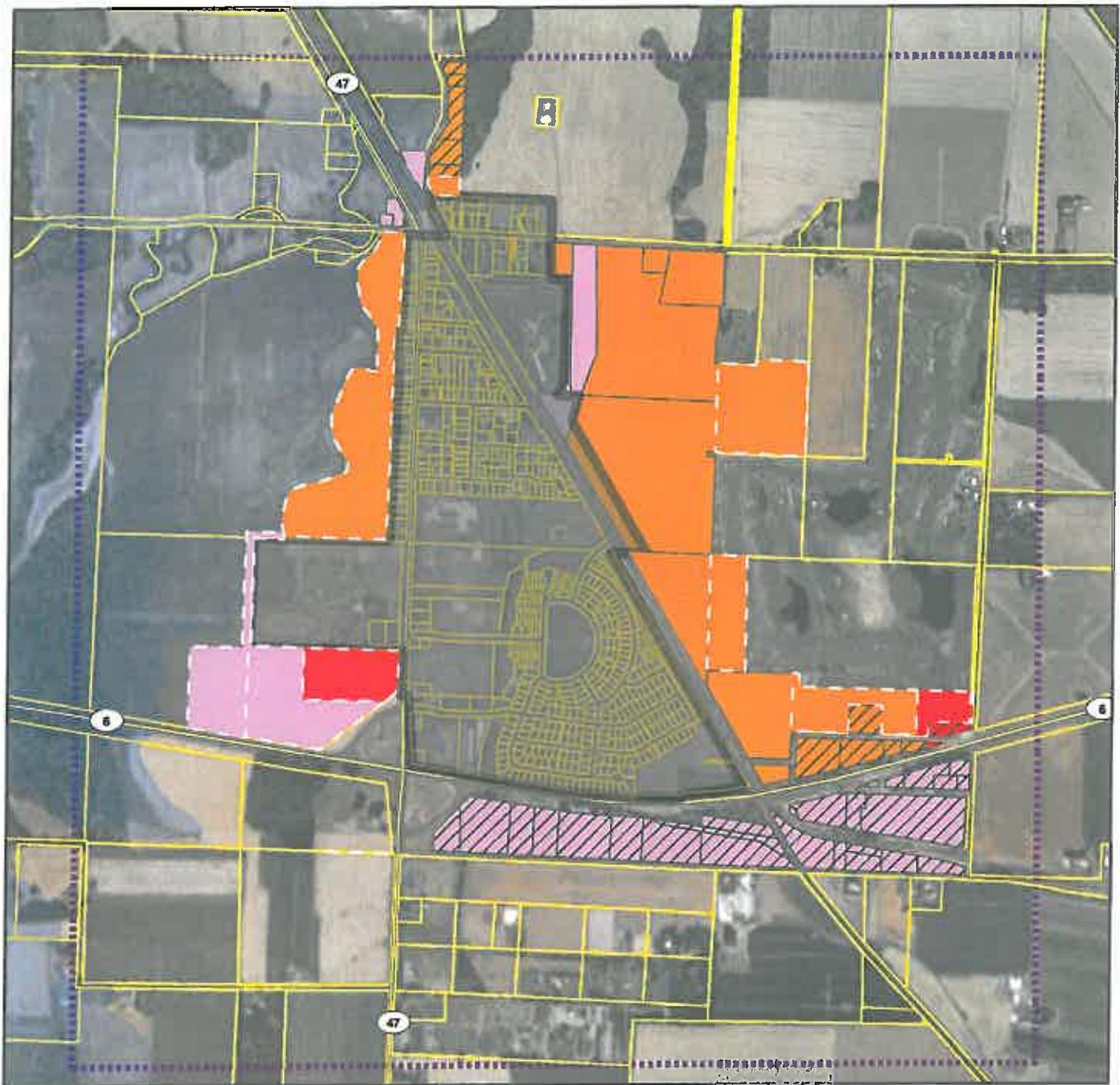
VICINITY MAP



MAP 3

Banks UGB Location Alternatives Analysis

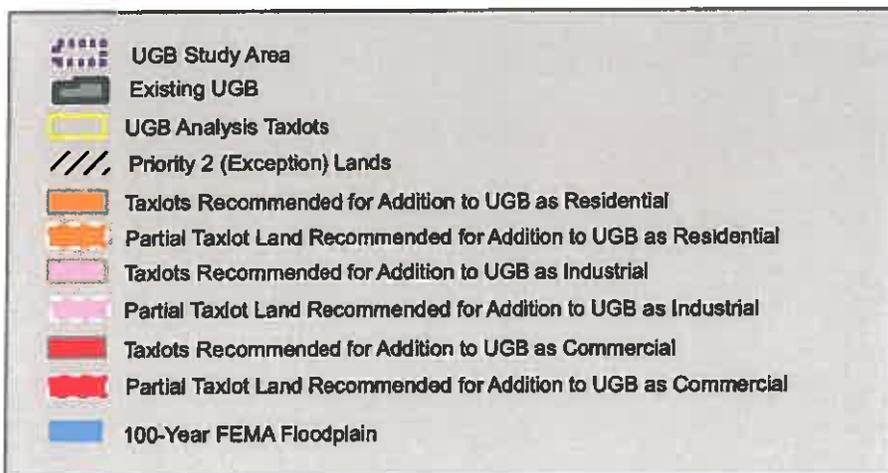
Attachment 8: "Map 1 Modified"



VICINITY MAP

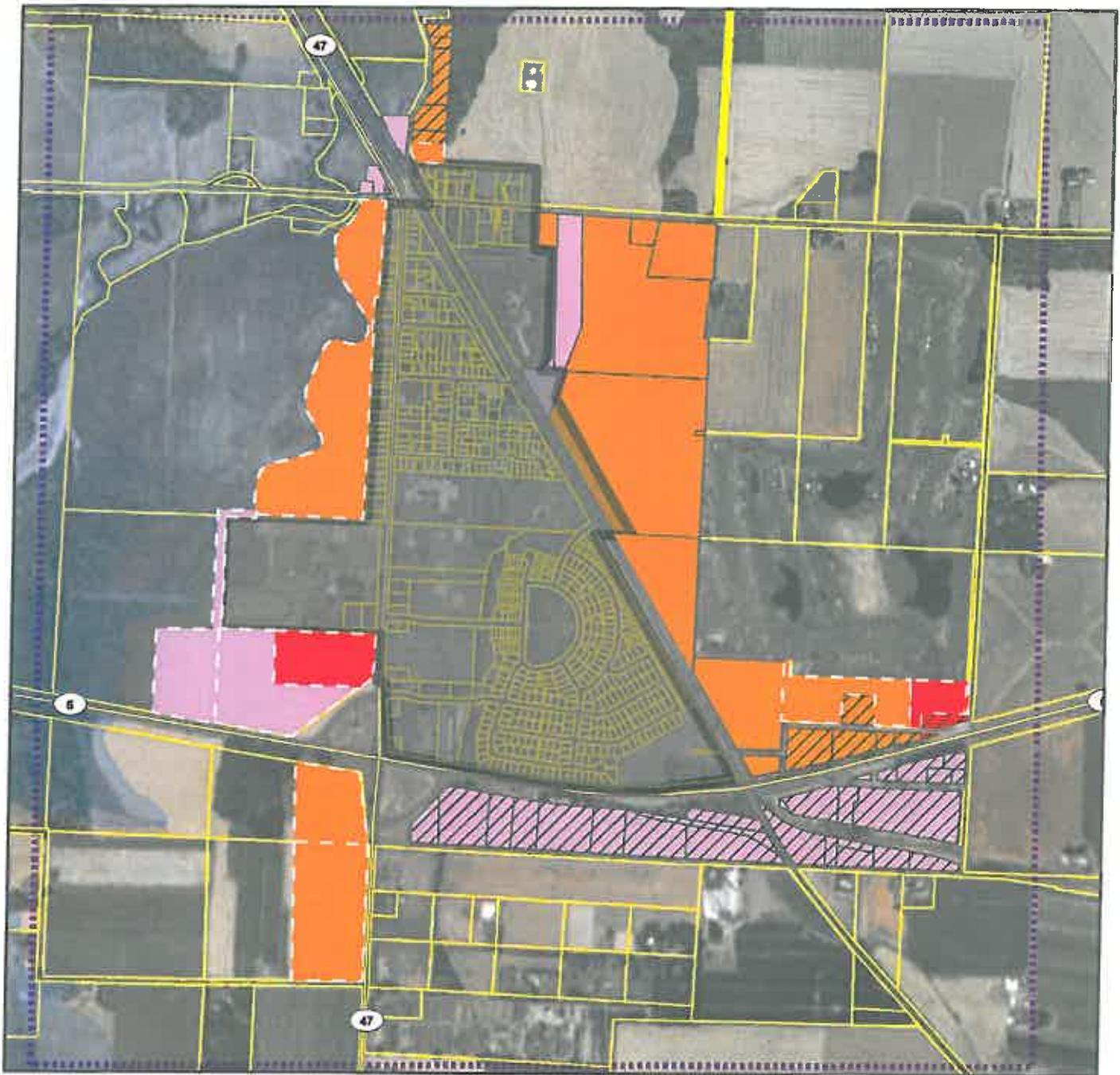


MAP 1 Modified

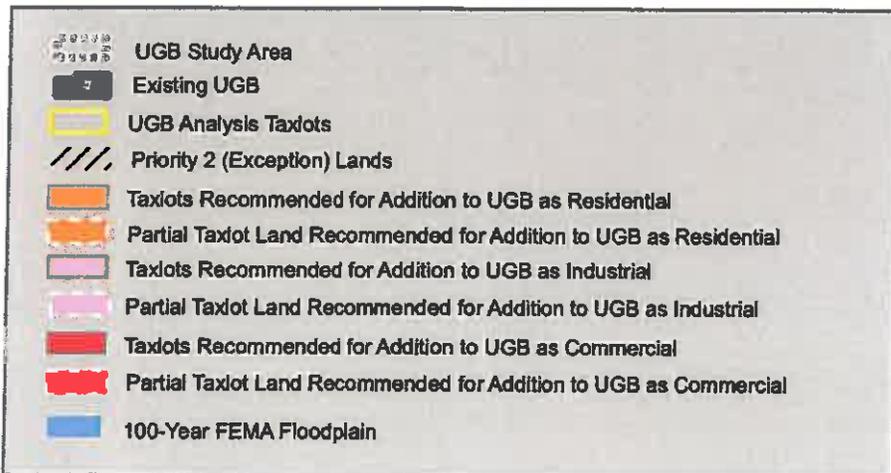


Banks UGB Location Alternatives Analysis

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VICINITY MAP



MAP 4



Banks UGB Location Alternatives Analysis

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