CITY OF BANKS
Comprehensive Plan

August 1979
Amended April 1989

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COMPREHENSIVE PLAN

August 1979

Amended April 1989

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TABLE OF CONTENTS

PLAN SUMMARY..... 2
INTRODUCTION..... 4
GOALS, OBJECTIVES AND POLICIES..... 5
PLAN ELEMENTS
CITIZEN INVOLVEMENT..... 23 1
LAND USE..... 24 2
AGRICULTURAL LANDS..... 26 3
OPEN SPACE, SCENIC AND HISTORIC AREAS,
AND NATURAL RESOURCES..... 28 4
AIR, WATER, AND LAND RESOURCES..... 32 5
AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS..... 33 6
RECREATION..... 35 7
ECONOMICS..... 36 8
HOUSING..... 38 9
URBAN FACILITIES AND SERVICES..... 41 10
TRANSPORTATION..... 45 11
ENERGY..... 50 12
URBANIZATION..... 53 13
IMPLEMENTATION..... 60
APPENDIX..... 63
REFERENCES..... 83 (deleted from 1979 plan)

FIGURES

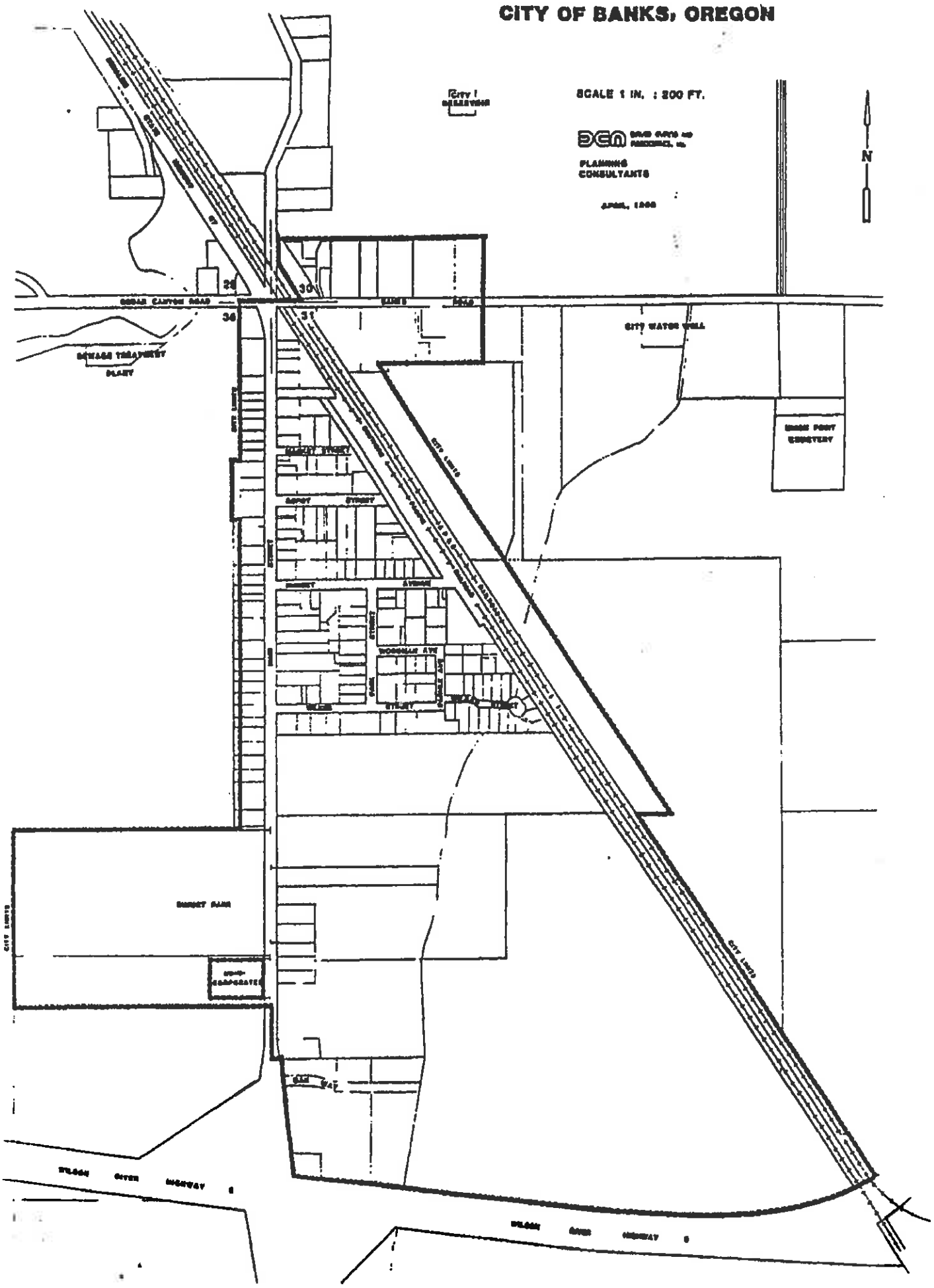
CITY OF BANKS..... 1
LAND USE.....(enclosed)
FLOOD PLAIN..... 34
URBAN SERVICES..... 44
DEVELOPABLE AREAS..... 59
GEOLOGY..... 65
SOILS..... 67
SLOPE..... 71

TABLES

1 - HOUSING INVENTORY..... 38
2 - GROSS HOUSEHOLD INCOME..... 38
3 - PROJECTED RESIDENTIAL USE..... 40
4 - AVERAGE DAILY TRAFFIC..... 46
5 - RESIDENTIAL ENERGY USE BY TASK..... 51
6 - OREGON DIRECT ENERGY - END USE OF ENERGY CONSUMPTION..... 52
7 - PREDICTED AGRICULTURAL YIELDS..... 68
8 - RESTRICTIVE COMMUNITY DEVELOPMENT FEATURES..... 69
9 - OCCUPATION..... 72
10 - PLACE OF WORK..... 72
11 - INDUSTRY..... 73
12 - INCOME..... 73
13 - AGE GROUP DISTRIBUTION..... 74
14 - AGE BY SEX..... 74
15 - HISTORICAL POPULATION..... 75
16 - COMPARATIVE POPULATION FORECASTS..... 76
17 - URBANIZATION FORECAST..... 77

PLAN SUMMARY & INTRODUCTION

CITY OF BANKS, OREGON



PLAN SUMMARY

The Comprehensive Plan presented here is the synthesis of a dynamic and ongoing process that will guide the City of Bank's future growth. The plan is the result of efforts by the City Council, Planning Commission, Committee for Citizen Involvement, and residents of the Banks area through a series of public workshops which were initiated on October 6, 1977.

To prepare for the City's growth, a set of goals has been developed and specific policy decisions made. Policies related to growth management consider economic viability, neighborhood livability, energy conservation, and maintaining resource quality.

The City's population has been increasing since 1975 at an average annual growth rate of over 4%. Population forecasts for the year 2000 range as high as over 1200. Increased urban employment opportunities and secondary business activity will pressure city growth as will residential development for urban employed commuters.

Using population projections, it was possible to determine potential housing needs as a basis for anticipated expansion of urban facilities and services (water, sewer, streets, schools, police, fire protection). The housing demand by the year 2000 could total over 390.[1] The land required for residential use is estimated at 80.5 acres.[1] Corresponding growth in manufacturing, commercial, and public facilities will require 92.6 acres. The total projected land use required within the urban growth boundary will be 211.1 acres.[1]

The Comprehensive Plan deals with the urbanization of undeveloped land and establishes an Urban Growth Boundary. Recommendations as to where specific land uses will be located are also included. The updated Urban Growth Boundary (the limit to where public facilities will be extended) and land uses are based on considerations of land use efficiency and compatibility, along with the logical and economical extension of public facilities and transportation system. The final decision to expand the city to the south is based on the

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1. projected for the year 2000, total includes existing land uses.

previous considerations and two basic concepts developed through the Committee for Citizen Involvement workshops and opinion surveys of residents attending.

First, the school property and park form a large open space/recreation area that must be centralized to existing and future residential neighborhoods to be fully utilized.

Second, the limit and direction of urban growth must also be responsi~~ble~~ve to community perceptions of boundaries. The Southern Pacific Railroad and Wilson River Highway form explicit cultural barriers. The 100 year flood and western agricultural land are more implicit legal boundaries to development. The City of Banks has historically developed within this triangle and chooses to continue doing so.

Just as the community will change by this growth, so will the objectives and attitudes of the people. Therefore, the plan should be regarded as presenting decisions about the future as they are seen at this point in time. A program for updating the plan annually is part of this document, to assure that decisions remain relevant to community change.

The Comprehensive Plan provides the City of Banks with a tool to help decide the kind of an environment and future in which its citizens will live. In dollars and cents it can ~~save~~ reduce costs in extending public facilities while striving for a more equitable tax base. It can help establish better living, working, and shopping areas that are more compatible and accessible. Preservation of resources will help maintain that which has either social or economic value to the community.

INTRODUCTION

The Comprehensive Plan for the City of Banks is a statement of policies that will guide the future growth of the City. These policies are choices made by the citizens and enacted by the City Council, to determine how development and resource conservation will occur in Banks.

In developing the Comprehensive Plan, the intent has been to focus on future physical development of the City while remaining general in nature. It is intended that specific and detailed physical design proposals should be considered as the plan is updated and revised.

The Comprehensive Plan for the City of Banks is comprised of the following sections:

Goals, Objectives and Policies
Plan Elements
Background
Implementation

Goal: a general statement that expresses the concerns the citizens want addressed through the comprehensive plan.
Objective: the specific concerns toward which effort is to be directed.
Policy: the specific course of action that will guide and determine present and future decisions.
Plan Element: the conclusions on which policy will be based.
Background: the known facts (supportive material/inventories) that are applicable to the plan element.
Implementation: the process by which policy will be realized in the community.

This comprehensive plan is an extension of the Banks Community Plan (May, 1974). Format changes were made from that plan so the reader can more readily see its relationship to the Statewide Planning Goals adopted by the Land Conservation and Development Commission. The order in which the Goals, Policies and Objectives section and Plan Elements section are presented reflect this. A more detailed explanation of the Statewide Planning Goals is on Page 79.

I. Introduction to 1988 Update

ORS 197.640 requires cities and counties to review their Comprehensive Plans and implementing ordinances periodically, and to make changes necessary to keep plans and regulations current, in compliance with the Statewide Planning Goals, and in coordination with the plans and programs of state agencies. Local governments must adopt findings in the form of a local review order responding to four periodic review factors and enact necessary measures to bring their plan and regulations into compliance with the periodic review factors. This proposed local review order provides findings and recommends amendments to the City of Banks' Comprehensive Plan and Development Code in order to satisfy the requirements of ORS 197.640 and OAR 660, Division 19, "Periodic Review".

In addition, a Land Use policy in the City of Banks Comprehensive Plan requires a review of the Plan every five years, and requires the City to review data inventories and projections used in the Plan as part of the update. The City Council also has decided to take this opportunity to perform a complete review of the Development Code in order to eliminate impractical provisions, oversights, etc. and to make the Code more workable and responsive to local needs. At the same time, the Comprehensive Plan and Zoning maps were reviewed to eliminate map errors and inconsistencies, and to more appropriately reflect current or needed uses.

II Background Information

1. The City of Banks' Comprehensive Plan and implementing ordinances were adopted as follows:

Comprehensive Plan	August 28, 1979 amended June 24, 1980 amended May 12, 1981
Development Code	January 8, 1980 amended May 12, 1981

2. The City's Plan and Development Ordinance we acknowledged to be in compliance with the Statewide Planning Goals on December 11, 1981.

3. There have been seven amendments to the Plan, zoning maps and text since acknowledgment.

   (1) The City adopted the Planned Development subdistrict and site development plan for the South Banks properties, and (2) subsequently amended the zoning for a 3-acre parcel within South Banks from Residential to Commercial; (3) amended the plan designation and zoning from Future Urban to Commercial for six acres at the intersection of Highway 6 and 47; (4) added a provision to the Zoning Code for enlarging nonconforming uses up to 20 percent; (5) amended the Plan and Zoning designation from Commercial to Industrial and from C3 to M3 to accommodate Bark Blowers, Inc.; (6) amended the Plan designation from Future Urban to Commercial and established C3 zoning to allow for construction of a new post office; and (7) amended the

(Addition)

zoning from County AF-5 to City M3 upon annexation for property inside the UGB at the north end of town.

The City has submitted Notices of Adoption of these amendments to DLCD. When notice was not mailed at the time of adoption, it was mailed on October 12, 1988. Notices of Proposed Amendment were submitted to the Department at the time of consideration by the City. The City believes these amendments comply with all applicable statewide planning goals.

Periodic Review Findings and Conclusions

1. The City received its Periodic Review Notice dated February 27, 1987. The City planning consultant and the periodic review subcommittee of the City Council, along with interested citizens, held several meetings throughout the year to respond to this notice and to determine local objectives for the periodic review effort.

2. Draft periodic review findings and draft plan and ordinance amendments were presented to the City Council at its November and December 1988 meetings. Public notice of these meetings was mailed to all households in the City of Banks by inclusion on the water bill, and was posted at several locations throughout the City.

3. The City Council has scheduled a final public hearing on adoption of the local periodic review order and proposed plan and ordinance amendments for April of 1989.

4. There are four factors under OAR 660-19-055 which must be addressed in the local periodic review of the comprehensive plan and implementing ordinances. Each factor is identified and responded to in the local periodic review order. The review lead to a number of amendments and additions to the comprehensive plan, which are included in this revised edition.

(Addition)

GOALS
OBJECTIVES
POLICIES

GOALS, OBJECTIVES, AND POLICIES

The following statement of Goals, Objectives, and Policies was developed through the City's Citizen Involvement Program and provides a general long-range basis for decision-making relative to the future growth and development of the City of Banks.

These goals are patterned after and in direct response to the Oregon State-Wide Planning Goals.

The Policy statements set forth a guide to courses of action which are intended to carry out the Goals and Objectives of the plan. The policy statements present to City officials and potential developers a clear picture of the City Council's position on matters pertaining to physical improvements and developments.

1. Citizen Involvement

Goal: To promote a program of citizen involvement which facilitates the flow of information and ideas between the City and its residents, and insures the opportunity for citizen involvement in the planning process.

Objective: Employ a variety of methods of informing citizens and obtaining their opinions and attitudes on matters relative to the planning and decision making process (i.e., questionnaires, public hearings, and advisory committees).

Policies:

1. The City will maintain a Citizen Involvement Program that offers citizens the opportunity to be involved in all phases of the planning process. This program will provide for:
   - Distribution of planning information
   - Coordination of public involvement in local planning issues
   - Opportunities for citizen involvement in regional, state, and federal programs at the locallevel.
2. The City will continue the Citizen Involvement Program and periodically conduct workshops to update and revise the Comprehensive Plan.
3. The development code will provide for citizen involvement opportunities in current planning decisions through notification and public hearing procedures.

2. Land Use

Goal: To provide a process and basis for decisions and actions related to the existing and future uses of land, and to insure the orderly development of the City of Banks.

Objective:
a. Land uses should be located to take advantage of existing public facility systems and physical features, and to minimize development costs.
b. Land uses should be situated so as to achieve compatibility and to avoid conflicts between adjoining uses.
c. Development should occur in a manner which enhances community identity.
d. Opportunities for a variety of land uses should be provided commensurate with population growth and demonstrated need.
e. Uses of the land which have an adverse effect on the environment should be regulated consistent with state and federal guidelines.

Policies:

1. The City will maintain a Comprehensive Plan which designates a range of land use areas based on findings with respect to:
   - Natural resource capacity
   - Projected population and economic growth
   - Location and capacity of services
   - Existing land use patterns
   - Projected land use needs
2. The comprehensive plan is the basis for all land use decisions and action. Specific implementation measures shall be consistent with the Comprehensive Plan.
3. The City and the Planning Commission will review the Comprehensive Plan and update or amend the plan periodically.
4. The City will also review data inventories and projections used in the Comprehensive Plan as part of the update.
5. Development proposals will be required to conform to the City's Zoning and Subdivision Ordinances.
6. Requests for plan and zoning map amendments must demonstrate compliance with the goals, objectives and policies of the Comprehensive Plan, and with the criteria and procedures in the Development Ordinance.
7. Through the City's ongoing planning process, proposals that are in the urban growth area will be coordinated with

Washington County. Specific procedures will be established by formal agreement between the city and county as outlined in the implementation chapter.

8. The rationale used to reach land use implementation decisions shall be included in a written report.

3. Agricultural Lands

Goal: To preserve and maintain agricultural lands.

Objective:
a. Land with an SCS soils classification of I through VI should be regarded as being suitable for agriculture if it is not built upon and exists in a large parcel as to be productively farmed.
b. Land suitable for agricultural uses should be preserved and maintained.
c. No urbanization should take place on land suitable for agriculture unless all other available, adequate, and usable sites are utilized.

Policies:
1. The City will update and revise the soils map and "agricultural suitability designations" if any new Soil Conservation Service data becomes available.

4. Forest Lands

Not applicable to the City of Banks urban growth area.

5. Open Space, Scenic and Historic Areas, and Natural Resources

Goal: To protect and enhance through proper use and development the open spaces, scenic and historic areas, and natural resources of the area.

Objectives:

a. Conservation of the area's natural resources should be promoted.
b. Sites and structures relating to the history of the State and the City of Banks should be identified, protected and enhanced.
c. Any publicly owned land including street rights of way should be examined for their potential use as open space before any disposition is made.
d. A pattern of open space utilizing drainageways, major utility easements and park areas should be promoted.

Policies:

1. The City will protect natural resource areas and require that the long-range availability and use of the following will not be limited or impaired by development.

   - Land needed or desirable for open space
   - Mineral and aggregate deposits
   - Energy resources
   - Domestic water supplies/watersheds
   - Water areas and wetlands
   - Fish and wildlife habitats
   - Ecologically and scientifically significant natural areas
   - Agricultural land not needed for urbanization
   - Historically and culturally significant sites/areas
   - Areas of scenic value, areas valued for their aesthetic appearance

2. The drainageways of the area will be preserved for a natural storm water system which will serve residents at a minimum cost and provide open space.

3. All public facilities shall recognize their potential to contribute to open space system.

4. The proposed acquisition of rights of way, easements, or lands for any agency with the City will be reviewed for possible incorporation into an open space system.

5. Landscaped areas with benches will be encouraged in commercial, industrial and multiple family developments.

6. The city will continually explore ways to develop and maintain an open space network at a minimum cost to the public.

7. The city shall utilize a Historic Resource Overlay District to identify and protect significant historic structures.

6. Air, Water, and Land Resource

Goal: To maintain and improve the quality of the air, water, and land in the Banks area.

Objective: All existing and future development must be within the limits set forth in applicable state or federal environmental quality statutes and standards.

Policies:

1. The City will maintain and, where possible, enhance the air and water quality and reduce noise pollution; and require that all state and federal standards be met with respect to:

   - Air quality
   - Water quality
   - Noise levels
   - Solid waste disposal

2. To protect the community interest, the City will take further steps than required by state and federal agencies to mitigate noise levels being generated by or affecting new proposals, if needed. Landscaping and site location are two possible tools.

3. The City will participate in environmental quality planning efforts on a regional level.

7. Areas Subject to Natural Disasters and Hazards

Goal: To protect life and property from natural disasters and hazards.

Objective: Development in areas of known natural disasters and hazards should exclude any facilities that are sensitive to this type of hazard.

Policies: The City will prohibit development or land form alterations in areas with natural development limitations except upon showing that design or engineering techniques can eliminate or mitigate any public harm or adverse effects to surrounding persons or properties. Consideration shall be given to such natural hazards as:

Slopes exceeding 25%

Severe soil restrictions

Areas within the 100-year flood plain (which will be considered open spaces)

Seasonally high water table with 24 inches of the surface

Land subject to slumping, movement, and geological fault

Natural drainageways

1. Slopes, pg. 70
2. Table 8, pg. 69
3. Floodplain, pg. 33
4. Soils, pg. 66
5. Geology, pg. 64

8. Recreation

Goal: To provide programs and facilities to meet the recreational needs of area residents and visitors.

Objective:

a. Community park and outdoor recreation areas should be encouraged and enhanced.
b. Development of pedestrian and bicycle pathways should be promoted.

Policies:

1. The City will plan community recreation facilities in conjunction with existing and planned school facilities so that they compliment each other in function.

2. Proposed recreation facilities will be reviewed as to fulfilling the needs of the community at large and providing opportunities for people of different ages and sex, including handicapped.

3. Priority will be given to local needs.

4. The City will work with community groups in identifying specific sites, site development plans, and financing strategies for recreational facilities.

5. The City will coordinate with and encourage both the Sunset Chamber and Banks School District regarding the continued use of these recreational facilities by city residents.

9. Economics

Goal: To provide for the economic diversification and stability of the area.

Objective:

a. A balance should be achieved between commercial and industrial opportunities in the City.
b. Business and industries with a sustained growth potential should be encouraged.
c. To maximize the utilization of local manpower as job opportunities increase.

Policies:

1. The City, through cooperation and a close working relationship with the public and private sectors, will encourage new employment opportunities.

2. The City will continually research and study the need for industrial/commercial sties and maintain an inventory of such lands.

3. The City will work with private institutions, citizens, and other governmental agencies to develop and implement a coordinated economic development plan which maximizes the public benefit.

4. The City will protect existing and planned industrial and commercial areas from encroachment by incompatible uses.

5. The City will coordinate with the Oregon Department of Economic Development in seeking new industrial uses.

6. The City will encourage economic development and diversification by providing sufficient zoned, buildable, and serviceable land for industrial and commercial uses.

10. Housing

Goal: To increase and improve the supply of housing commensurate with the community's needs.

Objectives:

a. The City should evaluate proposals for new housing in terms of the impact of additional numbers of people on the natural environment, community services, utility support systems and projected housing needs.
b. Housing should be developed in areas that reinforce and facilitate orderly and compatible community development.
c. Future residential development should continue to provide prospective buyers and renters with a variety of residential lot sizes and a diversity of housing types.
d. Housing to accommodate senior citizens should be located within easy walking distance of business and commercial areas.
e. Single family residential areas require settings conducive to the activities and needs of the family and need to be buffered from non-residential areas through landscaping or open space.
f. Mobile home parks should blend into the residential landscape, with special attention given to proper site location and access. Proper access will enable mobile homes to be moved to and from sites without passing through residential neighborhoods.
g. Multi-family areas should be complimentary to shopping, service and activity centers by providing greater pedestrian use and benefiting from their accessible location. Landscaping and open space must be provided to reduce potential conflicts of land use.

Policies:

1. Building permits will not be issued until final plat approval has been given.

2. The City will cooperate with Federal, State and regional agencies to help provide for housing rehabilitation and other assistance to residents.

3. The City will encourage the use of planned unit development consistent with stated goals, objectives and policies to permit flexibility in housing site, design, and density.

4. Amendments to the comprehensive plan map and zoning map will be consistent with the City's housing needs projections (PROJECTED RESIDENTIAL USE, Table 3, page 40).

5. Discretionary approval criteria in the City's development code may not be used to discourage needed housing types.

6. The City will ensure that adequate, buildable and serviceable vacant land is zoned for all needed housing types.

Public Facilities and Services

Goal: To coordinate and arrange for the provision of public facilities and services in an efficient, orderly and timely manner.

Objectives:

a. Public water and sewer should be improved and provided to all areas with the established urban growth boundary.
b. New development should occur in areas where public utilities are available before reaching out into areas that are not served.
c. Medical, dental, and legal services are desirable and should be encouraged to locate in Banks.
d. Future use of underground utilities is aesthetically desirable and should be encouraged.
e. Development of the City should occur in such a way as to facilitate the provision of police, fire protection, and other services.

Policies:

1. The City will require the following preconditions to development:

   a. A proposed use must be connected to a public water and sanitary sewer system.
   b. Surface water run-off can be handled on site, or adequate provisions can be made for run-off which will not adversely affect water quality in adjacent streams, ponds, lakes, or other drainage on adjoining lands; nor will such run-off adversely affect the use of adjoining properties.
   c. Adequate water pressure will be present for fire fighting.
   d. Development proposals will be required to conform to the design standards for street, water, and sewer.
   e. The appropriate school district has had an opportunity to review and comment on the proposed residential use.

2. The following policies will be utilized when extending water and sewer services beyond the City limits:

   a. Sewer service will be extended only to property that is to be annexed or when state/federal requirements dictate a health need, or when an unlimited agreement to annex is provided by the property owner when subject property is not yet contiguous.

b. Water service will be considered on an individual basis subject to the above provisions for residential applicants.
   c. All costs will be borne by the applicant and improvements will be dedicated to the City.
   d. Customers outside the City limits will pay charges assigned by the City Council in an amount greater than City residents.

3. Future provision will be made for facilities and modifications that area required to meet the pubic need in electrical transmission and distribution as they occur (as Transmission Lines, Bulk Power Substations and Distribution Substations).

4. The City will require equitable sharing of most public facility costs between new development and the community through a systems development charge, Local Improvement District, or other possible means.

5. The City will coordinate solid waste planning activities with Washington County and the Metropolitan Service District.

6. The City will encourage the provision of natural gas service to the Banks area.

7. The City will plan for and provide adequate municipal facilities to serve the existing population and anticipated growth in accordance with the Comprehensive Plan, and will encourage other service providers to do the same.

(revised 4/89)

Transportation

Goal: To develop and encourage a safe, convenient, and economic transportation system.

Objectives: a. City street improvements should be a priority and a better

maintenance program should be developed.

b. Development should occur in such a manner as to encourage and facilitate pedestrian movements.

c. Alternative modes of transportation, such as public transit and bicycles, should be encouraged and promoted.

Policies:

1. The City will promote a balanced, safe, and efficient transportation system. In evaluating parts of the system, the City will support proposals which:

   - Protect the quality of neighborhoods and the community
   - Provide for adequate street capacity optimum efficiency and effectiveness

2. The City will require uses fronting on arterials to limit the points of access to minimize conflicts between local and through traffic consistent with the traffic needs of the proposed use and physical features of the subject site.

3. The City will promote adequate transportation linkages between residential, commercial and industrial use areas. This will be done through street improvements, new streets, marked turning lanes, warning signs, and/or speed reduction. Problems identified in the plan are of first priority.

4. The City will support efforts to secure a regional mass transit system.

5. The City will maintain a street classification system in accordance with the State of Oregon:

   Arterial: Wilson River Highway (No. 6)
   Nehalem State Highway (No. 47)
   Local Roads: Banks Road, Sellers Road, all other roads within city limits

6. New developments will be encouraged to provide street trees and landscaping to achieve a pleasant visual affect.

7. The City will promote development of a bicycle and pedestrian system to link residential areas to other land uses, especially parks, open spaces, schools, the downtown core area and commercial areas.

8. New land developments will be designed to reduce the percentage of land devoted to streets.

9. The City will coordinate with the Oregon Department of Transportation in the implementation of the Six Year Highway Improvement Program, consistent with local needs and with the highway compatibility guidelines.

10. Operation, maintenance, repair or preservation of existing public road and highway facilities, as well as improvements within the existing right-of-way are consistent with the Comprehensive Plan and permitted in all zoning designations.

Energy

Goal: To conserve energy.

Objectives:

a. Development should minimize the consumption of fuels and maximize the efficiency of utilities and residential space heating.
b. The recycling of older buildings (in compliance with the Uniform Building Code) and waste materials should be encouraged where economically feasible and aesthetically desirable.

Policies:

1. The City will encourage practices and development which:

   a. Provide recreation in proximity to developed areas.
   b. Reduce or shorten energy consuming trips by increasing density and intensity of development to reinforce transit corridors, employment and commercial centers.
   c. Use energy conservation in development patterns by taking advantage of climatic conditions of light, heat, cooling, and ventilation
   d. Considers the use of existing and proposed vegetation to:

      screen and admit light seasonally
      create wind breaks

2. The City will encourage the use of weatherization and insulation programs, especially in pre-1950 homes.

Urbanization

Goal: To provide for the orderly and timely conversion of rural land to urban use.

Objectives:

a. An urban growth boundary should be established and updated to coincide with various stages of growth.
b. An urban environment should be promoted which contributes to functional efficiency and visual attractiveness in both public and private properties, and which conveys a sense of community.
c. The City should give priority to residential and light industrial land development.
d. A balance between commercial and light industrial land use is desirable.

Policies:

1. The City has established an urban growth boundary; growth and development will be directed and encouraged within this area on developable lands (as shown and defined in the plan element section). Development will be consistent with the capacity and capability of public services.

2. The urban growth boundary will be updated and expanded when the vacant developable land within the boundary is utilized or committed.

3. Upon request, the City will annex lands within the urban growth boundary when it is demonstrated that such annexations are consistent with the Comprehensive Plan policies, are within the capabilities of the City's services and facilities, and abut the city limits.

4. The City will establish a zone of mutual concern within the urban growth boundary. Proposals within this area will be coordinated with Washington County.

5. The City will enter into a formal agreement with the County on how to coordinate issues within the urban growth area. The agreement shall include, but not be limited to: zoning, subdivisions, roads, service conditional uses, variance, major partitions, and annexations (see Implementation, pg. 60)

6. The City will recognize two types of urban growth areas within the urban growth boundary: Immediate Growth Areas within the Urban Growth Boundary served by water and sanitary sewers; or specifically identified by the City of Banks as intended for urban development purposes within

the immediate future. Immediate Growth Areas are intended to include areas defined by the State LCDC as Urban Land.

7. Future urban Areas are lands between the Immediate Growth Boundary and the Urban Growth Boundary. Future Urban Areas are intended to include areas defined by the State LCDC as Urban Land. Areas in this land use category are to maintain their rural or agricultural character until such land is required for urban use and has been redesignated "Immediate Urban".

   The 3 acres located behind Oak Village Shopping Center have been designated Future Urban because no immediate need for development has been established and no specific development proposals have been submitted.

8. Conversion of this area from Future Urban to Immediate Urban will be considered on a determination that a need exists for additional immediate urban land and that adequate public facilities and services are available to the area.

9. Zone changes, subdivisions, and other similar administrative action which would allow urban-intensity development in the Future Urban Area will be preceded by a Comprehensive Plan change to designate the site in question as "Immediate Urban".

PLAN ELEMENTS

CITIZEN INVOLVEMENT

The citizen involvement program developed for the comprehensive planning process has several basic purposes:

1. To provide for citizen development of goals on which the plan will be based.
2. To allow for active participation in preparing alternative plans which are based on the goals previously developed.
3. To provide for review and comment on the various elements of the plan and its implementing ordinances.

Through a series of six workshops, it was possible to present information and technical planning material by city staff or project planners. Each of the workshops contained a working session during which participants helped develop goals and objectives and prepare alternative plans. In this way, the planning process was made highly visible and offered citizens the opportunity to interact directly with the planners and public officials in small group discussion sessions.

An Interim Draft of the Comprehensive Plan was reviewed and commented on at public meetings. The comments received from these meetings were then incorporated into a final draft for comment and review from a wider circulation. Plan adoption was preceded by six months of citizen involvement and review.

Just as planning is an on-going process, the citizen involvement program must be continued also. Future plan changes, modifications, and reviews should rely on similar techniques for publicizing and conducting sessions as employed in plan development.

LAND USE

The city's land use pattern is one of the most important physical aspects of a community. The land use pattern describes what types of activities take place, where those activities are located, and how they fit together to define the form and structure of the city. Land use planning is essential to proper growth and development of the city. It allows the community to insure that adequate amounts of various types of land uses are provided for the future. Land use planning also enables a city to control growth and development and assure that an efficient, orderly and compatible land use pattern is created.

The land use plan is an outgrowth of analyzing the various physical aspects of the area and forecasting community needs. From this analysis, it can be seen that the flood plain and transportation corridors greatly influence community form. The land use plan incorporates these features into the physical design considerations.

Within the Urban Growth Boundary, there is approximately 211 acres. Of this amount, 102 acres is not suitable for development. Those areas which are not suitable for development are based on government ownership and lands with a physical feature restricting development.[1] The remaining 109 acres of developable land have been apportioned to various land uses based on an average distribution of area for cities. The resulting breakdown for the acres is listed in Table 17 Urbanization Forecast, pg. 77 .

The 80.5 acres of residential area is estimated to accommodate 388 dwelling units which equates to a population of approximately 1,050 people at a mixed density (see Table 3 , Projected Residential Use, pg. 40). This population figure is within the upper end of the population forecast, and just slightly higher than the City's proposed water system capacity.

[1] Physical Features are defined in the Background section in more detail, pg. 64.

Land Use Designations

Five land use categories designations have been developed and to reflect the land use activities in the Banks Comprehensive Plan: Low and High Density single-and multi-family Residential, Commercial Industrial and Community Facilities. These designations are not a correspond to zoning designations. These categories are defined as follows by purpose:

Low Density Single-Family Residential: to provide areas where residential development can occur in the form of one and two unit dwellings (single family, mobile home, duplex) on lots of 5,000 square feet per unit or larger.

Multi-Family Residential: to provide areas where residential developments can occur in the form of single-family or multi-family dwellings on lots of 2,500 square feet per unit or larger (mobile home parks, apartments, condominiums, planned unit developments).

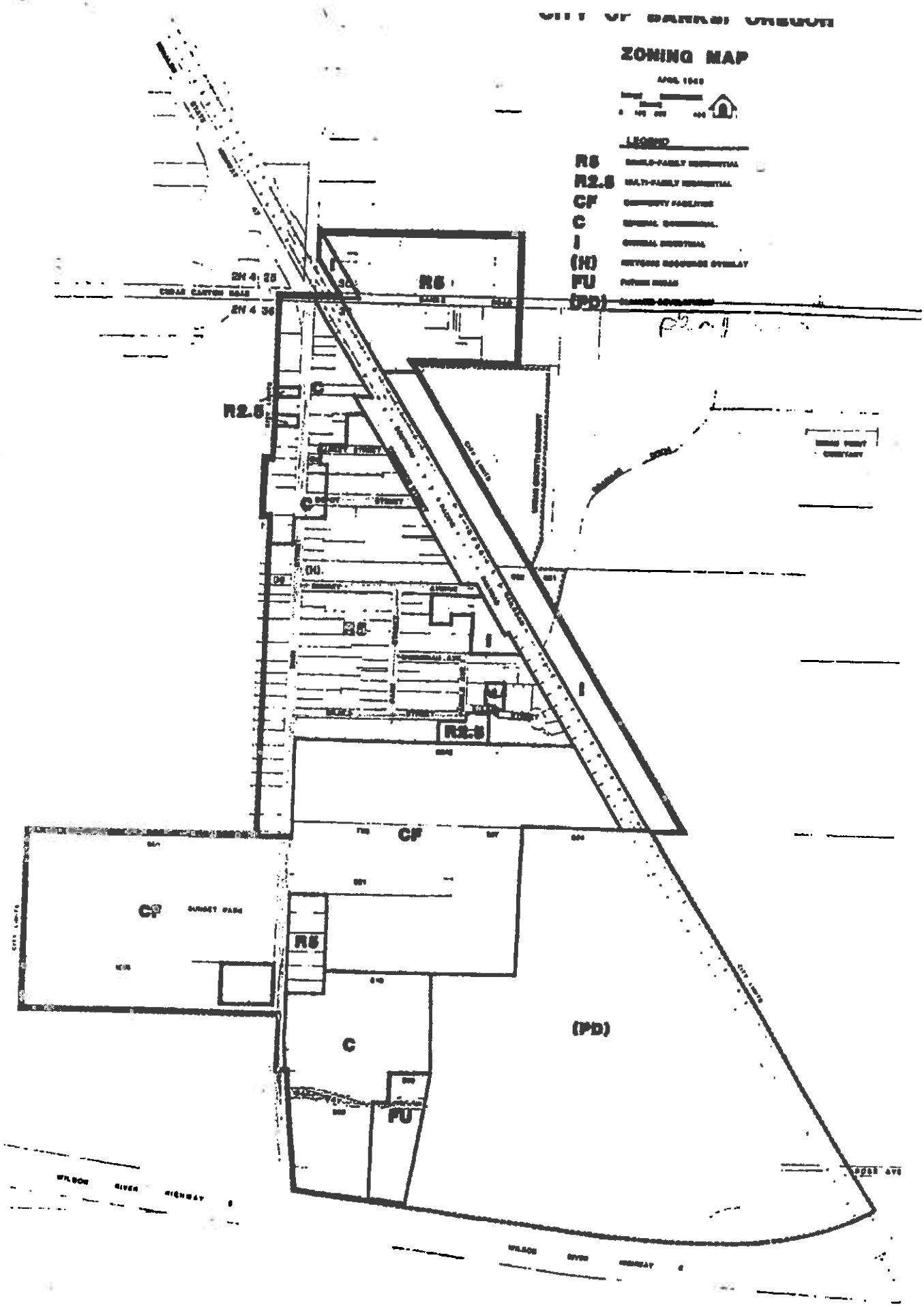
Commercial: to provide areas to centralize and concentrate business activities (retail trade, service, banking, finance, office, entertainment and related cultural uses).

Industrial: to provide areas for industrial and manufacturing development.

Community Facilities: to provide areas for open space, relaxation, parks, public utilities, and services (fire, protection, police, schools, etc).

Plan and Zoning Map

The plan and zoning map shows the geographic location of each plan/zoning designated and overlay district in the City. The official map determines what uses are permitted on each tract of land.


ZONING MAP
LEGEND
R5
R2.5
CF
C
I
(H)
FU
(PD)
R5
R2.5
C
I
CF
C
R5
(PD)
FU

1988 Update

At the time of periodic review in 1988, a new buildable lands inventory was prepared to reflect the changes which have taken place since the plan was first adopted.

Banks Urban Growth Area
1988 Buildable Lands Inventory

	Developed	Vacant	Total
Residential	42.6	45.0	87.6
Commercial	12.7	9.9	22.6
Industrial	16.7	27.5	44.2
Community Facilities	51.8	10.0	61.8
Streets/Railroads	21.4	--	24.4
Future Urban	--	3.0	3.0
	145.2 net acres	95.4 gross acres	240.6 total acres

Notes

1. Residential

The 42.6 acres of developed area includes 30.6 acres developed according to the 1978 land use inventory, (see Table 17, p.77) plus 1.3 acres of land outside city limits surrounded by Sunset Park, plus 1.7 acres of residential lands which were vacant in 1978 and are presumed to have been developed since then. The 45 vacant areas are in the South Banks area.

2. Commercial

The 12.6 acres of developed commercial land include 6.1 acres that were already developed in 1978, plus 6.1 acres at Oak Valley Shopping Center, plus 0.5 acres for US Bank. The 9.9 acres of vacant commercial land includes 7.5 acres in South Banks, plus 2.4 acres which were vacant in 1978.

3. Industrial

Developed industrial acreage includes the Banks Lumber Company both inside and outside the city limits; Bark Blowers Inc.; and Carrilon Wind Chimes. Vacant industrial land includes 22 acres in South Banks and 5.5 acres of "undevelopable" industrial lands east of the railroad tracks.

4. Community Facilities

This includes the 26.3 acres of the 1978 inventory, in addition to the 25.5 acres of Sunset Park which was annexed in 1980. The 10 vacant acres identify the school property annexed at the same time.

(Addition)

5. Street/Railroads

These are the street and railroads identified in the 1978 inventory. For all vacant areas no specific amounts of land have been set aside for public right-of-way.

In summary, the Banks urban growth area contains sufficient buildable land in each land use category to accommodate more than doubling its existing populations. Appropriate phased development of this land is ensured through the planned development procedure.

(Addition)

AGRICULTURAL LANDS

Prime agricultural lands are a non-renewable resource. Their protection is an important factor in determining the shape and extent of urbanization.

Soil capability to produce field crops is determined from the United States Department of Agriculture Soil Conservation Service - Soil Capability Classes. The classification system is based on analysis of soil depth, texture and permeability, slope, erosion characteristics, availability of subsurface water, drainage, flooding, alkali and salinity content, and the number of frost free days. The Soil Classification system ranges from Class I through VIII. Class I has the fewest limitations for agriculture and each progressively higher category has more limitations.

Class I soils have few limitations that restrict their use.

Class II soils have moderate limitations that reduce the choice of plants or that require moderate conservation practices.

delete Class III soils have severe limitations that reduce the choice of plants, require special conservation practices, or both.

Class IV soils have very severe limitations that reduce the choice of plants, require very careful management, or both.

Class V soils are not likely to erode but have other limitations, impracticable to remove, that limit their use largely to pasture, range, woodland, or wildlife.

Class VI soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture or range, woodland, or wildlife.

Class VII soils have very severe limitations that make them unsuited to cultivation and that restrict their use largely to pasture or range, woodland, or wildlife.

Class VIII soils and landforms have limitations that preclude their use for commercial plants and restrict their use to recreation, wildlife, water supply, or to aesthetic purposes.

The State Land Conservation and Development Commission's Agricultural Goal requires local governments to preserve Class I-IV lands for agricultural purposes, or to request an exception from this goal.

All lands adjacent to the city are within Class II-IV soil classifications and are agricultural lands. Soil units locations are shown on pg. 67. Individual soil units and corresponding crop yields are in Table 7 pg. 68

The most productive agricultural lands are north (Laurelwood, Cornelius) and south (Aloha, Woodburn) of the city. These soils are also the least restrictive to urbanization. Laurelwood/Cornelius soils have comparatively high yields in alfalfa, winter wheat, spring barley and are good pasture land. Aloha/Woodburn rate high in similar crops including bush beans and sweet corn.

The least productive ~~crops~~ soils are east and west of the city and are also the most restrictive to urbanization.

To the west the McBee/Wapato soils are primarily within the 100 year flood plain and are good pasturelands. They are also productive in bentgrass, spring barley, alfalfa and bush beans. To the east are Dayton soils which are productive in common and perennial ryegrass, also fairly good pastureland. Dayton soils are very restrictive to development because of wet soil with shrink, swell characteristics.

OPEN SPACE, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

FISH AND WILDLIFE

Both Gales Creek and the three forks of Dairy Creek support a variety of resident game fish including rainbow trout (Salmo gairdneri), cutthroat trout (Salmo clarki), largemouth bass (Micropterus salmoides), yellow perch (Perca flavescens), and bullheads (Ictalurus melas). Suckers (Castostomidue) and squaw fish (Ptychocheilus oregonensis) are the principal non-game fish.

Black-tailed deer (Odocoileus columbianus) are found on the agricultural and woodlands throughout the year.

ecological?

There does not seem to be any fur-bearing animals of economic importance in the streams or on land. However, weasels (Mustela erminea), skunks (Mephitis mephitis), and nutria (Myocaster coypus) are to be found.

The principal upland game birds in the area are ring-necked pheasants (Phascianus colchius), California quail (Lophortyx californicus), mourning doves (Zenaidura macroura), band-tailed pigeons (Columba fasciata) and ruffled grouse (Dendragapus obscurus).

Several waterfowl species overfly the area in their migrations. There is no significant nesting of waterfowl in the area. The species who use the flyway for immigration are Canada Geese (Branta canadensis), mallards (Anas platyrhynchos), American widgeons (Maraca americana), wood ducks (Aix sponsa), and pintails (Anus acuta).[1]

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1. "Banks Sewerage Facility Plan", United Sewerage Agency October 1977 (Draft)

VEGETATION

The area between Banks and Forest Grove consists of bottom-lands. Principal crops are small grains, pasture, hay and some specialty crops. Interspersed with the farms are small tracts of timber. The vegetative cover on these tracts consists primarily of Douglas Fir (Pseudotsuga taxifolia), big leaf maple (Acer macrophyllus), dogwood (Cornus stolonifera), snowberry (Symphoricarpos albus), blackberry (Rubus allegheniensis), poison oak (Rhus diversiloba) and various grasses and shrubs. Streamside cover consists of willow (Salix), cottonwood (Populus trichocarpa), oak (Quercus macrocarpa), poison oak, big leaf maple and Douglas Fir. There are no known rare or endangered plant species.[1]

CLIMATE

The area has mild, wet winters and warm, dry summers. Precipitation is directly affected by air masses moving in from the Pacific Ocean. Average annual rainfall totals about 45 inches, with virtually no precipitation occurring during the summer months. Nearby Forest Grove, has an average January temperature of about 34° F. and an average July temperature of 66° F.

The average length of the growing season for specialty crops is about 164 days and 200 days for hay and forage crops. The combination of temperature, growing season, and soil quality together with irrigation, will provide a maximum agricultural production.[1]

OPEN SPACE

See discussion in Recreation element, page 35

[1] "Banks Sewerage Facility Plan", United Sewerage Agency, October 1977 (Draft)

GROUNDWATER

The north end of Banks is in the Columbia River Basalt geologic area which is found throughout the Tualatin Valley at depths of several hundred feet. In Banks the basalt is less than 100 ft. down and at the surface in places. Groundwater occurs in conflict aquifers, which are interflow zones between basalt flows. Here breccia zones or cinders permit comparatively free movement of water. Fracturing attendant with faulting is significant in increasing higher water yield.

Well log reports for Township 2, range 3 west indicate well depths of 65-622 ft. and yields at primarily 5-10 gallons per minute. Wells in the Tualatin Valley have well as deep as 1000 ft. and yields up to 500 gpm.

Banks and surroundings are within a sensitive aquifer area identified by the State Department of Environmental Quality (DEQ), based on the 1980 Map of Water Table Aquifers with Sensitive Areas. The Oregon Department of Water Resources, however, has not identified any critical groundwater areas that affect Banks.

Groundwater resources are important to Banks as an economical source of municipal water. Both the spring and the well which supply the City with water are located outside the Urban Growth Boundary. They contain excellent quality water of more than sufficient quantity to meet the needs.

1. "Geology and Groundwater of the Tualatin Valley", Water Supply Paper 1697, U.S. Department of Interior, Geological Survey, 1965.

1 "Banks Sewerage Facility Plan, United Sewerage Agency, October 1977.

Mineral Resources

Whereas there may be minor occurrences of gravel and limestone underlying the area, it does not appear that they represent exploitable deposits under present or foreseeable future conditions.1

Wetlands, Water Areas

A small wetland has been identified in the northwest corner of Sussex Park. Preservation of the wetland is regulated under the Oregon Fill and Removal Law. Administered by the Division of State Lands Removal/Fill permit No. 4976, issued October 13, 1988, establish conditions for maintaining national vegetation and buffer areas and for monitoring successful habitat establishment.

The ditch which runs through the school grounds and South Banks properties forms a natural drainageway and provides opportunities for a bicycle and/or pedestrian pathway linking the old part of town to the open space and recreational system in the South Banks area. The ditch is designated on page 59 as undevelopable. The South Banks Planned Development Manual identifies the ditch as a natural resource and open space area.

Efforts must be made to encourage the school district and adjacent land owners to participate in development of a continuous trail system and to maintain the natural drainageway.

Historical Resources/Cultural Areas

The 1984 Washington County Cultural Resource Inventory inventoried historic buildings in the Banks area. This 1984 inventory was taken as the starting point for the city's own investigation and evaluation of historic resources conducted as part of periodic review. The fieldnotes, criteria, and methodology of the Washington County inventory were evaluated, and field visits were made.

The local criteria for historic significance are set forth in the Historic Resource Overlay Zone in the Zoning Ordinance (section 3.720). To be of historic significance, a building or site must be (1) associated with a significant historic event or with a person, group of persons, or institution which made a significant contribution to the community, state, or nation; or (2) representative of a distinctive architectural style or building type, and include distinguishing architectural details, materials, or craftmanship characteristic of a historic architectural style; and (3) the exterior appearance must be generally unaltered from the period from which the building

1. "Banks Sewerage Facility Plan", Unit Sewerage Agency, Oct. 1977

or site derives its historic significance. These criteria were arrived at by reviewing a number of historic resource protection ordinances from other cities, and by consulting with an expert in the area of historic preservation.

Based on the investigations and local criteria, the city determined that four buildings on the Washington County Cultural Resource Inventory (U.S. Bank, Banks Jr. High, Boy Scout Cabin, and Peppard/Moore residence) are significant; the first three by virtue of their function in local public life, and the fourth because it is the oldest of the buildings investigated, exhibits significant architectural detail and integrity, and is currently being restored to its original exterior appearance. The City of Banks has adopted a Historic Resource Overlay Zone and applied the zone to these four buildings to protect them from conflicting developments (Zoning Ordinance, Section 3.700 through 3.730). Additional buidings of historic significance may be added to the inventory in the future at the request of the owners.
(see following pages for a description of each historic building).

Other Resources

The Banks planning area does not have any known energy sources; ecologically or scientifically significant natural areas; outstanding scenic views and such wilderness areas, or wild and scenic waterways. There is no potential or approved Oregon recreation trail in the City of Banks, but a linear state park may be created in the future along the Banks-Vernonia Railroad right-of-way. This park would not extend all the way to the city limits, as currently proposed.

In summary, natural and open space resources in the City of Banks are limited to the Sunset Chamber Grounds and the ditch. In addition, the City contains a number of historic resources.

AIR, WATER, AND LAND RESOURCE

The City of Banks maintains air, water, and noise pollution in accordance with the following federal laws:

- Clean Air Act, Public Law 88-206 (as amended August 1977)
- Federal Water Pollution Control Act, PUblic Law 92-500
- Safe Drinking Water Act, Public Law 93-523
- Resource Conservation and Recovery Act, 1976, Public Law 94-580
- Noise Control Act, 1972, Public Law 92-574

and state laws:

- Pollution Control, ORS 468
- Sewage Treatment and Disposal Systems, ORS 454
- Solid Waste Control, ORS 467
- Noise Control Act, ORS 467

and other laws subsequently enacted.

AIR QUALITY

The City of Banks is identified by the Department of Environmental Quality (DEQ), State of Oregon, as being within the "Portland nonattainment area for ozone Air Quality Maintenance Area". This designation is a requirement of the Clean Air Act Amendments of 1977 for areas that have not attained National Ambient Air Quality Standards. The pollutants mentioned are particulates, carbon monoxide and photo chemical oxidants.

It has been determined by using the guidelines in the DEQ publication, "DEQ Handbook for Environmental Quality Elements of Oregon Land Use Plans (air quality section)" and support documentation that uses within the Banks Comprehensive Planning area do not appear to cause or contribute to a significant degradation of air quality within the Portland nonattainment area and Air Quality Maintenance Area.

NOISE POLLUTION

Noise pollution has negligible impact in Banks at present. The Wilson River Highway on the southern city limits and the Southern Pacific Railway that runs on the eastern edge of town are the main sources of noise. These sources are not major issues because they have been part of the City environment for so long. The railroad does some nighttime switching that has drawn complaints, but the railroad company has made efforts to minimize nighttime noise from their operations.

WATER QUALITY, SOLID WASTE, SANITARY SEWER

See pages 41 and 78 under PUBLIC FACILITIES.

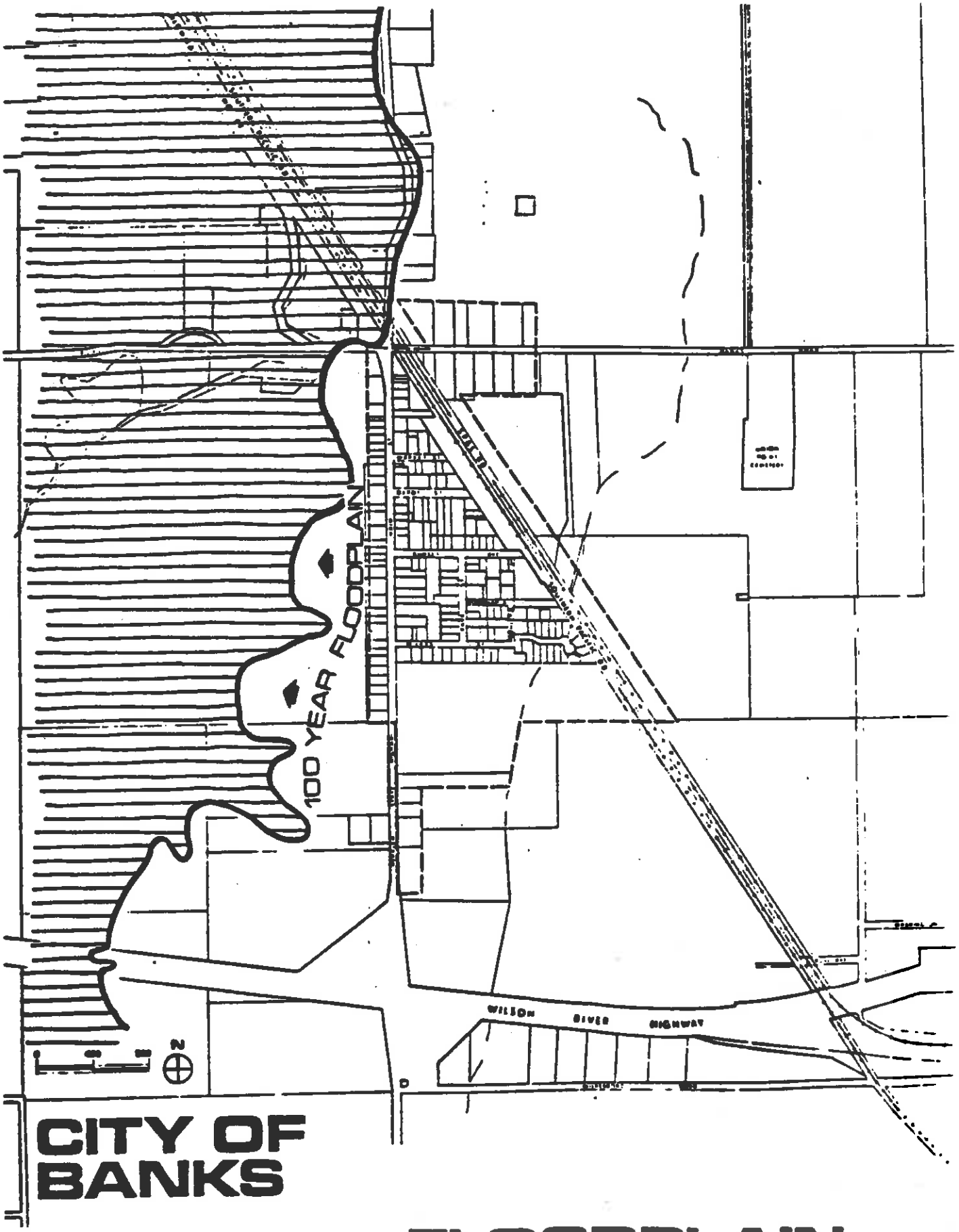
AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

Flood Plain

Seasonal fluctuations in the flow of the West Fork of Dairy Creek produce flooding conditions for areas just west of Banks. Areas north of the City and west of Sellers Road are also subject to the 100 year flood plain. The flood plain elevation ranges from 199 feet west of Banks to 203 feet at Cedar Canyon Road, and 200 feet along State Highway 47, north of the City[1], (see page 34).

With the exception of a few structures located west of Dairy Creek, the flood plain is generally free of dwellings in the area around Banks. The majority of the flood plain area is comprised of agricultural uses. Those portions of the Wilson River, Nehalem and Sunset Highways in the vicinity of the West Fork of Dairy Creek are also within the 100 year flood plain. The resulting impact is to largely limit the westward growth of the City. The area southwest of the City affords some opportunity for development above the flood plain.

[1] Washington County Department of Public Works, Flood Plain Map



CITY OF BANKS

DMJM Hilton

FLOODPLAIN

RECREATION

The City has a large diversified recreational area of about 60 acres at the south end of the City facing both sides of Main Street. This land consists of the Sunset Chamber Grounds and the Banks School District property. The area is less than a 1/2 mile from any residence in the City (see Urban Facilities and Services map).

Sunset Chamber Grounds

The property (25.5 acres) is located inside the Banks city limits since 1980. The grounds are administered by the Sunset Chamber, a non-profit organization consisting of Washington County residents. The grounds has a large auditorium, gun club (skeet), two baseball diamonds and horseback riding area. The auditorium is used for social functions as dances and flea markets. The site is best known for the Banks Barbecue in August, which draws 5,000 - 8,000 people. Sunset Park also forms the City's primary open space area and, as such, is identified as a "goal 5" resource.

Banks School District

The School district property complex in Banks consists of the High School, Junior High School and an Elementary School on 35 1/2 acres. There are 3 softball diamonds, 2 tennis courts, 2 gymnasiums, a football field, dirt running track, and playground. The school district has no immediate plans for development of the 10 acres which were annexed in 1980. The property is currently used by Future Farmers of America for agricultural crops.

The Banks City Park at the corner of Main and Sunset streets is the site of the Banks Boy Scout cabin which is identified as a historic resource. The property is owned by the City of Banks.

Henry Hagg Reservoir

This recreational facility is 13 miles southwest of Banks and provides trout fishing, boat launching and picnic areas.

Citizen workshops indicated a need for more outdoor recreation and that the Sunset Chamber grounds should be upgraded. Primary recreation activities now are fishing and hunting. The Land Use Plan underscores the need to centralize the Sunset Chamber area and Banks School District property to residential growth. Future planning efforts to develop a bicycle/pedestrian system will help make this area more accessible to neighborhoods.

The National Recreation Association standards for a city of 1,000 is a 1.50 acre park and a 2.75 acre playgound. These standards would indicate that the City of Banks will have abundant recreation area throughout the planning period. The City encourages emphasis on improving the quality of local recreational facilities rather than land acquisition.

Economics, 1988 Update

Industrial Lands

The City of Banks currently has only two industrial employers, the Banks Lumber Company and Bark Blowers, Inc. The latter utilizes waste products generated by the former, so the two industries are closely related to each other. A new Light Manufacturing industry for the production of wind chimes, to be located in the old cannery building at the north end of town, has recently been approved. Together, these three industries occupy 16.7 acres of land.

The Banks Urban Area includes another 27.5 acres of vacant industrial land, of which 5.5 acres alongside the railroad are considered unbuildable. The remaining 22 acres are within the South Banks PD. This area has good access to Highway 6 and is within 2 miles from the Sunset Highway, Highway 26, which may make it an appropriate location for businesses serving the industries as well as residential and commercial developments located along the Sunset Corridor but seeking a cheaper and less congested location. The site is served by rail. Hillsboro Airport is 15 minutes away. The South Banks area does not currently have adequate sewer service available; the provision of sewer services is the responsibility of the Unified Sewerage Agency. Formation of a new LID will be required prior to any development in the South Banks area. A map of the approved PUD use designations is attached. The site does not have any physical constraints which limit developing the site for industrial use.

The City as a whole does not have gas service available, which is a potential limitation to some industries. To overcome this limitation, the City has adopted a new policy under Urban Facilities and Services, i.e. "The City will encourage Northwest Natural Gas to provide natural gas service to the Banks area."

The City has concluded that is has adequate industrial land available to meet the need for the next five years. As part of its economic development efforts, the City will contact the Sunset Corridor Association, the Tualatin Valley Economic Development Corporation and commercial and industrial brokers active in the area to communicate the availability of these lands for users whose market area is the Sunset Corridor but who seek a cheaper and less congested site nearby.

Commercial Lands

The City of Banks functions as a rural service center for consumer goods and services. Recently there has been new commercial development at the Oak Village Shopping Center at the south end of town. Market studies were performed and submitted in support of the application for approval of this development, which showed a significant leakage of shipping dollars from the rural and city market area. The new shopping center includes both new businesses and establishments which have relocated from previous locations in the old downtown area. In most instances, the vacated sites have already been redeveloped. The Banks area now has approximately 12.7 acres of developed commercial lands, of which about half

are located at the north end and half at the south end of town. Vacant commercial lands include 7.5 acres in South Banks and 2.4 acres in the downtown area.

Vacant commercial land in South Banks is shown on the attached map. Of the 8 acres designated for commercial use, 19,195 square feet have been developed (U.S. Bank). The land is zoned General Commercial. There are no physical development constraints, but sewer service must be extended to the property, and an east-west street must be provided parallel to Oak Way.

It appears that the City has adequate land available to meet a variety of commercial needs. The City has identified a need for medical, dental, legal and other personal services to serve the existing population, and has adopted an Objective to encourage such services in the Urban Facilities and Services element of the plan. There may also be opportunities to expand services to the rural market area, e.g. in the form of a feed and farm supply store, farm implement repair shop, etc.

Conclusion

The City has concluded that there are no significant changes in economic development opportunities, because the existing economic base is too limited to perform a meaningful analysis of applicable regional, state, and national trends. The proximity of the City to the Sunset Corridor provides some opportunity to attract businesses which serve or supply to the Sunset Corridor market area but which seek a cheaper, less congested location. There may also be opportunity to expand services to the rural market area and to the existing City population.

The comprehensive plan contains goals and policies to encourage economic diversification and stability, to protect commercial and industrial lands form encroachment by incompatible uses, to encourage new employment opportunities, to work with private institutions, citizens and governmental agencies to develop medical, dental, and legal services, etc. The City does not have the ability to provide needed sewer service to vacant commercial and industrial sites in South Banks, but will encourage the provision of such service by LID. The City has adopted a policy encouraging provision of natural gas. The City has provided adequate lands for industrial and commercial use, and will do everything within its means to cooperate with any businesses which show an interest in locating in the Banks area.

Therefore, the City has met the requirements of OAR 660-09-015 through -025, and may rely on its existing plan and implementing ordinances to meet the new state industrial and commercial development planning Rule.

Land Use Need

The City is currently supported by 6.1 acres of developed industrial land within the city limits and 9.9 acres adjacent to the city limits (Banks Lumber Company). This existing industrial land totals 16 acres. The projected population (year 2000) of 1050 persons would require 33.6 acres of industrial land if the same ratio of existing industrial land to current population is projected. This projection assumes a similar development pattern of industrial use will occur. The vacant 5.5 acres within the city limits has been available for development since 1975. Due to small lot depth, small parcel size and poor soil conditions the property is not considered developable within the planning period. This 5.5 acres is included in the industrial land use inventory. It is committed to industrial use because of its railroad frontage and because it is within the city limits. The total industrial land use allocated is 39.1 acres including the 5.5 acres of vacant land.

Commercial land was projected through a similar population projection comparison. The existing commercial land within the City is 6.1 acres and the projected need is 12.8 acres.

[1] 1970 Census, Department of Commerce, Census Tract 335, Bureau of Census.
Table 10, Place of Work, pg. 72.
Washington County Framework Plan, Jan. 1977.
Table 11, Industry, pg. 73.
Table 9, Occupation, pg. 72.
Table 12, Income, pg. 73.

HOUSING

Existing Units

Banks currently has 184 housing units (see Table 1) on 39.6 acres, the median size is about 9,400 square feet, but lots are usually at 5,000 square feet or one acre.

Table 1
Housing Inventory[2]

Single Family	145 units	79%
Mobile Home	13	7
Duplex	4	2
Multi-family	22	12
	184	100% of units

Housing Condition

7% of the housing is considered substandard[1] (lacking some plumbing or kitchen facilities), 68% of the housing is pre-1950 and may also lack adequate insulation[4] (see Energy, pg. 50). The conditions may warrant some rehabilitation funds through state or federal agencies.

Housing Ownership

The existing housing is 73% owner occupied, yet gross household income indicates that ~~only~~ less than half of the owners (37%) could afford to buy a newer (post-1950) home in today's market. $15,000 is the minimum income required to make such a purchase, using 25% for housing.[3]

Table 2
Gross Houshold Income[1]

Thousands of Dollars	% of total households	
0 - 4.9	13%	
5 - 9.9	25%	
10 - 14.9	25%	
15 - 24.9	26%	income required for house purchase
25 and over	11%	

[1] "1970 Census of Population and Housing, Ore-Wash. SMSA", U.S. Dept. of Commerce, Bureau of Census, May 1972

[2] "Building Permit Statistics", CRAG, Feb. 1977
- Washington County Building Department, Jan. 1978
- Department of Commerce, State of Oregon, Jan. 1978

[3] "Housing Market Analysis", City of Portland, Bureau of Planning, Sept. 1976

[4] "Regional Energy Analysis", CRAG, June 1977

Housing Demand

There are only 12 vacant residential platted lots currently available in the city. Since 1976, housing units have increased by 7% annually.[1] The trend historically has been development of single family dwellings, and testimony at public hearings indicated it was preferable to maintain a rural environment. No increase in need for elderly housing (multi-family) is anticipated as the over 60 age group is projected to decline as a percentage of the population (see Table 13, pg. 74).

Trends toward a higher percentage of multi-family housing and smaller single family lot sizes is recognized by the plan in response to higher interest rates and construction costs. The "Projected Residential Use" (see Table 3, pg. 40) was established at 77% single family and 23% multi-family so that the year 2000 total housing units would approximate 81% single family and 19% multi-family. This year 2000 housing split was based on projections developed by the Metropolitan Service District for District 46 which Banks borders.[2]

Housing Forecast

The total housing need for the year 2000 is 444 dwelling units on a total 81.9 net acres (see Table 17, pg. 77). This is based on a 1050 person population at 2.5 persons per dwelling unit.[3] This total housing need was allocated according to the housing split discussed above with vacancy rates applied.

(81% Single Family)[2]	340 d.u.	÷ .94 (6% Vacancy Rate)[4]	= 362 d.u.
(19% Multi-Family)[2]	80 d.u.	÷ .98 (2% Vacancy Rate)[4]	= 82 d.u.
(1050 Population ÷ 2.5 Persons/d.u.)	420 d.u.	(Total Housing)	444 d.u.

The Projected Residential Use (Table 3, pg. 40) was calculated by deducting the existing dwelling units (184) and vacant residential lots (12) from the total housing need (444). The projection is for 248 new dwelling units to be constructed.

1 "Building Permit Statistics", CRAG, February, 1977
-Washington County Building Department, January, 1978
-Department of Commerce, State of Oregon, January, 1978

2 Technical Memorandum No. 32, Draft Interim Population and Employment Forecast for Year 2000, M.S.D., December, 1979

3 CRAG Housing Report, CRAG, October 1978

4 Housing Planning in Oregon, L.C.D.C., August 1979

(revised 6-24-80)

TABLE 3

Projected Residential Use

Housing Type	Estimated No. Units	Net Acreage Density	Zone District Minimum SF/unit	Total Net Acres	Housing Mix
Single Family	100	4.3	10,000 (R10)	22.9	
Single Family	52	6.3	7,000 (R7)	8.4	
Single Family Mobile Home[1]	40	8.8	5,000 (R5)[1]	4.6	Low Density Residential - 77%
Duplex	36[2]	10.9	4,000 (R5-R10, A2)	3.3	High Density Residential - 23%
Multi-Family	20[2]	14.5[3]	3,000 (A2)	1.4	
	248			40.6	

Assumptions:

[1] Mobile home park allowed in R5, R7, R10 zone districts. R5 development most likely to reduce mobile home space rent or lot cost.

[2] Year 2000 split between multi-family units in duplex or apartments is allocated equally to maintain rural environment. Projected need is balance of what is existing from total need.

[3] Actual minimum lot size 5,000 SF for a single family unit. 3,000 SF approximates 4-plex development which is current multi-family housing type in Banks.

1988 Housing Update

Since 1978, 22 building permits have been issued for single-family residences and no demolition permits were issued, bringing the total of housing units in 1988 to 206.

The 1988 Buildable Lands Inventory identifies 45 acres of residential land in the South Banks area. Target densities and numbers of housing units were determined in the South Banks Planned Development Manual and may be adjusted up to 20% without a change in the concept plan.

Land Use Designation	Area in Acres	Estimated Density	Estimated No. of Units
Low Density			
1-8 u/acre; single-family	29	5.86	170
Medium Density			
8-16 u/acre			
multi-family	6	12.50	75
manufactured homes	5	10.00	50
High Density			
16-35 u/acre			
multi-family retirement units	5	30.00	150
TOTAL	45	9.89	445

The PD Manual also specifies a maximum overall number of dwelling units of 500. Clearly, the South Banks area provides the opportunity to meet all housing needs for the City of Banks, including apartments, mobile homes, condominiums, and retirement units. Future development of this site, which comprises the vast majority of buildable lands in Banks, is governed by the Planned Development Manual and by the PD provisions in the code. If built as planned, the development would triple the number of housing units in Banks.

URBAN SERVICES AND FACILITIES

Municipal Water

Banks' existing water system is fed by three springs located 3.5 miles north of the city. The water is moved via a 6" pipe by gravity along Sellers Road to a 200,000 gallon reservoir on Carsten's Hill, elevation 384 feet. This system was built in 1923 with later additions to the distribution lines. As the city has grown, the springs supplying the system have become inadequate during peak demand in summer months. This system serves approximately 275 hookups, 192 in city, 83 outside, or 711 people. Average daily demand is presently 104,500 gallons, which is equal to about 147 gallons per capita per day (gpcd).

The Oregon State Health division lifted a moratorium on new service pending development of a 300 gpm well near the cemetery on Banks Road. Plans for the new water system include a new 250,000 gallon reservoir next to the existing one. Based on the required three day storage capacity, service can be provided to the year 1992 supplying 1022 people.[1] A bond issue was passed May 25, 1978 to allocate funds for this project and the new pump station is under construction.

Sanitary Sewer

The sewage treatment plant is operated by the Unified Sewerage Agency. The current Banks treatment plant was constructed in 1968, and was adequate for the demand and discharge standards in effect at that time. Effluents from the plant presently meet the minimum requirements of the Oregon State Department of Environmental Quality (DEQ) except during periods of hydraulic overload, when a portion of the plant influent bypasses the treatment process. However, the current plant facilities cannot meet the proposed standards established by DEQ for discharge to Dairy Creek. As a result, the treatment capacity and the capacity of the treatment plant will have to be upgraded or the sewerage transported to a nearby facility for treatment. (see page 78)

[1] Klein and Stuckey Consulting Engineers, conversation 1-19-77 (see page 78 in Background section)

Population growth is not seen as a constraint to development in regard to the sewer system. The current system is capable of handling 300 hookups or 960 people, service can be provided to mid-1998 and future expansion is estimated to occur in late 1981.[1] Alternative plans to meet future growth and discharge standards are:

1. Increased treatment capability and capacity to meet standards for discharge into the West Fork of Dairy Creek during the winter months and spraying into adjacent hay fields during the growing season.

2. Construction of a storage lagoon that would be used to store treated effluent during the winter with increased acreage to be sprayed during the growing season.

3. Construction of an approximately 6-1/2 mile pipeline parallel to Oregon Highway 47 (Nehalem Highway). This pipeline would transport the Banks sewerage to Forest Grove where it would be treated in the existing Forest Grove Treatment Plant.

The water quality of Dairy Creek and increased loading downstream will be deciding factors to an alternative.[2]

Solid Waste

The city franchises the SWATCO Sanitary Service. Garbage is hauled approximately thirty-three miles to a landfill site near Newberg in Yamhill County. The Newberg site has good soil and groundwater characteristics for landfill and is operated to prevent environmental degradation according to the "MSD Solid Waste Management Plan" (October 1973)

[1] Conversation with Ted Kyle (U.S.A., grant coordinator) 5-22-78

[2] "Areawide Waste Treatment Management Study", CRAG, No. 1977
"Banks Sewerage Facility Plan" U.S.A., Draft Oct. 5, 1977
(see page 78 in Background section)

1988 Water Update

A new well was developed in 1977 which can supply sufficient water to meet current and future demands. In 1981, the 70,000 gallon North Star Reservoir was constructed.

A major development which has taken place in the City since 1980 is the adoption of the water System Master Plan in 1983 and subsequent construction in 1986/87 of a new distribution system consisting of a 14" line from the City reservoir to Banks Road, along Banks Road to Main Street, and along Main Street to Wilkes Street, and a 12" distribution line along Main Street from Wilkes Street south to Oak Village Shopping Center. This improvement was finances with a Block Grant from the Federal Department of Housing and Urban Development (HUD). Future improvements include a cover for the existing City water reservoir, for which proposals were being solicited by November 1988.

Records at the Water Resources Department show that Banks has the following water rights:

Certificate	Permit	Source	Amount	Priority Date
5353	_____	springs	0.42 cfs	10/3/1923
____	G7593	well	0.67 cfs	9/29/1977
____	S48173	unnamed	0.09 cfs	8/256/1983

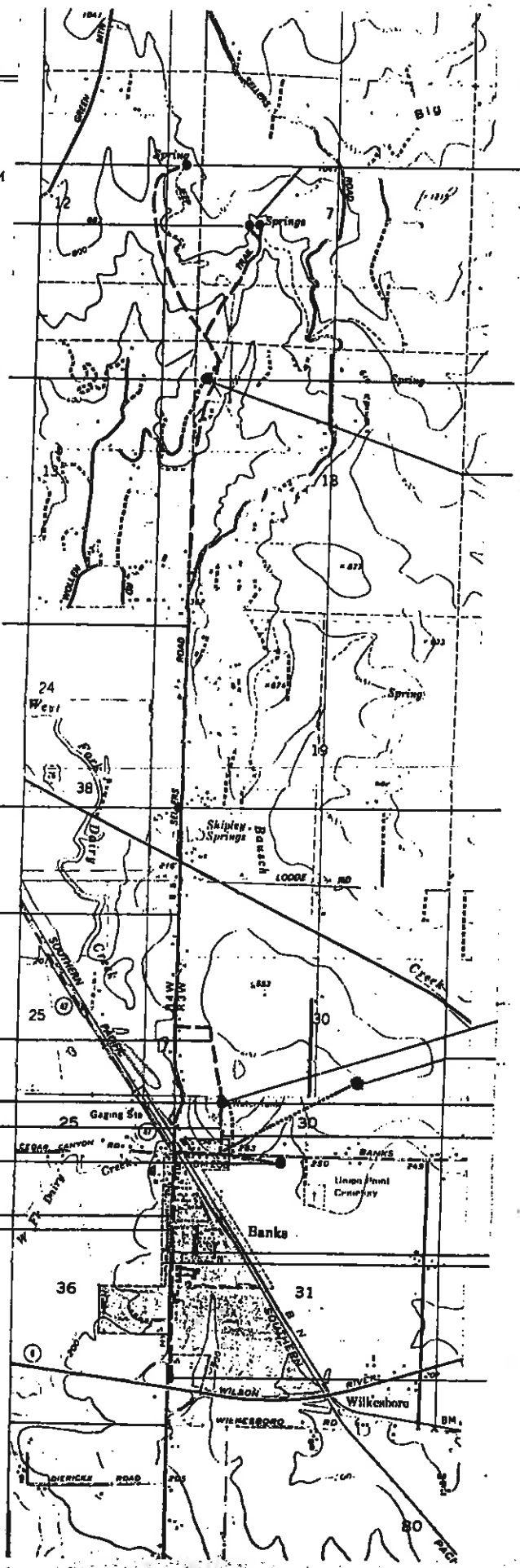
The total allowable use from these rights is 1.18 cfs. this equates to about 762,700 gallons per day. The 1983 Banks Water System Master Plan estimated System Demand (average annual daily use) to be 133,400 GPD in 1982, and 214,800 GPD in 2000, based on a year 2000 population served of 1051. System demand (average day of the maximum month) was estimated to be 183,300 GPD in 1982, and 295,100 GPD in 2000. The spring and well, therefore, can supply the City's projected needs for water well beyond the year 2000 assuming that these resources remain viable.

Water quality from the spring and well were determined to be excellent, with minor turbidity problems at the spring during high run-off winter months.

(Addition to Page 41)

SOURCE: Engineering Investigation of the Banks Water System and a Master Plan for Future Development.

Prepared By: Klein Consulting Engineers, 1983



EXISTING FACILITIES

UPPER SPRING (1924)
EL. 890 FLOW 110 GPM

LOWER SPRINGS
EL. 763 FLOW 20 GPM

NORTH STAR RESERVOIR
EL. 550 CAP. 70,000
GAL. CHLORINATOR
(1981)

6" STEEL PIPELINE
(1950)

PRESSURE SUS. VALVE
(1981) EL. 240

6" STEEL PIPELINE
(1950)

4" STEEL PIPELINE

MAIN RESERVOIR EL.395
200,000 GAL. (1924)

8" CAST IRON PIPELINE

WELL (1979)
EL. 231 FLOW 250 GPM

8" PIPELINE
6" PIPELINE

PROPOSED FACILITIES

ABANDON SPRINGS
DURING HIGH-RUNOFF
WINTER MONTHS

MODIFY PIPING AND
INSTALL PRESSURE
RELIEF VALVE

INSTALL MASTER METER

INSTALL BOOSTER PUMP
FOR OPERATION DURING
WINTER MONTHS

COVER EXISTING
RESERVOIR

ALT. LOCATION (LEYDON
PROP) FOR 365,000 GAL
RES. -12"CONNECT. PIPE

CONST. 365,000 GAL.
RESERVOIR

CONST 14" PIPELINE

CONST. 14"PIPELINE
CONST. 12"PIPELINE

CONST. 12"PIPELINE

KLEIN CONSULTING ENGINEERS
Civil Engineers/Planners
Forest Grove, Oregon

FIGURE II

CITY OF BANKS, OREGON
WATER SUPPLY SYSTEM
EXISTING & PROPOSED
Scale: 1"=2,000'

(Revised 12/88)

1988 Sanitary Sewer Update

Since 1988, the incoming sewer line has been upgraded and a new pump station constructed so no influent bypasses the treatment plant. All DEQ standards have been met. The system currently has 309 hookups with a design capacity of 365 hookups or 120,000 gallons per day. No new long range sewerage plan for the Banks area has been adopted.

1988 Solid Waste Update

SWATCO Sanitary Service now transports solid waste from Banks to the Forest Grove transfer facility from where it is hauled to the McMinnville landfill.

Social Services

- Schools

The city is served by Banks School District No. 13 which has the high school, junior high, and an elementary school in Banks. Two additional elementary schools are in Manning (grades 1-3) and Buxton (grades 4-6). The school district is operating at capacity now with an enrollment of 1070 students. This is a 4% increase over fall of 1978 and a similar increase is expected for fall 1979.[1] Since this will bring the enrollment to a saturation point, a review for the purpose of accommodating future student growth will be held in Fall 1979. It is expected that any existing building expansion or new school sites will be in the Banks area.

- Police

The police department personnel is comprised of the police chief, three officers, and one secretary. An additional officer is expected to join in February 1978. Current headquarters is a one room office and all prisoners are transported to Washington County facilities, as Banks has no cells or holding areas. The department has two patrol cars. Besides serving the people living in Banks, there is the influx of school children during the week and many people come in from the surrounding areas on weekend nights. Current emphasis is on maintaining a full force for the weekend activities.

- Fire

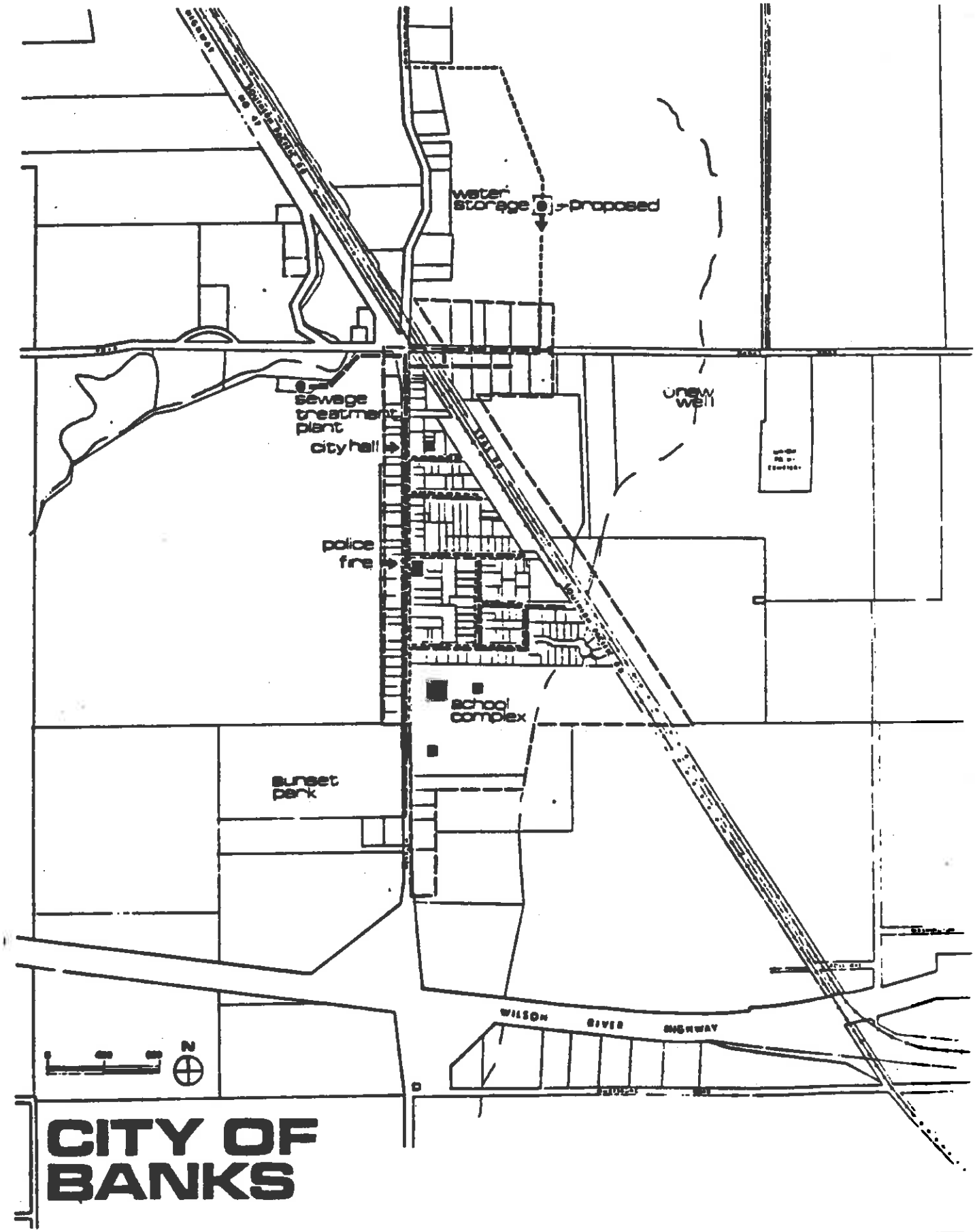
Banks is served by the Tri-County Rural Fire Protection District which also serves the areas of Buxton and Manning. The Banks department has 30 volunteer firemen. Equipment includes 2 pumpers, 2 tankers, and a brush unit. Two rescue units are also included, using the hospital in Forest Grove as the closest medical facility. Current plans are to add an additional pumper.

[1] Age Group Distribution, Table 13, pg.

(Revised 12/88)

1988 Schools Update

Current enrollment for the Banks School District is 987 students (K-12). No expansion of facilities has taken place since 1980. A bond issue for school expansion was defeated twice in 1980.



CITY OF BANKS

DMJM Hilton

URBAN SERVICE

TRANSPORTATION

The City of Banks is uniquely situated with respect to the transportation system in central Washington County. It is located between two major highways, ~~thereby~~ Highway 6 and 2 ~~allowing~~ provides direct access to the coastal communities to the west. More importantly, the Sunset Highway has been improved to a four lane divided highway from the junction of the Wilson River Highway east. This permits direct, easy and fast access to the eastern highly urbanized portion of Washington County and ultimately, to the rest of the Portland metropolitan area via the freeway system. Consequently, many employment and service centers are readily ~~available~~ accessible to people living in the Banks area.

A secondary route, but nevertheless an important one, is Nehalem State Highway, State Highway 47, running south from Banks to Forest Grove. This road joins the Tualatin Valley Highway, thereby giving direct and convenient access not only to Forest Grove but also to Hillsboro, which is the County seat. Hillsboro and Forest Grove are the two principal communities in the central part of the county.

Automobile

delete

Historical traffic data for the Banks area indicates rather minor increase in traffic during the early part of the 1970's. Traffic within the City increased approximately .05% annually on Main Street during this time. Traffic on the Wilson River and Sunset Highways increased about 2% annually during the same time period. Between 1975 and 1976, traffic in the area increased at a slightly higher rate than was true of the earliest part of the 1970's. The percentage increase ranged from 0 to 22 percent. The data indicates a higher increase in traffic north of the City than is true for the southern area. Historical average daily traffic is presented in Table 4 .

Railroad

The Southern Pacific and Burlington Railroads have trackage running through Banks. In terms of distribution capability, the Southern Pacific line has the best potential. The northern section of this line runs to the coast and terminates at

Tillamook. The southern section runs to Hillsboro where it branches, running east and southwest. The easterly leg runs to Milwaukie, eventually connecting with the main line of the Southern Pacific. The southwesterly leg continues to McMinnville, Corvallis and other communities in the Willamette Valley.

The Burlington Northern line runs north to Vernonia and Keasy. This line originally provided service to the logging industry and mill in Vernonia. Runs on the line have now been discontinued. The other section of the line runs east from Banks to connect with other Burlington Northern trackage in Washington and Multnomah Counties.

delete

TABLE 4

AVERAGE DAILY TRAFFIC[1]

Location	1976	1976	% Change
A. Nehalem Highway (OR 47)			
0.01 mile north of road to North Plains	1700	1700	0
North city limits of Banks	3000	2450	22
South city limits of Banks	2950	2950	0
0.11 mile south Wilson River Highway	2550	2450	4
B. Sunset Highway (US 26)			
0.65 mile west of east junction with OR 47	5700	5600	1.7
0.01 mile east of east junction with OR 47	4300	4050	6
C. Wilson River Highway (OR 6)			
0.15 mile west of OR 47	2650	2600	1.9
0.15 mile east of OR 47	3200	3100	3.2

[1] Oregon State Highway Division, Traffic Volume Table 1972, 1975, and 1976.

Public ~~Mass~~ Transit (Bus)

Special Mobility services provides two types of services for Banks. Bus service for elderly and handicapped is round trip, once daily, to the Forest Grove Senior Center. Meals and nearby medical services/shopping are available. Funding is by Washington County and Tri-Met. Bus service is also available round trip; twice daily to Tektronix and once daily to a Hillsboro "Park and Ride" with a Tri-Met connection to G.A.F. Funding is by the Federal Highway administration and Tri-Met. Four routes to the Beaverton Transit Center and one express to downtown Portland are available to residents who drive to the Tanasbourne Town Center" Park and Ride" at 185th and Highway 26.

Bicycle and Pedestrian

Currently Banks does not receive the minimum Gas and Tax revenue (State of Oregon) to use a required percentage for bike and footpath development, as per ORS 366.514. Since no bicycle or pedestrian paths are designated at this time, it will be necessary to work with Washington County and CRAG as these systems evolve and connect urban and recreation areas. Current access between land uses is good because of the City's size and short distances.

Air Transportation

Portland International Airport is the primary airport facility in Oregon and Southern Washington, and it provides space for private and corporate aircraft as well as commercial air passenger and air freight service.

Portland-Hillsboro Airport, in the general aviation category, has charter service and private aircraft. It was not designed to allow commercial carrier service.

Current and Future Needs

Urban patterns of development are guided to a considerable degree by the road and street system. This system provides the linkages necessary between various activities in the community. Accessibility to an activity is, in turn, a factor

in determining its intensity of use.

The following programs for development and maintenance of the circulation system is possible:

Nehalem State Highway, which becomes Main Street within the city limits, is and will continue to be the principal element in the circulation system of the community. The roadway should be constantly maintained in a high state of repair. As the community develops the street should be upgraded with designated parking spaces and sidewalks.

The intersection of Main Street with Banks, Sellers and Cedar Creek Roads should be upgraded so that a smooth and safe flow of traffic may be insured. Eventually the intersection may require signalization.

The other existing streets in the city should be maintained in a high state of repair. Those that are not presently paved should be, over a period of time, as city funds will permit. Any new streets within the city limits should be required to be constructed with curbs, gutters and sidewalks. New developments or major redevelopments within the city should be required to provide curbs and sidewalks along street frontages, and should be encouraged to provide street trees and other appropriate landscaping.

delete New streets developed in the surrounding community should be paved. The requirement for provision of curbs, gutters and sidewalks will be dependent upon the type of usage and density.

Future study of vehicle, bicycle and pedestrian traffic should be done to determine existing and potential conflicts. The downtown core area on Main Street extending south to the school and park properties already has such conflicts. This corridor is primarily automobile orientated, but because of the City's size many opportunities are present for enhancing bicycle and pedestrian use.

Determine accessibility between land uses, especially from any new residential development. Exclusive bicycle and pedestrian access could be developed between

commercial, residential and community facilities.

Explore visual improvement of the downtown core area that could be accomplished through street landscaping and increasing visibility through the area (off street parking, underground utilities, sign restrictions).

Transportation Element, 1988 Update

The City of Banks is fortunate to have a high percentage of paved streets with adequate widths, sub-base and generally good drainage. This is the result of prudent management by past City Councils and generally good cooperation with the Oregon State Highway Division and Washington County Road managers. however, the Washington County Transportation Plan identifies downtown Banks as a "Safety Concern" location based on the number of reported accidents. No specific projects for the Banks area are identified in the Washington County plan.

1. North-South Connections

The major issue facing the City regarding transportation is moving persons from the older, north end of town which incudes nearly all residences as of 1988, to the essential community services that have located in the south end since 1983. In 1988, only four residences exist south of the Banks School District campus within the City limits. As of this same year, the only grocery store, the community library, the post office, two banks, the pharmacy, a restaurant and other shops have located in the commercial area at the south end of Main Street (Highway 47).

Previous to the fall of 1988, this separation of uses posed a pedestrian and traffic safety problem, because although Main Street was wide, there wa not continuous sidewalk or grade separation between pedestrians and automobiles.. After exploring several methods of financing a main Street walkway to improve pedestrian safety to the south end, a walkway project financed by a grant from the Washington County MSTIP (Major Streets Transportation Improvement Program) was completed in the fall of 1988. This improves safety for pedestrians and bicyclists of all ages.

Having only one through traffic route between both ends of the City continues to create certain emergency vehicle access risks. As mentioned, Main Street has ample width, but the heavy truck use creates the possibility of a major accident on Main Street that could block all direct access between the north and south end of town. The alternate routes in such an emergency are lengthy and time consuming. Only one route exists between fire an ambulance services of the Tri-City Rural Fire Protection District station in Banks and the public schools in Banks.

Policy:

The City will pursue the possibilities of additional north-south links for pedestrians and vehicles. These possibilities include creating a street right-of-way route along the existing railroad route on the existing easterly City limits, possible north-south routes east of the railroad tracks if the Urban Growth Boundary were to be extended to the east in the future, and a route through school district property from the south end of town to Wilkes Street. This latter route could utilize the natural corridor provided by the ditch, but would necessitate the relocation or removal of at least one existing residence on the south side of Wilkes Street.

(Addition to Page 49)

2. Mill Truck Traffic

Another transportation issue facing the City is the need to find a better route or at least a secondary route for lumber mill traffic, in order to reduce negative impacts on residential streets. Planning efforts must recognize the economic significance of the mill and mill employment. One possibility to explore is an extension of Commerce Street to the north paralleling the railroad tracks to Main Street.

3. Other Issues

Another general transportation/urban design issue: Access to the middle of large blocks for redevelopment/infill in the north end of the City. This area is characterized by long narrow lots which exceed the minimum lot size of the R5 zone, but partitioning of these lots is hampered by the difficulty of providing access to a public street. Block length exceeds current professional planning standards.

Existing City policy: A second major east-west route must be provided into the South Banks area, similar in design to Oak Way, in order to reduce direct access to Main Street. This policy is consistent with the approved South Banks Planned Development manual, and is reiterated as a condition of approval of the land partition enabling establishment of the US National Bank branch within the South Banks properties, approved December 10, 1985. Condition 4 is as follows: "No further land divisions of the South Banks Properties ownership shall be approved until an east-west street right-of-way alignment is approved by the City and dedicated to the City.

ENERGY

Energy can no longer be considered an inexpensive and infinite resource. Increased energy costs and a limited energy supply will have a profound affect on a city like Banks, because of its distance from the urban core area and related employment centers. The city and residents will also incur increasing local energy costs that can only be mitigated by conservation efforts by both groups and individuals. Transportation systems and city development patterns are two areas where energy use is highest and most likely to be affected. It is in these areas that energy policy should be directed.

State level study is useful in pointing out energy trends. Only after these first overviews of research and analysis are done can the city of Banks find its place in the maze of energy use and conservation.

First the primary energy sources and users must be identified to then find how efficient they are or could be. Below are Oregon's three primary energy users: Transportation, Industry, and Residential. Together they are 67.4% of Oregon's current energy use. Table 6 shows what the major uses are for each of the primary users:[1]

- Residential - 15.7% of Oregon's total energy use
  (space/water heating using 84.6% of this)
- Transportation - 29.1% of Oregon's total energy use
  (automobile/truck using 85% of this)
- Industry - 22.6% of Oregon's total energy use
  (lumber/wood/paper products using 55.3% of this)

[1] TRANSITION, Office of Energy Research and Planning, Jan. 1975

Residential

Electricity and fuel oil are the predominant fuels in home energy use. Table [2] shows that electric use is 1,950,000 KWH annually, which breaks down to 44% use in space heat and 26% for water heating. Fuel oil use is 132,900 gallons annually, which is 100% in space heating.

TABLE 5

Banks' Residential Energy Use by Task[2]

	space heat	hot water	cooking	other	total
Electricity - million KWH/year	.86 (44%)	.51 (26%)	.11 (6%)	.47 (24%)	1.95
Fuel Oil - thousand gallons/ year	132.96 (100%)	-	-	-	132.96
Natural Gas - thousand therms/ year	(Not Available)				

Banks is comparatively low in home energy use as is the average household income. Home energy waste is comparatively high becuase of the predominance of pre-1950 dwelling units. Pre-1950 dwelling units tend to have little or no insulation. 92% of the existing housing is single family, 73% of these are pre-1950. 8% is multi-family, 37% of these are pre-1950[2].

The following are several methods of achieving residential energy conservation ~~that~~ that are currently possible:

- using available housing programs, priority given to pre-1950 dwellings
  - utility marketing of energy savings (utility company)
  - home energy conservation loans (banks)
  - direct grants (federal and state)
  - tax credit and rebate (proposed federal legislation)
- utilization of lot size, dimension and siting controls
- availability of light, air and wind
- bulk, height and surface area of residence.

[2] Region Energy Analysis, CRAG, Report 2, June 1977

Transportation

Banks is currently using limited mass transit and emphasis is on automobile usage (see Transportation Element for statistical data). Some methods of achieving transportation energy conservation are as follow:

- increasing mass transit (bus/light rail serving high density areas)
- car pooling
- providing recreation and commercial facilities in close proximity to higher density development to reduce vehicle trips
- developing pedestrian and bicycle connections to reduce vehicle use

TABLE 6

OREGON DIRECT ENERGY -

END USES OF ENERGY CONSUMPTION[1]

(Trans.)	Private Automobile	23.4%	
(Res.)	Home Heating	13.4	
(Ind.)	Lumber and Wood	7.0	Transportation 29.1%
-	Construction	8.1	
(Ind.)	Primary Metals	4.6	Industrial 22.6%
	Trade	4.2	
(Trans.)	Trucks	4.0	
-	Agriculture	2.5	Residential 15.7%
(Res.)	Residential Hot Water	2.3	
(Ind.)	Food Processing	2.2	
-	Services	2.0	
(Ind.) (Trans.)	(other less than 2%)	(6.9)	

[1] Transition, Office of Energy Research and Planning, Jan. 1975 pages 94, 97, and 98

URBANIZATION

Urbanization is the process of converting rural land, that is basically undeveloped and within the urban growth boundary, to urban use with supporting public facilities and services.

Urbanization needs explanation because it is at the heart of the comprehensive plan. There are several phases of work which consider many variables and which are discussed in this section.

The urbanization element is divided into determined by three phases items: population, existing land use, and developable lands.

Population projections determine a total need for growth over a period of time. Need for growth translates primarily into land needed for development. The difference between existing urban land use and future land needs leaves a balance of land needed for urban growth.

These "developable lands" are determined as to location and use by reviewing available land by criteria as restrictive features, economics or natural resources. Lands, determined to be "developable" were put into primary and secondary use categories by reason of economic cost to the city or developer. Developed lands and needed developable lands together determined the size and location of the Urban Growth Boundary consistent with the seven factors of Statewide Planning Goal 14, Urbanization.

POPULATION

The parameters governing population growth are basically two: natural increase and migration. Of these two, natural increase is the easiest to forecast, based on known factors for birth rates and death rates. Population growth resulting from migration is largely a function of the availability (or non-availability) of employment in an area. As such, it is much more difficult to forecast and is sensitive to area economics.

Historically, the City's population growth has fluctuated markedly and showed a decrease in population between 1950 and 1960. At the same time, Washington County population has shown a decennial increase since 1910, (See Table 15). From these historical trends, it can be seen that the growth of the City has not always corresponded with that for Washington County. Also, it can be seen that the City was growing at a slower rate than the County in general.

While eastern portions of Washington County are anticipated to become urbanized, Banks and the surrounding area should remain rural and agricultural in character. There are no major new sources of employment or urban service projects on the horizon for the Banks area which would generate rapid growth and development. Similarly, the fact that the City is not contiguous to an urbanizing area, but somewhat isolated, limits the prospects for growth resulting from an areawide growth pattern. Therefore, future population growth for Banks is assumed to continue at a pace similar to that exhibited in the past through the forecast period.

POPULATION FORECAST

The population forecast for the City is based on certain historic trends and compared to other population forecasts for the area. The forecast results in a population range of 882 to 1207 by the year 2000. (See Table 16).

The high forecast indicates a population of 1207 by the year 2000. This estimate is based on a continuation of Banks' growth at the historical Washington County growth at a 4.1% annual average (see Table 15, pg. 75). Banks' 1975-78 growth has exceeded this slightly (4.2-4.5%)[2].

The low growth figure of a population of 882, by the year 2000 is from Washington County estimates for Banks.[2]

For the purpose of developing an urban growth boundary and establishing specific land use needs an average annual growth of 3.28% is used. This establishes population growth estimates of 550, 760, and 1050 for the years 1980, 1990, and 2000. A base population of 500 is determined for the year 1977 from the number of housing units (185)[1] and the average number of people per unit (2.7)[3].

Population growth is subject to dramatic change by events that cannot be planned for or determined with any mathematical reliability. The current energy crisis could reduce migration into Banks or induce migration from Banks. Individual priorities may shift from a personal desire for rural living to a financial need to be located closer to employment. The current trend to locate electronic-related industry in Washington County could increase migration to some rural areas.

[1] "Building Permit Statistics", CRAG, Feb. 1977 - updated by Washington County Building Department, Jan. 1978 and State of Oregon, Department of Commercie, Jan. 1978.

[2] Washington County Planning staff finding, Nov. 15, 197[illegible].

[3] U.S. Department of Commerce, Bureau of Census, "1970 Census of Population and Housing", Portland, Oregon-Washington. SMSA, May 1972, (Census Tract 335).

1988 Population Update

According to the Center for Population Research, and census at PSU, the Banks' population has remained stable at 500 persons.

The Metropolitan Service District has prepared updated population forecasts in a July 1985 report entitles "A 2005 population and employment forecast for the Portland Metropolitan Area." The City of Banks is part of census tract 335, which is forecast to remain stable in population between 1980 and 2005; after a slight increase between 1980 and 1990, the population is expected to decrease by about the same amount between 1990 and 2005.

No revision has been made to the population projections in the comprehensive plan (1050 by the year 2000, based on an average annual growth rate of 3.28 percent), because the City of Banks has the potential for a sudden increase in population when the South Banks properties are developed.

EXISTING LAND USE

(not including South Banks properties.)

In order to obtain baseline land use data an existing land use survey of the city was conducted. Quantification of this survey data revealed 89.6 percent of the city's area is currently developed. The existing land use is listed by category in Table 17. page 77.

Residential lots vary from 5,000 square feet to over an acre in size. The larger lots are located predominantly on Banks Road.

Commercial uses traditionally occur mainly at the north end of town with much of it facing onto Main Street as strip development.

Industrial development occupies land east of and facing the Southern Pacific Railroad. Lumber is currently the major industry and utilizes land adjacent to the city limits for outdoor storage.

Community Facilities take up a high percentage of the total land use. The Banks School District owns over 24 acres in the city and an additional 10 acres south of the city limits (now in). The acreage amount is high mainly because the school district serves a large rural area plus the City of Banks.

Streets make up a smaller percentage (11%) of developed land in comparison to national averages.[1] This occurs mainly because of three factors:

- existing large lots that require less street development
- a high percentage of community facilities that also use minimal street development
- street development that never occurred because the projected extensions became residential or commercial lots.

[1] Bartholomew, Harland, Land Use in American Cities, Harvard University Press, Cambridge, 1971, Tables.

DEVELOPABLE AREAS

The determination of land that can be regarded as suitable for development is an important consideration with respect to future growth of the City of Banks. The basis for the determination of developable areas relies in a large part on the mapping previously described. This analysis entails the identification of the physical and cultural features of the land:

- slope
- soil restrictions
- floodplain
- seasonally high water table within 24" of surface
- geological faults
- areas with basalt at or near the surface
- agricultural land
- wildlife habitats
- major utility easements
- significant natural or historic features.

Any development beyond the city limits and within an Urban Growth Boundary will mean the development of agricultural lands so defined by Statewide Planning Goal 3 (Class I-IV soils of Soil Capability Classification System, Soil Conservation Service).

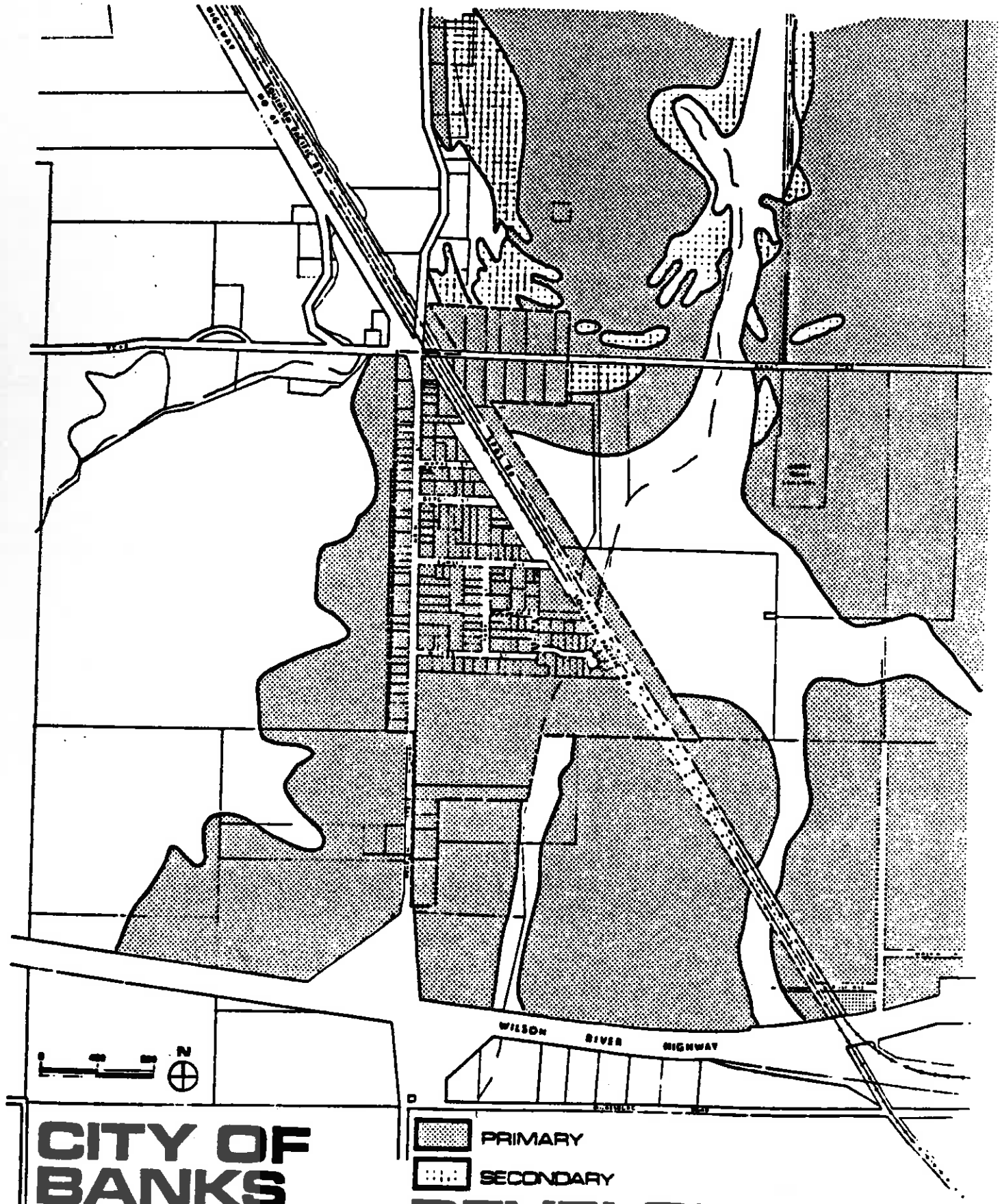
In determining land suitable for development, (i.e., for placement of structures), two categories of suitability have been identified. The difference in criteria for the two categories is the slope of the land, and the presence of basalt at or near the surface. The resulting criteria for the determination of land development suitability is as follows:

a. Primary:
- less than 15% slope
- none of the following features are present on a parcel of land:
  - floodplain
  - restrictive soils
  - geological faults
  - seasonal high water table within 24" of surface
  - areas with basalt at or near the surface
  - wildlife habitats
  - major utility easements
  - significant natural or historic features

b. Secondary:
- 15-25% slope
- areas with basalt at or near the surface
- none of the following features are present on a parcel of land:
  - floodplain
  - restrictive soils
  - geological faults
  - seasonal high water table within 24" of surface
  - major utility easements
  - significant natural or historic features

The overlaying of the series of maps depicting these features results in a composite Developable Areas map (see page 59).

The Urban Growth Boundary utilized in the Plan is estimated to provide enough land to support the population to the year 2000, and afford flexibility and choice in housing type and living area.



CITY OF BANKS

DEVELOPABLE AREAS

DMJM Hilton

IMPLEMENTATION

IMPLEMENTATION

To be effective, the Comprehensive Plan must not only be adopted, but must be regarded by the Planning Commission and City Council as expressing their views on the future growth and development of the community. The first step in achieving plan effectuation will be adoption by the City Council. After adoption, plan effectuation will be achieved through several implementing measures and legal controls.

ZONING

Zoning is an official land use control established "for the public interest, health, comfort, convenience, preservation of the public peace, safety, morals, order and the public welfare".[1] Zoning represent one means of carrying out the objectives set forth in the Comprehensive Plan.

Zoning must be consistent with the Comprehensive Plan in that a more intensive use of the land than permitted by the plan cannot be allowed by the zoning ordinance.[2] Changes to the zoning ordinance or comprehensive plan can be requested and will be reviewed, but the burden of proof is upon the one seeking the change.[3] According to the so called "Fasano Decision," the requested change must be justified by proof that:

- The change is in conformance with the comprehensive plan.
- There is a public need for the requested change.
- The public need will be best served by changing the classification of the particular piece of property in question, as compared with other available property.
- Proof of change in a neighborhood or error in the original comprehensive plan or ordinance are additional relevant factors to consider.
- The potential impact upon the area resulting from the change must be considered; the greater the impact, the greater the degree of justification.

1. ORS 227.220
2. Baker vs. Milwaukie
3. Fasano vs. Washington County Board of Commissioners 264 or 574, 507 P2d 23 (1973)

- If other areas have been previously zoned the classification which is sought, the proponent must show why it is necessary to introduce that zone into an area not previously contemplated.

The above criteria were formulated in the so-called "Fasano Decision".[1]

Subsequently, the courts determined in Neuberger v. City Of Portland[2] that a showing of public need or a comparison with other available property are not required as prerequisites to a quasi-judicial rezoning criteria for the plan and zoning map amendments are included in the city's zoning ordinance and include conformance with the comprehensive plan.

ANNEXATION

Areas can be annexed to the City upon request, consistent with the Plan policies. Additionally, annexations must also comply with statewide goals. Again, the burden of proof is on the proponents of the annexation, and the City must base its decision on findings of fact.

SUBDIVISION LAND DIVISIONS

The land division ordinance establishes procedures and standards for land partitioning and subdividing. Additional sections of this ordinance prescribe standards for lot arrangement, street width and design, and provision of public utilities.

COOPERATIVE AGREEMENTS

Realization of the Comprehensive Plan can also be facilitated by certain cooperative agreements. Such agreements may include any agreement between two or more agencies, whether public, semi-public, or private, wherein any projects related to the Comprehensive Plan may be jointly or cooperatively planned, financed, constructed, administered, or any combination of these in a manner which is beneficial to the public.

As noted in the policy section, the City and County have entered into a formal agreement by which both will be fully cognizant of the governance and procedural aspects of that area external to City and within the Urban Growth Boundary. This agreement is entered into pursuant to ORS chapters 190, 197, and 215 for the purpose of facilitating the orderly transition (continued on next page)

1. Fasano v. Washington County board of Commissioners, 264 Or 574, 507 P2d 23(1973)

2. Neuberger v. City of Portland, 288 Or 155,603 P2d 771 (1979)

from rural to urban land use. The information will include, but not be limited to:

Introductory Information - adoption dates, procedures, and similar background data.

General Provisions - references to appropriate zoning and subdivision ordinances, statements of consistency with appropriate Statutes and case law, and with Statewide Planning Goals.

Subdivision Applications- statements of which and whose ordinances shall apply in the regulation of properties within the area, and procedures to be followed.

Zone Change Applications - statements of whose ordinances shall apply in the event that land use changes are requested, and the procedures therefor.

Conditional Use, Variance, and Major Partition Applications

City Services - Statement of the conditions for the extension of services into the Urban Growth Area, requirements imposed and procedures, as specified in the Policies of the Comprehensive Plan and the Ordinances of the City.

Annexation - reference to the appropriate Statutes and Ordinances.

Roads and Streets - ownership and maintenance responsibility defined for county roads, new public roads, future arterials, and then procedures for mutual liaison in public way matters.

Arbitration - procedures

Review and Ammendment - annual review and procedures.

NEXT STEPS

The Comprehensive Plan is intended to be a general guide to future community development and should not deal with detailed site planning. Therefore, to supplement the Comprehensive Plan, detailed planning should be undertaken to work out the specifics of the various Plan proposals.

BACKGROUND

HISTORY

Early settlement in the Banks area occurred near the present day location of Greenville, two miles south of Banks. In 1836, the land which the City of Banks was later to occupy was the location of the Ewing Young ranch, one of the first ranches in Oregon. By 1901, the first store was built in Banks. The post office was established January 21, 1902, with Ewell Turner the first postmaster. By 1904, the City had three blacksmith shops, a butcher shop, a merchandise store, and a fair. About this time the post office moved to Greenville. Several more businesses were added to the community by 1906. By 1907, the City had its own bank, feed store, and livery stable. Work started on the present day church which was dedicated in 1909. In April of 1907, the post office was re-established in Banks. The post office and town were named after pioneer residents Robert Banks, and his father, John Banks.[1]

School was first held in a log cabin on land held by Robert Banks. Following this, a school was built which later became a cafe. In 1906, a two room school building was built and added onto in 1913. The present day elementary school was built in 1945. The original high school was constructed in 1919.

United Railways offered electric rail service between Portland and Banks over Cornelius Pass by 1909.[2] By 1921, Banks became an incorporated city and continued to be a service center for the surrounding agricultural community. During the 1920's, Banks was the home of the Hog and Dairy Show, which was later to become the Washington County Fair and move to Hillsboro. The City received street lighting in 1923, followed by a water system in 1924. Throughout its history, berries and other agricultural crops have been important to the area. At one time, Banks had several berry packing plants.

1. Washington County Extension Study Groups, "A Centenial History of Washington County, Oregon" p. 86-88.
2. Oregon Historical Society Quarterly.
3. Washington County Extension Study Groups Op. Cit. p. 86-88 .

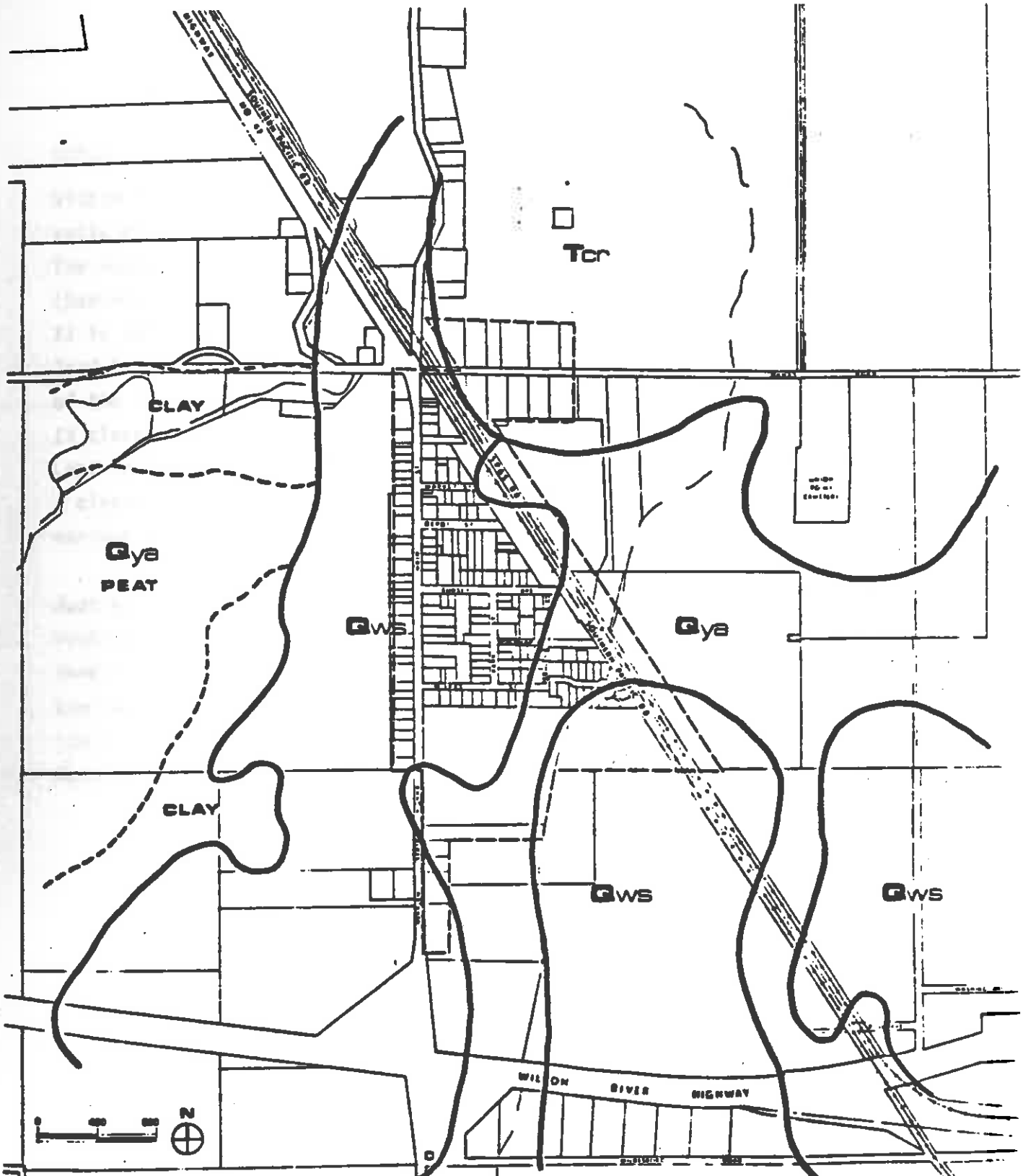
NATURAL RESOURCES/PHYSICAL FEATURES

GEOLOGY

Geologically, Banks and the surrounding area is comprised of three geological units: Columbia River Basalt, Willamette Silt and young aluvium.
The Columbia River Basalt underlies the entire Tualatin Valley at a depth of approximately 100 feet or less in the Banks area. North of the City, the surface is broken by rock outcroppings of Basalt. To the east and west of the City, the soil is underlain with young allvium which is comprised of clay on the east and some areas of peat on the west. This material was deposited by past flooding and reaches a depth of 30 feet in some places. Willamette silt occupies major portions of the area within the existing City limits. The Willamette silt lies on the erosional surfaces of older bedrock units. In the instance of Banks, the Willamette silt is located on top of the Troutdale Formation.

The geological mapping of the Banks area does not indicate the presence of any faults or other major restrictive features. The presence of peat west of the City along Dairy Creek will preclude some forms of development from occurring in this area. Much of this area is also situated within the flood plain which will further limit development. Northeast of the City, that area which has Basalt at or near the surface would produce difficult building circumstances for underground utilities, grading, and excavation for building foundations.

Source: Engineering Geology of the Tualatin Valley Region, Oregon.



CITY OF BANKS

Qws: willamette silt
Qya: young alluvium
Tcr: columbia river basalt

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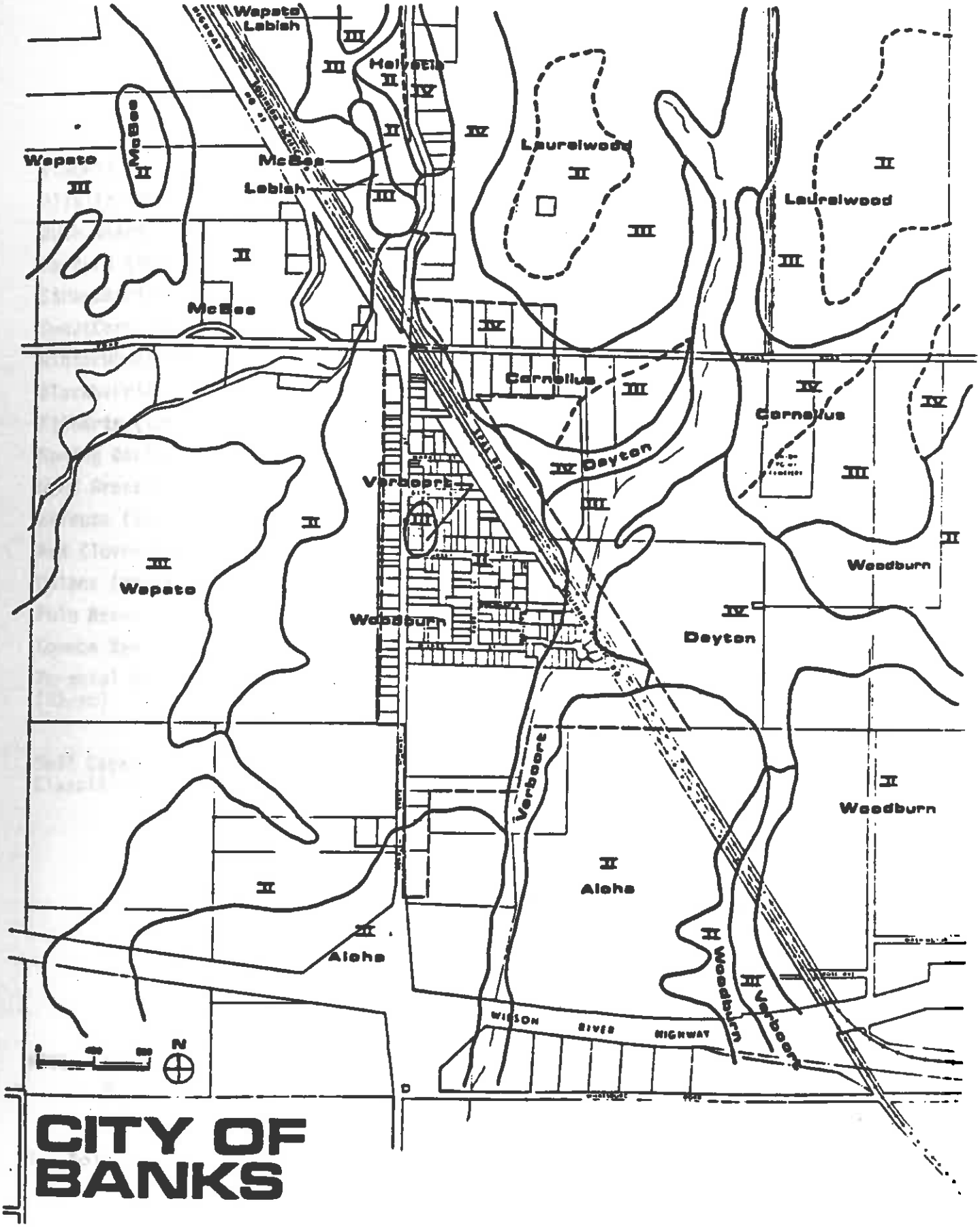
GEOLOGY

SOILS

Within the immediate vicinity surrounding Banks, there are approxminately ten soils groups. The soils are basically of a silt loam or silty clay loam composition. The Woodburn, Aloha, Wapato, and McBee soils are the most prevelant in the area. (See page 67). All of the area's soils are of an agricultural capability of II to IV[1]. Based on LCDC Goal Number 3, a soils classification of I to IV places land in an agriculturally suited catagory. As can be seen in Figure land south of the City is generally a II classification, land east of the City is of a II to IV classification, and land north of the City is mainly a II to III classification. Land to the west of the City is generally within the 100 year flood plain, but has a classification of II to III. The predicted agricultural crop yields for the various area soils area shown in Table 7.

Just as the agricultural capability for each soils type can be identified, the restrictive features of the soils can also be identified as they pertain to community development. This data is shown in Table 8. Analysis of this data reveals that the Laurelwood and Cornelius soils are least restrictive to development. This major limiting aspect of the various soils is wetness, and low strength for road construction. None of the soils in the area provides a good source of gravel.

1. Based on Soils Conservation Service, OR-1's.



CITY OF BANKS

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SOILS

TABLE 7

PREDICTED AGRICULTURAL YIELDS[1]

(CROPS)	ALOHA	DAYTON	LABISH	HELVETIA	CORNELIUS	LAURELWOOD	McBEE	WAPATO	VERBOORT	WOODBURN
Alfalfa (ton/ac)				6N	4.5N	5N	6N			6N
Bush Beans (ton/ac)	4I						6I			6I
Pasture (AUM)	16I	12-15I		16I	16I	16I	16I	11I	15I	21I
Strawberries (ton/ac)	5I			6I	4.5I	4.5I				5I
SweetCorn (ton/ac)									4I	8I
WinterWheat (bu/ac)	100N			90N	80-86N	80-85N				90N
Blackberries (ton/ac)	5I		3I				5I	2I	3I	
Filberts (ton/ac)	1									
Spring Barley (bu/ac)		1NT			45N	45N	1.5N	50N	40N	
Bent Grass (lb/ac)							480N			
Walnuts (lb/ac)				8NT		1500 N				
Red Clover Seed (lb/ac)				400 N						
Onions (ton/ac)			20I							
Pole Beans (ton/ac)			9I							
Common Rye Grass (lb/ac)		1600								
Perenial Rye Grass (lb/ac)		1000								
Soil Capability Classification	II	IV	III	II-IV	III-VII	II-VII	II	III	III	II-III

NOTE: I = irrigated
N = non-irrigated
T = tons

1. Soil Conservation Service, Soil Interpretations

TABLE 8

RESTRICTIVE COMMUNITY DEVELOPMENT FEATURES

	septic tank absorpt. fld.	dwellings w/ basements	dwellings w/o basements	roads & streets	road fill	gravel
Aloha	wet, percs slowly severe	wetness severe	wet low strength moderate	wet low strength moderate	wet low strength fair	excess fines unsuited
Dayton	wet, percs slowly severe	wet, shrinks & swells, severe	wet, shrinks & swells, severe	wet, shrinks & swells, severe	wet, low strength poor	excess fines unsuited
Labish	wet, percs slowly severe	wet low strength severe	wet low strength severe	wet low strength severe	low strength poor	excess fines unsuited
Helvetia	wet, percs slowly severe	wet severe	low strength moderate	low strength moderate	low strength fair	excess fines unsuited
Cornelius	wet, percs slowly severe	wet & slope mod. to severe	wet & slope mod. to severe	low strength moderate	low strength fair	excess fines unsuited
Laurelwood	slope slight to moderate	slope slight to mod.	slope slight to med.	low strength moderate	low strength moderate	excess fines unsuited
McBee	floods severe	floods severe	floods severe	floods severe	low strength poor	excess fines unsuited
Wapato	wet, floods severe	wet, floods severe	wet, floods severe	wet, floods severe	wet poor	excess fines unsuited
Verboort	wet, percs slowly severe	wet severe	wet severe	wet severe	wet, shrinks & swells, poor	excess fines unsuited
Woodburn	wet, percs slowly severe	wet severe	low strength moderate	low strength moderate	low strength fair	excess fines unsuited

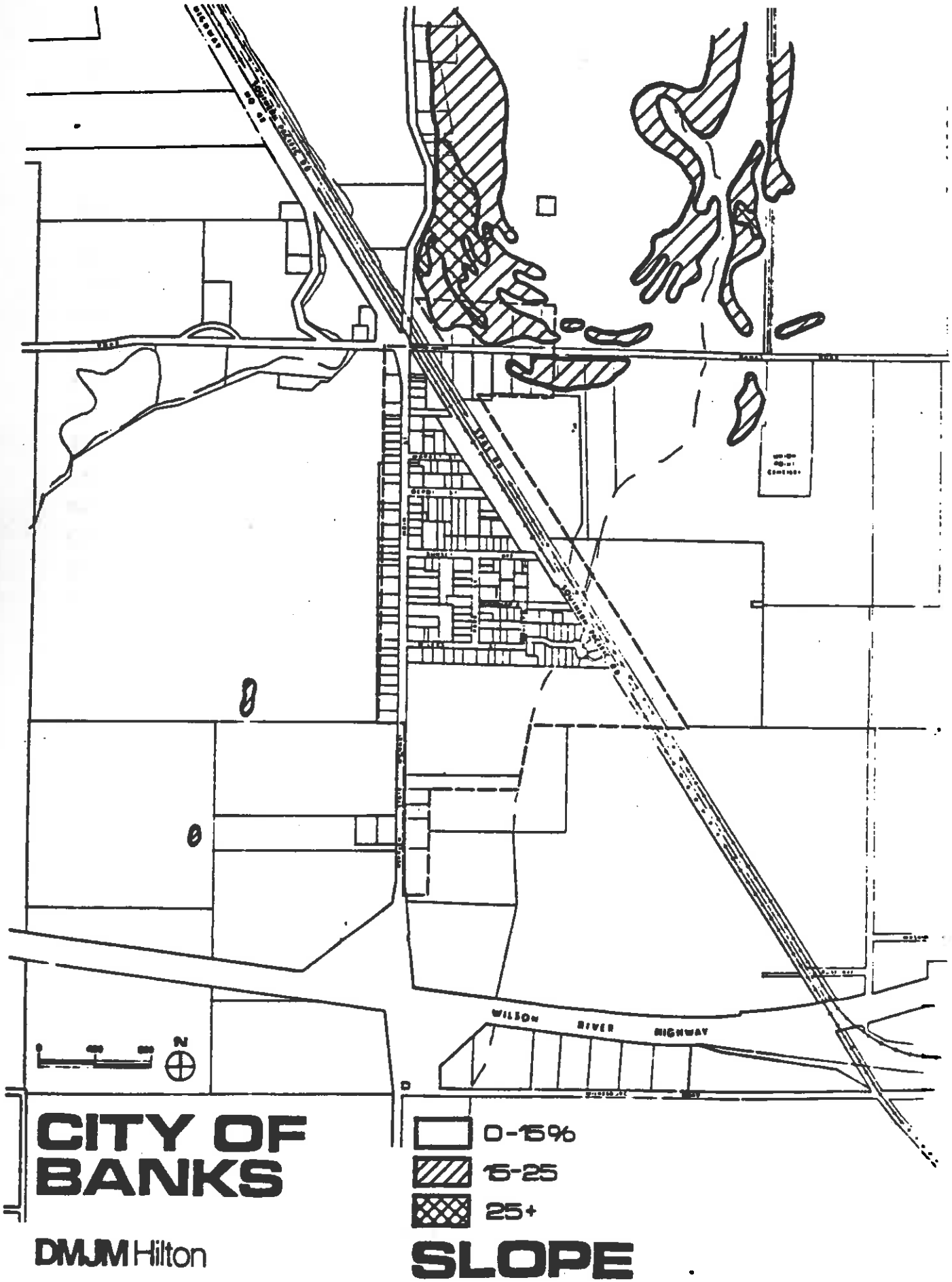
SLOPE

Slope analysis of Banks and the surrounding area is shown on page 71, which reveals the only significant slope area to be north and east of the City. These areas are associated with terrain features north of Banks Road. For the most part, these areas are comprised of a slope between 15 and 25 percent. There is one small area of slope exceeding 25 percent adjacent Sellers Road, north of the City. The remainder of the study area is comprised of a slope less than 15 percent. Terrain and natural drainage in the Banks area slope south and west toward Dairy Creek.

Future growth of the City will be somewhat conditioned by local terrain. Those areas where the slope exceeds 25 percent will generally require special construction techniques and be costly building sites. Those areas where the slope ranges from 15 to 25 percent will be less restrictive to development, but will tend to be more expensive to build on than the flatter areas.[1]

[1] "Chapter III, Compliance with Goal 10-Housing", DLCD Housing Handbook, State of Oregon, Department of Land Conservation and Development.

"Cost of Sprawl", Real Estate Research Corporation, April, 1974. page 162-164.


WILSON RIVER HIGHWAY
N
CITY OF BANKS
DMJM Hilton
0-15%
15-25
25+
SLOPE

DEMOGRAPHICS

TABLE 9

Occupation[1]	(% total employed) Banks Area
Operatives/Transportation Operation	25%
Farm Workers	20
Craftsmen	14
Service	11
Professional/Technical	7
Clerical	7
Sales	5
Laborers (non-farm)	5
Managers/Administrators	3
Construction	2
Self Employed Retail	1
Domestics	-
	100%

TABLE 10

Place of Work[1]	(% total employed) Banks Area
Washington County	70%
Multnomah County (Portland)	18
Other	4
Not Reported	8
	100%

[1] 1970 Census, Department of Commerce, Bureau of Census

TABLE 11

Industry[1]	(% total employed) Banks Area	(% total employed) Washington County
Manufacturing	31%	25%
Wholesale/Retail	15	22
Personal/Health Services	11	8
Transportation	4	4
Finance/Real Estate	4	6
Construction	3	6
Education	3	5
Professional	2	5
Communication/Utilities	1	3
Public Administration	1	4
Business/Repair Service	1	3
Other	24	5
	100%	100%

TABLE 12

Income[1/2]	(% total employed Banks Area
0 - $5500	11%
$5500 - $9200	16
$9200 - $14700	27
$14700 - $22000	19
$22000 +	27
	100%

[1] 1970 Census, Department of Commerce, Bureau of the Census (Census Tract 335)

[2] Income adjusted from 1969 mean income of $9107 in Census tract

TABLE 13

AGE GROUP DISTRIBUTION (CT 335)[1/2]

	0-17	18-29	30-44	45-59	60+		Total
Population - 1970	619	274	233	241	259	-	1626
% of Total	(38.1%)	(16.9%)	(14.3%)	(14.8%)	(15.9%)		
Population - 1985	1073	370	615	240	227	-	2525
% of Total	(42.5%)	(14.6%)	(24.3%)	(9.5%)	(9.0%)		
Population - 2000	1416	559	927	518	230	-	3650
% of Total	(38.3%)	(15.3%)	(25.4%)	(14.2%)	(6.3%)		

TABLE 14

AGE BY SEX[1/3]

	0-17	18-34	35-44	45-59	60+	Total
Male	20.1	10.4	4.7	7.7	7.7	50.6
Female	18.0	10.5	5.5	7.1	8.2	49.4
	38.1	20.9	10.2	14.8	15.9	100%

1 CT 335 - Census Tract 335

2 Population Projections, Oregon Administrative Dist. No.2, Portland State University, March 1975

3 1970 Census, Department of Commerce, Bureau of Census, May 1972.

TABLE 15

HISTORICAL POPULATION[1]

	Washington County	City of Banks
1910	21,500	
1920	26,400	
1930	30,300	
1940	39,200	247
1950	61,300	376
1960	92,200	347
1970	157,900	430
1975	190,900	440
1976		460
Average annual growth rate	4.1%	2%
Maximum annual growth rate	7.1%	5.2%

1 CRAG, Economic Indicators, p. 1-10 & City of Banks.

SOURCE		POPULATION AREA	1970	1975	2000
"General Planning Data and Projections", CRAG, January, 1977	pg. 27	-CT335 (Banks)[3]	1626/430	1781/440	2800/692[1]
	pg. 27	-TZ564 (Banks)[3]	490/430	556/440	1050/882[2] 831[1]
	pg. 26	-CT326 (Hillsboro)	8468/430	9532/440	19,400/896[1]
	pg. 26-27	-CT329 (Forest CT331 Grove CT332 and CT333 Cornelius)	14,617/430	16,491/440	31,425/838[1]
"Population Projection, Oregon Administrative Dist. #2," Portland State Univ., March 1975		-CT335	1626/430	1858/440	3650/864[1]
"General Planning Data & Projections CRAG, January 1977	pg. 27	-Washington County	157,920/430	190,900/440	348,350/803[1]
"Economic Indicators" CRAG, June, 1971 (historical average annual growth rates)		-Banks (2.0%) -Washington County (4.1%)		continued average/740 comparative projection/1207	

1. Comparative Population Growth Study DMJM/Hilton, Dec. 7, 1977
2. Washington County Planning Staff Findings, Nov. 15, 1977
3. CT - Census Tract
   TZ - Traffic Zone

Example: Comparative area population projection 2800/692 Banks projected population

TABLE 17

URBANIZATION FORECAST

Land Use	Existing Land Use (w/out SB) (1978)[1] Net Acres Developed	Existing Land Use (1978)[1] Net Acres Vacant	Projected Urban Growth (2000) Net Acres Total	Total Land Utilization (2000) Percent Developed[2]	Total Land Utilization (2000) Net Acres Total
Immediate Urban					
Residential	39.6	1.7	40.6	34.0%	81.9
Commercial	6.1	2.4*	4.3	5.3%	12.8
Industrial	6.1	5.5	27.5[5]	16.3	39.1
Community Facilities	26.3	-	35.5	25.7	61.8
Streets/R.O.W.	11.0	-	13.5	10.2	24.5
Railroad	10.4	-	-	4.3	10.4
Future Urban	-	-	10.1	4.2	10.1
	99.5	9.6	131.5	100.0%	240.6

1 Existing Land Use Map on file at Banks City Hall.

2 Bartholomew, Harland, Land Use in American Cities, Harvard University Press, Cambridge, 1971, Table 3
Murphy, R.E., The American City, An Urban Geography, pg. 195.

3 See PROJECT RESIDENTIAL USE, Table 3, pg. 40.

4 STREETS/R.P.W. = 25% of Gross Residential, Commercial, Industrial.

5 9.9 acres of this is developed industrial land adjacent to city limits. The 5.5 acres of vacant industrial land is not considered developable and is added in this acreage.

~~*assume 2.4 acres is SB Thru~~

(revised 6-24-80)

URBAN SERVICES AND FACILITIES

Municipal Water

The current system has a storage capacity of 200,000 gallons and service to 192 hookups.

Average Daily Demand	104,480 gpd
Maximum Daily Demand	198,512 gpd
Peak Limit Daily Demand	271,648 gpd
Average Daily Demand Per Capita	146.5 gpcd

The new system will increase storage capacity to a total of 450,000 gallons. The three day storage demand being 150,000 gpd at 146.5 gpcd = 1024 people.[1] 1992 estimate of 811 person population plus 211 people outside city = 1022.

Sanitary Sewer.

The package sewage treatment plant in Banks is under the management of the Unified Sewerage Agency of Washington County. It was originally designed to process an average flow of .06 mgp (million gallons per day), 1974-75 estimates show an average flow of 0.1 mgp. Seasonal average flows are projected at 0.15 mgp for summer and 0.09 mgp for winter[1]. Method of treatment is a conventional activated sludge process for secondary treatment. Average effluent quality is listed below:

Average Effluent Quality[2], mg/l BOD[a]		
(1974-75)[b]	Requirement[c]	Future Requirement
less 20/20	30/30 winter 20/20 summer	5/5 summer & winter

[a] million gallons per

[b] average monthly discharge

[c] D.E.Q. waste discharge permits

[1] Klein and Stuckey Consulting Engineers

[2] Areawide Waste Treatment Management Study, CRAG, March 1978

STATEWIDE PLANNING GOALS

In 1973 the Oregon Legislature created the Land Conservation and Development Commission (LCDC) and directed LCDC to:

- Establish statewide planning goals and guidelines.
- Coordinate state and federal agency planning activities to assure conformance with statewide planning goals.
- Review comprehensive plans and implementing ordinances for conformance with statewide planning goals.
- Insure widespread citizen participation throughout the planning process (ORS 197-040).

The Department of Land Conservation and Development (DLCD) is the administrative agency for LCDC.

The Oregon Legislature further required each city and county in Oregon to:

- Prepare and adopt consistent with Statewide Planning Goals approved by the commission (LCDC) and,
- Enact zoning, subdivision and other ordinancies or regulations to implement their comprehensive plans (ORS 197-175)

The Statewide Planning Goals listed here are brief excerpts for the purpose of understanding the intent of each individual goal.[1]

(Goals 1-14, adopted December 27, 1974)

1. Citizen Involvement: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

---

1. For information on the statewide Planning Goals or LCDC write: LCDC, 1175 Court Street, N.E., Salem, Oregon 97310

2. Land Use Planning: To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

3. Agricultural Lands: To preserve and maintain agricultural lands.

4. Forest Lands[2]

5. Open Spaces, Scenic and Historic Areas, and Natural Resources: To conserve open space and protect natural and scenic resources.

6. Air, Water and Land Resources Quality: To maintain and improve the quality of the air, water and land resources of the state.

7. Areas Subject to Natural Disasters and Hazards: To protect life and property from natural disasters and hazards.

8. Recreational Needs: To satisfy the recreational needs of the citizens of the state and visitors.

9. Economy of the State: To diversify and improve the economy of the state.

10. Housing: To provide for the housing needs of citizens of the state.

11. Public Facilities and Services: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

12. Transportation: To provide and encourage a safe, convenient and economic transportation system.

13. Energy Conservation: To conserve energy. Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.

---

2. These goals have been found not to apply to the City of Banks and are not addressed in the Banks Comprehensive Plan.

14. Urbanization: To provide for an orderly and efficient transition from rural to urban land use.

    Urban growth boundaries shall be established to identify and separate urbanizable land from rural land.

(Goal 15 adopted December 6, 1975)

15. Willamette River Greenway [2]

(Goals 16-19, adopted December 18, 1976)

16. Estuarine Resources[2]

17. Coastal Shorelands[2]

18. Beaches and Dunes[2]

19. Ocean Resources[2]

---

2. These goals have been found not to apply to the City of Banks and are not addressed in the Banks Comprehensive Plan.

ORDINANCE NO. ____

AN ORDINANCE ESTABLISHING A PROCEDURE TO AMEND THE CITY OF BANKS COMPREHENSIVE PLAN, AUTHORIZING THE SETTING OF FEES, AND DECLARING AN EMERGENCY.

WHEREAS, The City of Banks has adopted a Comprehensive Plan for the City by Ordinance No. ____, as amended, and

WHEREAS, Pursuant to ORS 197.010 (5), the City of Banks is required to review and, if necessary, revise the Comprehensive Plan,

WHEREAS, It is necessary to establish a procedure to amend the City of Banks Comprehensive Plan,

NOW THEREFORE, The City of Banks does ordain as follows:

Ord. establishing procedure to amend ~~code~~ plan

(a) The City Council shall make affirmative findings as in Section 1.030 (1a).

Section 1.040 PUBLIC NOTICE

(1) Each notice of hearing authorized by this ordinance shall be published in a newspaper in general circulation within the City at least ten (10) days prior to the date of hearing. Additional appropriate means specified by the City Council are also authorized.

(2) A quasi-judicial amendment to a zone boundary shall be mailed to owners of property within two hundred and fifty (250) feet of the property for which the variance, conditional use or zone boundary amendment has been requested. The notice of hearing shall be mailed at least (10) ten days prior to the date of hearing.

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

Section 1.050 INVESTIGATION AND REPORT BY PLANNING DIRECTOR

The Planning Director shall cause an investigation to be made of facts bearing upon such application as will serve to provide all necessary information to assure that the action on each application is consistent with the intent and purpose of this ordinance. He shall prepare said report and submit it to the commission for their consideration prior to or at the public hearing. A copy of said report shall be mailed or delivered to the applicant at the time the report is received by the commission.

Section 1.060 FILING FEES

The City Council shall by resolution establish, and may from time to time by resolution amend, the fee to be paid at the time of filing an application. Such fee shall be for the purpose of helping to defray the costs of advertising and giving notice of hearing required, and the expenses to the City in processing and investigating such applications. Copies of the fee schedule shall be kept at the City Hall and shall be available for public inspection.

Section 1.070 RECORD OF AMENDMENTS

The City Recorder shall maintain records of amendments to the text and maps of the ordinance.

Section 1.080 LIMITATION ON REAPPLICATIONS

No application of a property owner for an amendment to the text of this title shall be considered by the City Council within a one-year period immediately following a previous denial of such request, except the City Council may permit a new application if in the opinion of the City Council new evidence or a change of circumstances warrant it.

4

Section 1.090 RECESS OF HEARING

The City Council or Planning Commission may recess hearing in order to obtain additional information or to serve further notice upon other property owners or persons it decides may be interested in the proposal being considered. Upon recessing, the time and date when the hearing is to be resumed shall be announced.