



AUGUST 3, 2017



CITY OF BANKS • 1963



VISION 2037 PLAN

CITY AND COMMUNITY OF BANKS, OREGON

SEDER ARCHITECTURE + URBAN DESIGN LLC



VISION 2037 PLAN

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Jolynn Becker, City Manager
Stacey Goldstein, Siegel Planning Services, Contract City Planner

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Dan Keller (Councilor - Position # CC1)
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The Banks Library Expansion Team
Parametrix
City of Banks/DKS and Associates
The Oregon Downtown Development Association
Walker & Macy
David Evans & Associates

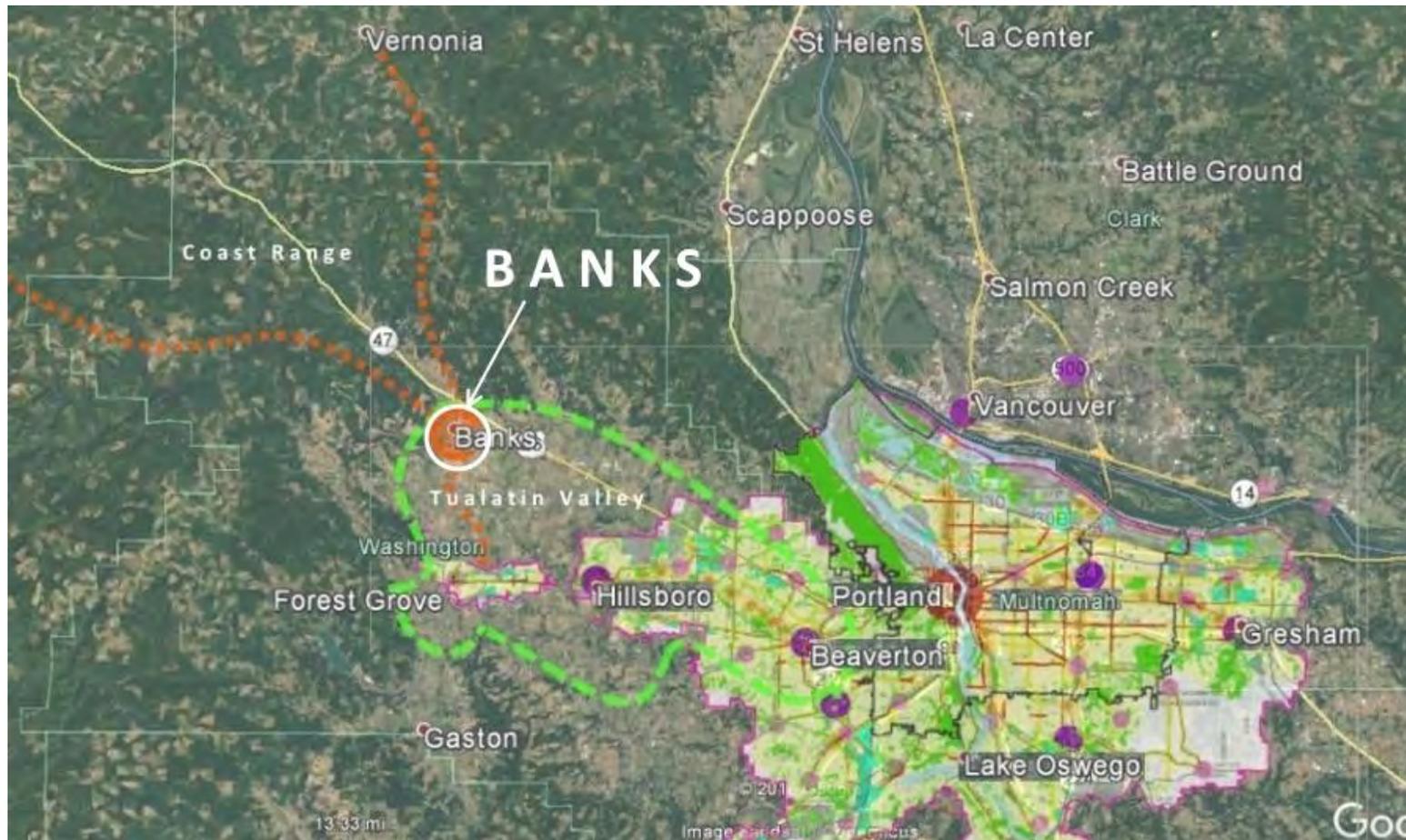
Thanks to all involved for giving their time, energy, imagination and community spirit! Special thanks to the Banks Branding Committee for the new Banks graphic logo used on this page and in this report.



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INTRODUCTION/EXECUTIVE SUMMARY



Founded in 1920, Banks, Oregon has a long history as a rural, natural resource-based town. Well located for both timber and agriculture, Banks developed as a processing and road and railway

shipping point for lumber and farm products alike. The development of major highways, including the Sunset and Wilson River Highways and Highway 47 with their convergences all in or near Bank, made the city very accessible.

Due in large part to its location on the western fringe of the Tualatin Valley and Portland Metropolitan area, Banks has experienced recent growth, new development such as Arbor Village homes, and recently become very popular as the trailhead location for the Banks-Vernonia pedestrian & bicycle trail. The rapid growth of the Portland Metro Area, particularly in nearby Hillsboro and Forest Grove, and the booming high-tech industry in the Tualatin Valley is putting increasing growth pressure on Banks.

Wisely and of necessity, the City has been planning for this growth for some time. A number of studies, reports, and city actions have had a common goal of accommodating growth and change in an orderly manner, preserving the characteristics of Banks that the community cherishes. The recent expansions of the Banks Urban Growth Boundary (UGB) in three areas was a major accomplishment to accommodating orderly growth. This UGB expansion added significant lands now developable for a variety of permitted and conditional uses, from industrial to residential, commercial, and other supportive uses. Of particular note is the rare opportunity Banks realized through UGB expansion, to add lands immediately adjacent to downtown.

With more than a dozen previous and recent planning efforts, the UGB expansion, and increasing development pressure, Banks now feels the need to consolidate these into a long-term Vision Plan that has broad community support. Seder Architecture + Urban Design of Portland

was retained to do just this, working with the City and community, consolidating past reports and studies as well as integrating new ideas and concepts into a simple but effective long-range framework plan, a plan to guide growth and change for the next 20 years; this Banks Vision 2037 Plan.

In search of a city's roots

By PAT WAGLER
Of the News-Times

The community of Banks is searching for its roots. A project is under way to collect historical information about the beginning of this small western Washington County town, established as a community in 1921 — the third "youngest" city in Washington County. Only North Plains, 1963, and Wilsonville, 1969, are "younger."

Prior to incorporation, the "town" was located at Greenville, south of the present community.

The coming of the railroad was most likely a key influence in deciding where the center of population would be, but little of the town's history has been recorded.

Members of two community-minded volunteer groups would like to see this oversight corrected. Better Banks Community Projects and the Friends of the Banks Community Library are cooperating to collect and preserve historical information on the founding of their city.

Additionally, Ann Fulton, a history professor at Portland State University, has received a grant to write the history.

The volunteer groups would like to hear from residents or former residents of Banks willing and able to pass on some "old time" stories and experiences. This oral history will be recorded and will provide an additional resource. Committee members also are looking for historical pictures, letters, diaries and newspaper clippings that can place dates and people with events.

Topics relating to the early churches, businesses, buildings, families, logging railroads and farming are of special interest.

Sports activities play an important role in the social life of many small towns, and Banks is no exception. Baseball was especially popular in the early years of the city, and pictures such as the accompanying photo of the Banks Outlaws, taken in 1908 at the Forest Grove ball park, would be of widespread interest. Team members pictured are: back row, from left, Dr. Ed Jasper, Claude Cook, Mike Kurtz (manager), Clay Dooley, and Lester Ireland. Front row: Bill VanDomelen, Charley Barrett, Burt Friday, Hiram Davis, and Floyd Dooley.

The compiled information will be made available to the public in a "history book" at the Washington County Historical Society, the City of Banks, and the new Banks Library.

Those willing to share historical information, or those who know of a data source, should contact Sheila Day at 324-6191. Public displays and information sharing events are planned in the future.



Photo courtesy of Eric Stewart

The railroad's location was said to have been an important factor in deciding where Banks would be located.



The original of this Banks Pharmacy photo, below left, is at the Washington County Museum. This Banks softball team, circa 1908, in photo at right, was photographed at a Forest Grove ball park. Winter fun for early-century residents, lower right photo, included sledding on Banks Hill.




THE VISION PLAN PROCESS

The Banks Vision 2037 Plan process was based on significant community outreach and engagement as well as direct work with the City Manager and Contract City Planner. The consultant reported to and received comments from Banks City Council and the Project Steering Committee as well as City Manager & Planner. The Vision Plan, Banks Economic Development Plan, and Banks Branding concept all proceeded simultaneously, allowing for cross-input and even for a joint open house presentation and outreach to the community.

As a first step in the Vision Plan, the consultant made several trips to Banks, taking many existing conditions photos and generally absorbing the ambiance of the community and area. The consultant received and reviewed all of the previous and recent Banks planning studies and documents, as well as adopted codes and plans.

REVIEWED DOCUMENTS INCLUDED:

- **Banks Branding** (current)
- **City Zoning Ordinance** (current)
- **Banks at-grade Rail Crossing Report** (2016)
- **Banks Northwest Northwest Main Street Revitalization Plan** (2014)
- **Banks Bicycle & Pedestrian Plan** (2014)
- **Council Creek Regional Trail Master Plan** (2014)
- **Salmonberry Trail Concept Plan** (2014)
- **City of Banks Design Standards** (2014)
- **East Banks Core Connections Study** (2014)



- **Westside Circulator Roadway (WCR)** (2014)
- **UGB Expansion Area Study** (2013)
- **Banks Historic Resources Report** (2012)
- **Banks Strategic Plan** (2012)
- **Banks Sustainability Strategy** (2011)
- **Ordinance 2011-04-11 UGB Expansion** (2011)
- **Banks Transportation System Plan** (2010)
- **Banks Parks & Recreation Master Plan** (2010)
- **Banks Resource Team Report** (2002)
- **Banks Growth Management Plan** (1999)
- **“Banks – A Darn Good Little Town”** (1995)
- **Banks Comprehensive Plan** (1979, 89 & subsequent)



- 7-12-16: WORKSESSION & CITY COUNCIL KICKOFF MEETING**
- 8-11-16: BANKS PREVIOUS PLANS THEMES & COMMON RECOMMENDATIONS MEMO**
- 9-8-16: BANKS VISION PLAN STEERING COMMITTEE MEETING #1**
- 10-5-16: COMMUNITY OPEN HOUSE INCLUDING VISION PLAN, ECONOMIC DEVELOPMENT & BRANDING**
- 11-10-16: STEERING COMMITTEE MEETING #2**
- 12-6-16: COMMUNITY OPEN HOUSE #2**
- 2-7-17: JOINT WORKSESSION/PRESENTATION TO COUNCIL & STEERING COMMITTEE**
- 3-13 to 4-24-17: FIRST, SECOND & THIRD DRAFT REPORTS TO CITY**
- JULY 2017: DRAFT FINAL REPORT TO STEERING COMMITTEE & PLANNING COMMISSION**
- 8-3-17: FINAL REPORT TO CITY COUNCIL FOR ADOPTION**

A comprehensive memo was prepared, summarizing all previous, and in some cases, ongoing plans and efforts. Common themes and recommendations were noted where these occurred, often reflecting priority needs and/or strong continuing community sentiments. Obvious trends or aspect of the community and future that were felt to be important to bring to the Vision Plan process were also included. See the Appendix of this report for this Memo.

New graphics were then prepared to support a series of city staff meetings and community open houses and presentations. Graphic boards, historic & existing conditions photographs, examples of possible relevance from other small city growth, and comment sheets were all used to engage the public and community in the process. Through this public engagement process, interspersed with city staff and planning meetings, the Vision Plan recommendations were refined and simplified to seven well-vetted concepts for Banks growth, development, and refinement.

THE SIX VISION PLAN RECOMMENDATIONS

Through the consolidation of previous recommendations and the Vision Plan process, a number of options, possibilities, and desires were continuously refined. Six overarching Vision Plan concepts

were continuously refined, and emerged to guide the next twenty years of growth and development in Banks.

- 1 RECOGNIZE AND BUILD ON THE THREE "DISTRICTS" OF BANKS, THOSE BEING SOUTHTOWN, MID-TOWN AND THE TRADITIONAL/HISTORIC DOWNTOWN. COMMERCE STREET/MILL DISTRICT COULD BE CONSIDERED A SUB-DISTRICT OF DOWNTOWN.
- 2 NEW STREETSAPES & UPGRADES, PROVIDING UNIFORMITY TO THE THREE DISTRICTS ON MAIN STREET, BUT ALSO BEING SPECIFIC TO AND WITH DIFFERENCES IN EACH.
- 3 CREATE A NEW PUBLIC MULTI-USE PLAZA AS A COMMUNITY AND VISITOR FOCUS, PREFERABLY CONNECTING TO MAIN STREET AND THE NEW WESTSIDE UGB DEVELOPABLE LANDS.
- 4 SET AND CODIFY NEW STANDARDS FOR COMMERCIAL STRUCTURES, SPECIFIC TO EACH DISTRICT.
- 5 SET AND CODIFY STANDARDS FOR NEW INDUSTRIAL STRUCTURES AND DEVELOPMENTS TO CREATE QUALITY AND APPROPRIATE SUCH DEVELOPMENTS WITH A RURAL FEEL.
- 6 CONTINUE BANKS EMERGENCE AS A TRAILHEAD & RECREATION COMMUNITY THROUGH FURTHER TRAILS & SUPPORT AREAS, CREATING ADDITIONAL TRAILHEAD OPPORTUNITIES.

1

RECOGNIZE AND BUILD ON THE THREE "DISTRICTS" OF BANKS, THOSE BEING SOUTHTOWN, MID-TOWN AND THE TRADITIONAL/HISTORIC DOWNTOWN. COMMERCE STREET/MILL DISTRICT COULD BE CONSIDERED A SUB-DISTRICT OF DOWNTOWN.

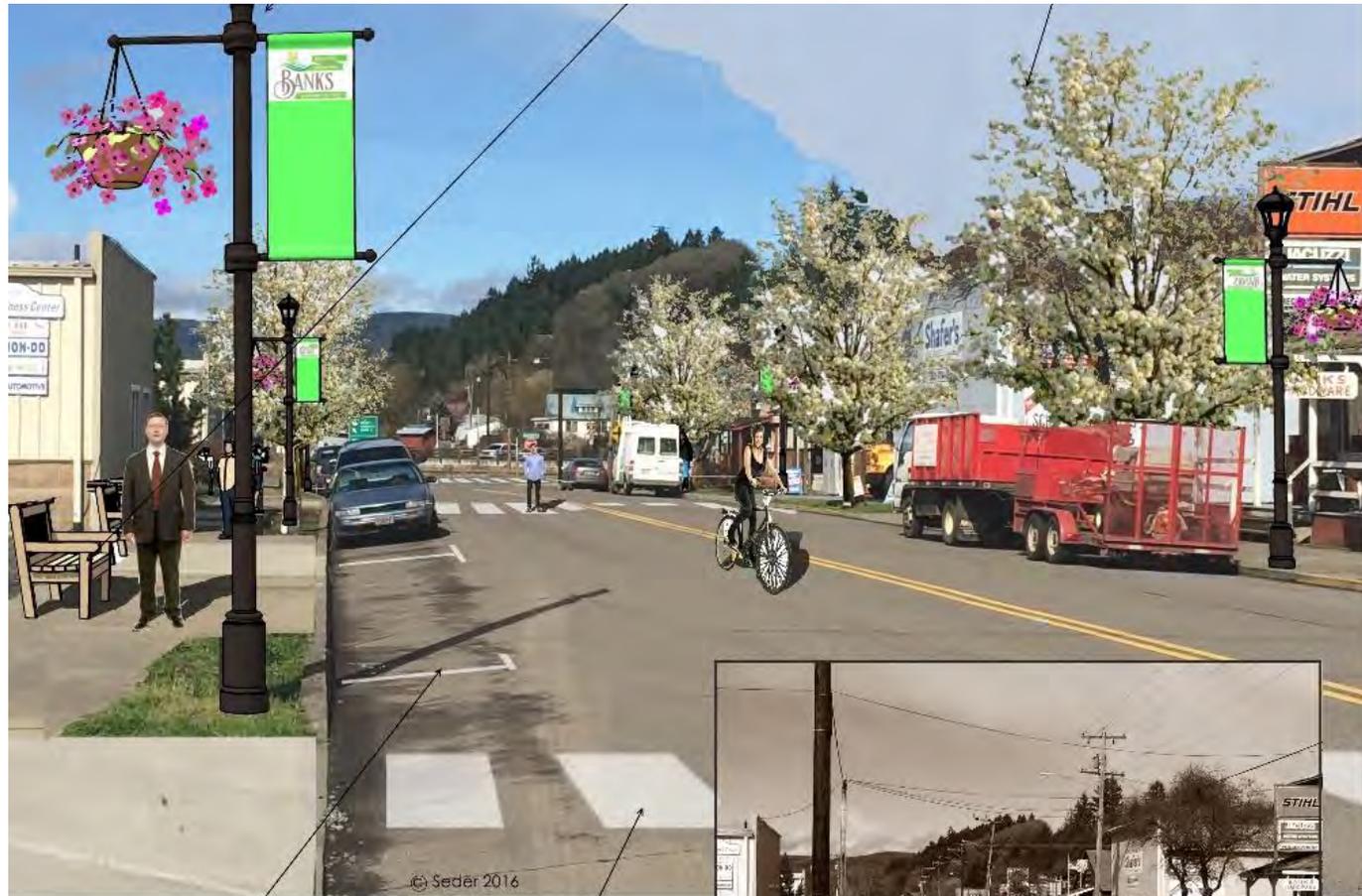


Northwest Main Street differs in character from one direction to the other. Areas off Main likewise differ - from older homes and historic buildings in the Downtown area, to new institutional and retail as well as new housing in Mid-Town and South-Town.

These differences are positive and can be accentuated through compatible development in each "District" including the Commerce Street's special Sub-District. New UGB land development can be encouraged to be compatible with each adjacent district.

2

NEW STREETSAPES & UPGRADES, PROVIDING UNIFORMITY TO THE THREE DISTRICTS ON MAIN STREET, BUT ALSO BEING SPECIFIC TO AND WITH DIFFERENCES IN EACH.



PAINTED OR CONCRETE PARKING SPACES

PAINTED CROSSWALKS WITH ZEBRA STRIPING, POSSIBLY CONC. OR BRICK CROSSWALKS

MAIN STREET EXISTING

New and upgraded streetscapes up and down Northwest Main Street, and Commerce Street can have common elements as well as varied elements or different versions of elements (different banner colors or designs as an example). These can both tie together and differentiate the Banks Districts.

Streetscape elements such as sidewalk paving and materials, street tree plantings, tree grates, benches, receptacles, drinking fountains, bike racks, bollards, public art and others can all have a unifying and supporting function enlivening Banks streets.

Appropriate sidewalk widths, including bulb-outs, can also be investigated and established, affecting both new and upgraded street work and streetscapes. Widths and corner treatments may vary between and within districts. The undergrounding of overhead utilities is a possibility to improve Northwest Main Street streetscapes.





3 CREATE A NEW PUBLIC MULTI-USE PLAZA AS A COMMUNITY AND VISITOR FOCUS, PREFERABLY CONNECTING TO MAIN STREET AND THE NEW WESTSIDE UGB DEVELOPABLE LANDS.



A new public plaza space was overwhelmingly desired by the community. Given the new and very developable UGB lands expanding downtown and this potential for growth, the plaza might best be achieved as part of a mixed use new buildings and urban open space development. This development might even be approached as a public-private partnership, as many of the ingredients of a successful partnership seem to be present.

New or upgraded existing buildings can frame a plaza space. The plaza can be the home to a variety of events, yet be used as parking during the work week. Farmer's markets, music and cultural events, cycle and recreation events, car shows, and other festivities could all be housed in a new Banks Plaza. The plaza can connect Northwest Main Street to views to adjacent farmlands and the Coast Range to the west.

A new Community Center, another high priority to the participants, could be housed in a new structure fronting the plaza, as could new retail/commercial space. A small summer splash pad could enliven the plaza. Second and even possibly third floor attached housing overlooking the plaza with Coast Range and farmland views could prove very popular. This type of housing minus the plaza and views, is being developed in many other locations in the Tualatin Valley.

A community organization managing the plaza and events is also recommended, to keep the plaza active as well as maintained.



4 SET AND CODIFY NEW STANDARDS FOR COMMERCIAL STRUCTURES, SPECIFIC TO EACH DISTRICT.



Banks has an amazing variety of building structures and styles. From historic structures of several styles and vintages, through very modern blocky buildings, and a variety of styles between, there is little continuity to individual structures. Yet a feeling of community and city is still established through densities, orderly locations and patterns of development to date.

Photos of the variety of existing structures, as well as other small city examples, were used during the Vision Plan public outreach and participation process. The community was somewhat divided on the subject of building style, yet generally favored an open-look, small city and agriculturally-influenced general “feel”, avoiding an imposed style; in other words, not taking the Leavenworth/Mt. Angel approach importing a foreign building type for style.

We recommend the subsequent codifying of the general desired openness at the street level, several desired roofline options, and certain favored colors and materials as a means of keeping Banks commercial structures varied, yet sharing some common attributes

and relating to the district within which they are located. The following illustrate some suggested standards, utilizing existing and planned Downtown Banks buildings to illustrate.

COMMERCIAL STRUCTURE DESIGN STANDARDS SUGGESTIONS: DOWNTOWN DISTRICT



- "FALSE FRONT" BOARD OR OTHER MATERIAL FACADE INCLUDING STEP-INS, FACING MAIN STREET, PITCHED ROOF BEHIND
- MUTED GREEN COLOR
- SHELTERING PORCH ROOF WITH WOOD POSTS
- FRONT DOORWAY WITH GLASS PANEL
- ENCOURAGE SEPARATE BASE TREATMENT OR PANELS BELOW WINDOWS WITH OTHER MATERIAL



- SUGGEST ENCOURAGING BUILDING NAME & YEAR ON UPPER FACADE
- "FALSE-FRONT" FACADE WITH WOOD OR METAL COVER

- GLASS PANELS IN FRONT DOORS
- AMPLE GLASS FACING MAIN STREET, WITH PAINTED WOOD TRIM
- PORCH ROOF, POSSIBLY ALLOW TO PROJECT OVER SIDEWALKS FOR WEATHER PROTECTION

PITCHED ROOF WITH AMPLE
SLOPE, 3 IN 12 OR GREATER

DIVIDING BOARD BETWEEN
UPPER & LOWER FACADE

AMPLE WINDOWS AT FIRST
FLOOR FACING STREET



GLASS IN FRONT DOOR

DECORATIVE TIES TO RECREATION

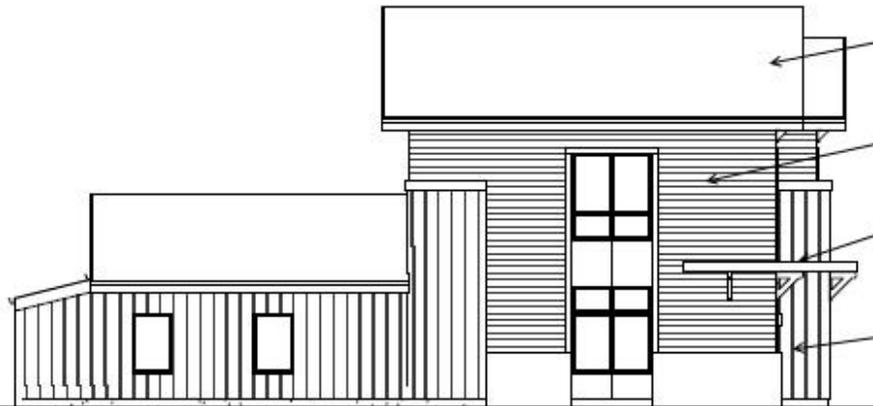
TABLES/OUTDOOR DINING



HANGING FLOWER BASKETS

TABLES ON OR NEAR
SIDEWALK

"SANDWICH BOARD" TEMP-
ORARY INFORMATION AND
ADVERTISING



DEPOT STREET ELEVATION



MAIN STREET ELEVATION

(Banks project by others, furnished by City)



SUGGEST BUILDING CONSTRUCTION DATES ON UPPER PORTIONS OF BUILDINGS, COULD BE NIGHT LIT

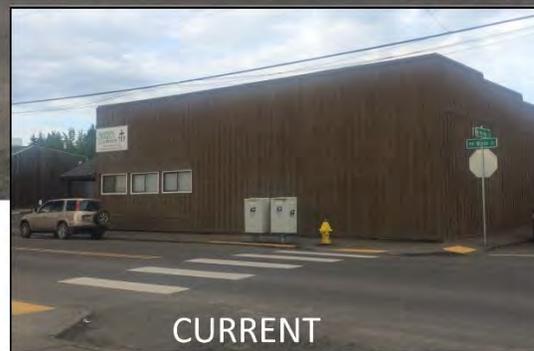
EXTENDED FACADE FOR "FALSE FRONT" AWNING RECALLING HISTORIC BANKS

FABRIC OR OTHER AWNINGS FOR SHELTER & FACADE BREAKUP

ADDED WINDOWS FOR OPENNESS & LIGHT...EVEN IF NORMALLY CURTAINED OFF.

VARIOUS STREETScape IMPROVEMENTS AS PART OF MAIN STREET STREETScape PROJECT

POSSIBLE FACADE, BUILDING & STREET UPGRADES, EXAMPLE STRUCTURE IN DOWNTOWN BANKS



CURRENT

OTHER RELATED POSSIBILITIES FOR CONNECTING STRUCTURES TO ADJACENT SIDEWALKS & STREETS:

- Encourage sidewalk sandwich signs, outdoor dining including on sidewalk, and displays of merchandise and sidewalk sales, providing allowance for adequate pedestrian passage on walk.
- Experimental placement of "pocket park" taking one or more Northwest Main Street parking spaces, in front of a key business. Pay attention to lighting of displays, and effects of night lighting. Light displays at night and even certain buildings at night whether open or not.
- Encourage seasonal lighting & decorations and displays (i.e. Holiday Season).

5 SET AND CODIFY STANDARDS FOR NEW INDUSTRIAL STRUCTURES AND DEVELOPMENTS TO CREATE QUALITY AND APPROPRIATE SUCH DEVELOPMENTS WITH A RURAL FEEL.



New industrial development, often an overlooked opportunity for quality planning and design, will inevitably fill the industrial zoned existing and newly added lands within the Banks UGB. With industrial development lands typically being in transition areas between city and country, appropriate standards and

planning/approval processes can make Banks an example of sensitive incorporation of industrial uses into the rural environment.



Creating industrial “campus” environments can help create appropriate and sensitive industrial development. Encouraging “agricultural” building styles and materials (metal and wood, rather than concrete panels, and adequately pitched visible roofs, for instance) can establish Banks’ new industrial developments as fitting naturally into their rural setting. Thus, new industrial buildings can differ from the “high tech” and tilt-up concrete looks seen elsewhere in the Tualatin Valley, and can more naturally form a connection to the agricultural and timber heritage of Banks.

Encouragement or requirements for sizeable window areas in entries and offices in otherwise industrial buildings can add much connection and sense of human occupancy to a building type that can feel scale-less and unoccupied.

As well as materials, exterior colors of industrial structures can have a large impact on perception and quality. A preferred color palette should be established, with colors such as reds relating to agricultural buildings, natural galvanized metal, natural and lightly finished wood, muted greens and yellows, and “cor-ten” rusted metal look all being possibilities.

Further, combinations of colors and materials in structures can be encouraged when used in a natural and appropriate manner. Painted stripes and other “super-graphic” effects can be discouraged as being more of an urban industrial look intended to compete for the viewer’s attention. Even the most modern and innovative industrial user can fit within a “rural industrial” aesthetic that complements the landscape, agricultural, and logging traditions.

Where an industrial or manufacturing use has equipment that must be located outside of or on top of a building, this can actually be used to add visual interest to a structure. The Hampton Mill, with

its combination of tall exposed equipment and components, coupled with ever-changing stacks of newly processed stacked wood products, in fact has visual interest above the utilitarian nature of the buildings themselves.

Additionally, standards for “campus” developments of multiple buildings and the parking, walkway and landscaping systems between them can do much to avoid the “sea of pavement” or “sea of gravel” aspect of uncontrolled industrial seen in some areas. Requirements for prominently placed and ample storm drainage bioswales and other handling of storm water can add both aesthetics and sustainability to an industrial development and campus.

There may be code “bonuses” and other incentives offered to industrial developers based on their adherence to desired standards. These standards can include acceptable color and material options, desired rooflines, site development, desired landscape materials, and others.

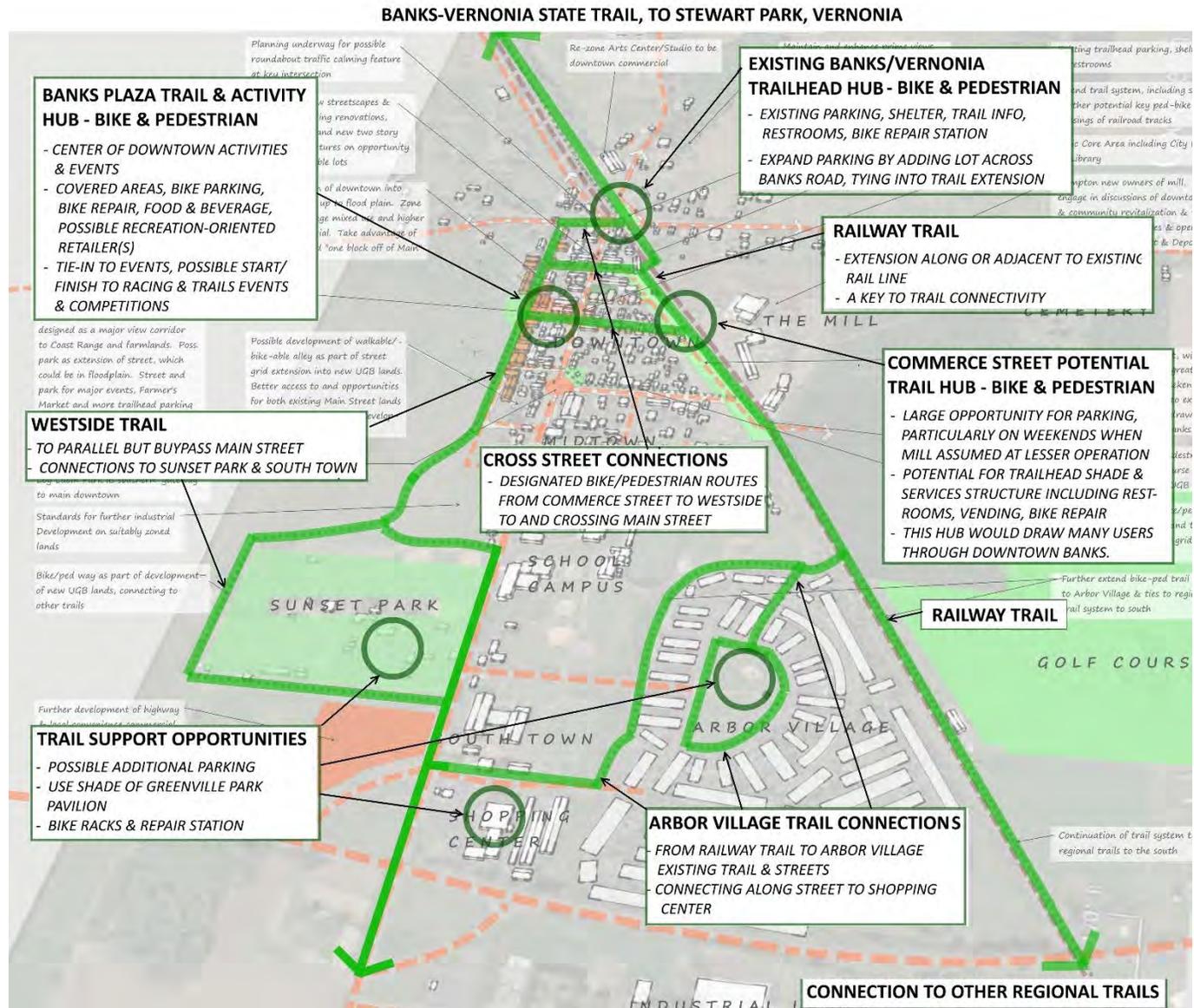
Design “clues” can be taken from existing agricultural structures in the Banks area (several shown here). Low pitched and visible roofs for instance, might be strongly encouraged if not outright required.

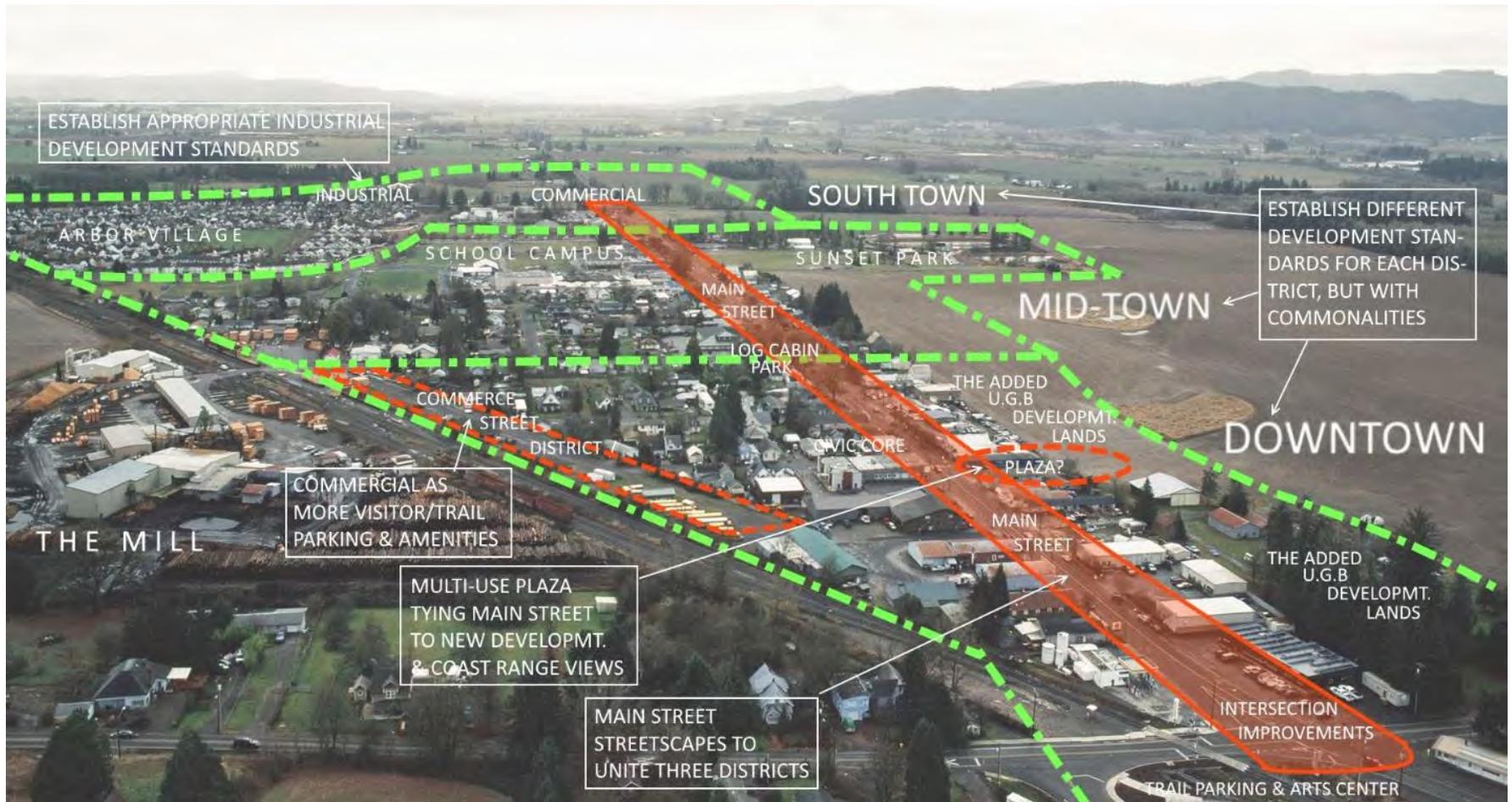


(Examples of varied other Industrial Structures by the Consultant)

6 CONTINUE BANKS EMERGENCE AS A TRAILHEAD & RECREATION COMMUNITY THROUGH FURTHER TRAILS & SUPPORT AREAS, CREATING ADDITIONAL TRAILHEAD OPPORTUNITIES.

There are tremendous opportunities to draw recreationists into the heart of Banks, supporting local businesses and institutions. These can couple with the further development and extensions of existing trails. Particularly, extending the Banks-Vernonia trail along or close to the railway lines, crossing at key point(s) to enter Downtown and Arbor Village.





Commerce Street in particular, has great opportunities for trailhead parking, easy access to future trail extensions, and opportunities for trail-related amenities such as a new shelter, restrooms, bicycle maintenance stations, food and beverage, and possibly, bike rentals. With trail parking heaviest on weekends and holidays, this can be a perfect complementary use to mill parking during the work week. Commerce Street is a trail-related opportunity to draw more

users from outside into the heart of Banks, more so than the current Banks-Vernonia trailhead parking lot.

A possible extension of Commerce Street utilizing what appears to be the former right of way (i.e. tax lot 1400) could be a very natural connection to Main Street and possibly to the new west side UGB lands. This extension has a number of options and possibilities:

- A northward extension from the Commerce & Depot intersection, to a dead end south of the bus barn: This would add parking to the area, thus potentially helping produce the trailhead parking and amenities with even less effect on other existing parking.
- A dead-end new Commerce Street extension east from Main, south of the hardware store, to somewhere west of the bus barn: Adds parking to the downtown area as well.
- A combination of both of the above, with possibly a sidewalk ped/bike connection through, joining the two dead-ends: More parking, connectivity and trailhead access provided in this option, without moving the bus barn.
- Develop the Commerce to Main connectivity to be solely a pedestrian-bike way, with streetscape enhancements.

Of course, all of these would have to accommodate the function, traffic and parking of the bus barn use. Streets might need to be pretty skinny, for instance.

The new UGB lands to the west of Northwest Main Street further offer an excellent opportunity for integrating bike lanes and paths into new urban and parks environments, taking biking pressure off the less-suited Northwest Main Street and creating trail loops.

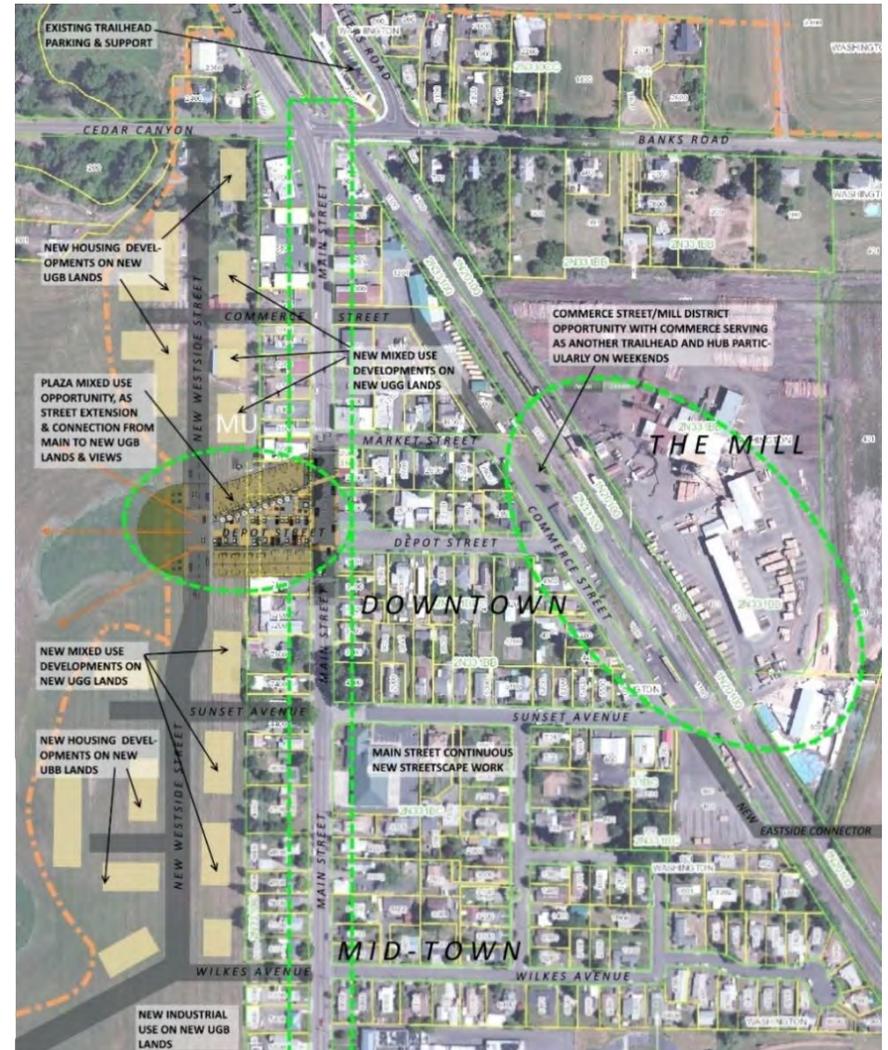


The newly added lands within the UGB cannot be over-emphasized as a key step to growth in major areas of Banks. The downtown area UGB added lands incorporate aspects of all six of the Vision

Plan concepts and recommendations, offering the rare opportunity to build anew in major ways, naturally adding to an existing downtown and forming a new urban/rural boundary and both street and trail connectivity.



CURRENT CONDITIONS WITH NEW UGB EXPANSION LANDS



A DEVELOPMENT CONCEPT: NEW UGB AND ADJACENT LANDS

PROJECTS, COSTS AND NEXT STEPS

Achieving the **Six Vision Plan Recommendations** will take a coordinated community effort combining:

- **Community and “grassroots”** support, local efforts, and organization to realize and maintain certain improvements. This can include those organizing and supporting events as well as beautification and maintenance of certain aspects of the community.
- Community and City monitoring and show of community vision strength guiding **improvements and upgrades funded by public monies**. Street and streetscape work for instance, will probably involve or be funded primarily by state and federal monies. (Note: these are community member taxes, returning to Banks.)
- Community support for and strong feelings and sentiments about **improvements and upgrades undertaken and funded by the private sector**. These might even include public-private partnerships to achieve mutually beneficial results. For example, we have suggested a significant mixed use public/private partnership could acquire the lands for and then develop a new Banks plaza and the surrounding new and/or renovated structures. This community support can make such a community and visitor space successful.

The following **Capital Improvement Plan** represents an overall listing of a dozen possible project groups that together, can greatly assist in achieving the six Vision Plan Recommendations. Project groups can be re-phased, and will be multi-phased into individual projects, combined and broken into more individual projects.

CAPITAL IMPROVEMENT PLAN

The following **Capital Improvement Plan** represents an overall listing of a dozen possible project groups that together, can greatly assist in achieving the six Vision Plan Recommendations. Project groups can be re-phased, and will be multi-phased into individual projects, and combined and broken into more individual projects.

OVERALL PROJECT / GROUP

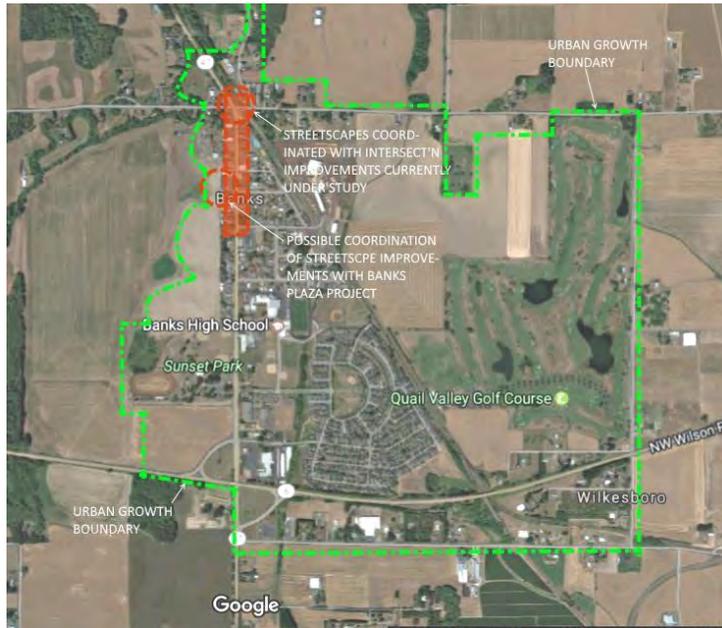
- 1- **NORTHWEST MAIN STREET REPAIR, UPGRADES & REPLACEMENT**
- 2- **DOWNTOWN STREETScape IMPROVEMENTS**
- 3- **BANKS PLAZA MIXED USE/URBAN OPEN SPACE DEVELOPMENT**
- 4- **MID TOWN STREETScape IMPROVEMENTS**
- 5- **SOUTH TOWN STREETScape IMPROVEMENTS**
- 6- **COMMERCE STREET IMPROVEMENTS & POSSIBLE EXTENSION/CONNECTION**
- 7- **EXISTING BUILDING ADDITIONS AND REMODELS**
- 8- **NEW BUILDING STRUCTURES**
- 9- **NEW STREETS, EXTENSIONS & INFRASTRUCTURE FOR NEW DEVELOPMENT**
- 10- **MULTI-USE TRAILS EXTENSIONS & NEW TRAILS**
- 11- **PARKS UPGRADES & IMPROVEMENTS/NEW PARKS**
- 12- **COMMUNITY ORGANIZATIONS - RELATED**

See the following individual project sheets for descriptions and information on each project group, including priorities, potential costs, funding sources, and locations.

2- DOWNTOWN STREETScape IMPROVEMENTS

Description:	New & repaired sidewalks, possible bulb-outs, and streetscape furnishings including benches, bike racks, street lights, receptacles, drinking fountains, bollards, possible transit shelter, etc.
Cost Estimate Range:	\$ 150,000 to \$ 200,000 per block including street trees, furnishings, street trees, new street lights @ 5-6 blocks = \$ 750,000 to \$ 1,200,000 (not including undergrounding utility lines nor street work)
Priority:	3-5 years, possibly in several phases
Potential Funding Sources:	ODOT, Community Development Block Grants (CDBG), Banks Urban Renewal District (URD) (if formed), others

Location(s): Northwest Main Street from Banks Road/Cedar Canyon to Sunset/Log Cabin Park, & certain areas of side Streets.



3- BANKS PLAZA MIXED USE URBAN OPEN SPACE DEVELOPMENT

Description: Proposed new Banks Plaza, realized if possible as a mixed use public-private partnership to gain the multi-use plaza and surrounding building structures (housing, retail, community center).

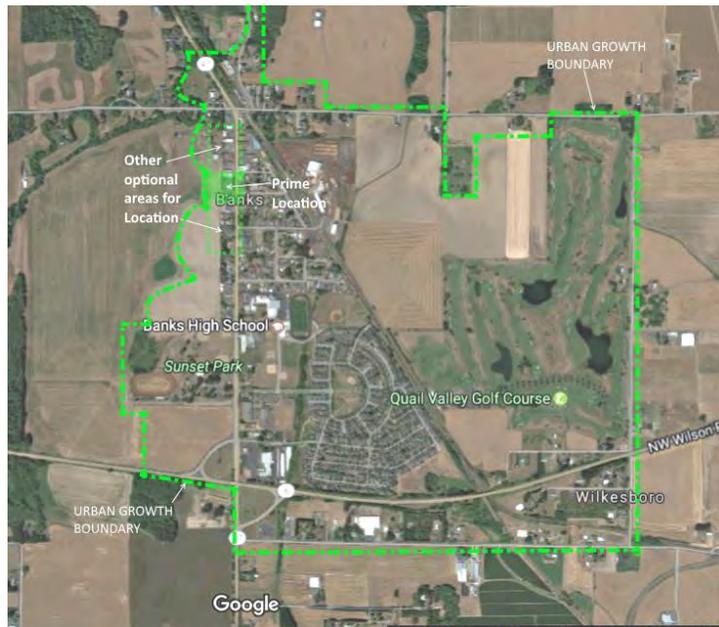
Cost Estimate Range: \$ 4 to \$ 7 Million depending mainly on size and actual scope and extent of building structures

Priority: 2 to 4 years, if land can be acquired and if private interest and buy-in can be secured. Suggest initial design, then City issue request for developer interest and proposals

Potential Funding Sources: Private for building structures, City/Urban Renewal District for public right-of-way (ROW) plaza & infrastructure

Location(s): Ideally, west side of Northwest Main Street in downtown core, extending to new Westside Connector Street.

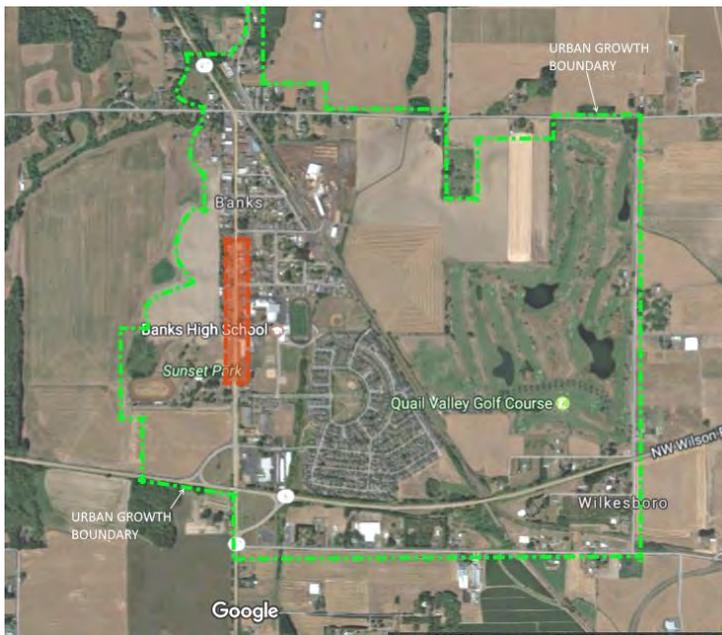
Ideally with Depot Street being continued as the main axis of the plaza, with buildings on either side. Other locations possible as well.



4- MID-TOWN STREETScape IMPROVEMENTS

Description:	New & repaired sidewalks, possible bulb-outs, and streetscape furnishings including benches, bike racks, street lights, receptacles, drinking fountains, bollards, possible transit shelter, etc.
Cost Estimate Range:	\$ 130,000 to \$ 180,000 per block including street trees, furnishings, street trees, new street lights @ 5 blocks = \$ 650,000 to \$ 900,000 (not including undergrounding utility lines nor street work)
Priority:	3-5 years, may be in phases
Potential Funding Sources:	ODOT, CDBG, URD, Others

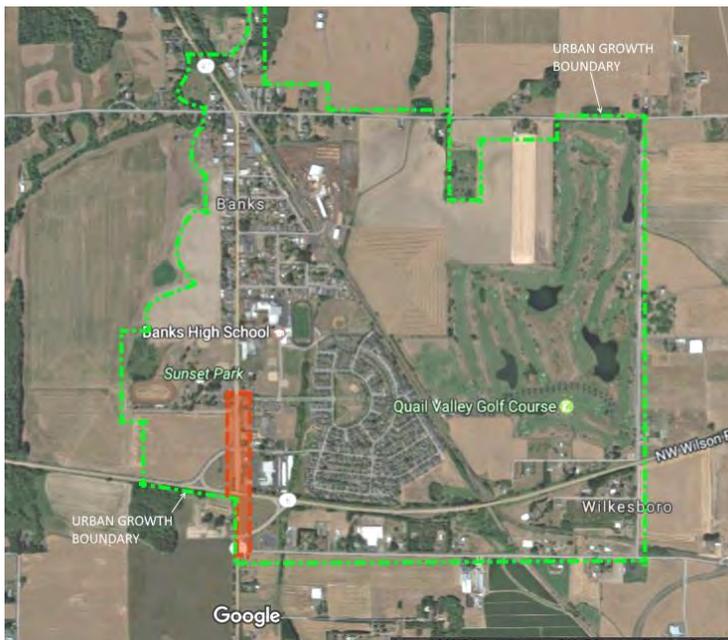
Location(s): Northwest Main Street from Sunset/Log Cabin Park to NW Trellis Court



5- SOUTH-TOWN STREETScape IMPROVEMENTS

Description:	New & repaired sidewalks, possible bulb-outs, and streetscape furnishings including benches, bike racks, street lights, receptacles, drinking fountains, bollards, possible transit shelter, etc.
Cost Estimate Range:	\$ 130,000 to \$ 180,000 per block including street trees, furnishings, street trees, new street lights @ 5 blocks = \$ 650,000 to \$ 900,000 (not including undergrounding utility lines nor street work)
Priority:	5-8 years, possibly in a single phase
Potential Funding Sources:	ODOT, CDBG, URD, Others

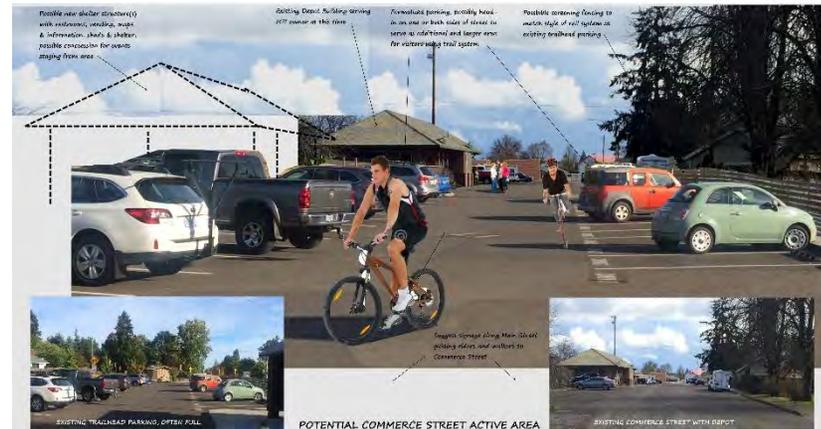
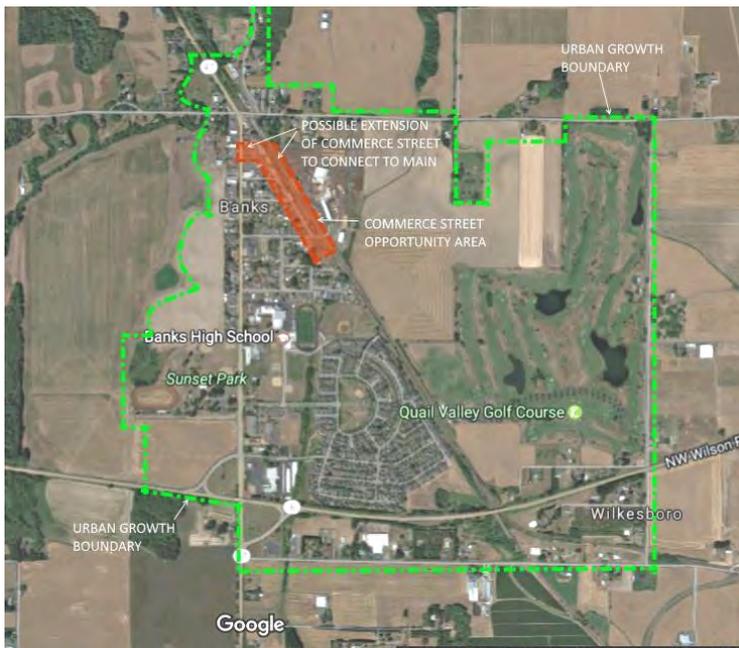
Location(s): Northwest Main Street from NW Trellis Court to NW Wilkesboro Road (incl. under Highway 6)



6- COMMERCE STREET IMPROVEMENTS & POSSIBLE EXTENSION/CONNECTION

Description:	New streetscapes as described above.. Also poss. new shelter & restrooms, bike fixing stations, lots of racks, re-stripping. Possible connection in some form, through north and west to Northwest Main Street.
Cost Estimate Range:	\$ 130,000 to \$ 180,000 per block x 6 blocks = \$ 780,000 to \$ 1,080,000 + \$ 150,000 for shelter w/RR's + \$ 150,000 to \$ 250,000 per block for new street & curb x 2 blocks = \$ 300,000 to \$ 500,000
Priority:	1 to 3 years = high priority, building on trailhead, recreation and cycling popularity, reducing existing B/V trailhead crowding & bringing more visitors through Downtown and through South & Mid towns
Potential Funding Sources:	City/URD, CDBG, Oregon Parks & Recreation, Others

Location(s): Commerce Street all along tracks by Historic RR Depot and extending north & then west to Main St.



7- EXISTING BUILDINGS ADDITIONS & REMODELS

Description: Any additions to and remodels of existing structures to upgrade in any manner that adds value. Design standards as proposed herein and codified, can help guide in certain areas.

Cost Estimate Range: \$ Will vary greatly depending on scope, extent and nature of each project.

Priority: Ongoing, by private owners with certain exceptions for public such as Banks Library

Potential Funding Sources: Private owners and developers, possibly with URD grants and assistance. Various public monies & Grants when public structures

Location(s): Anywhere within the Banks City Limits & Urban Growth Boundary

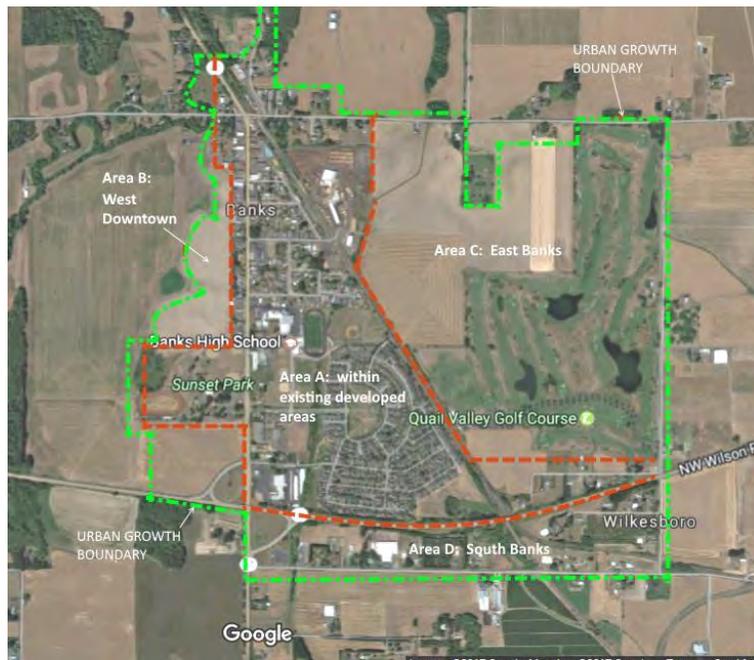


- "FALSE FRONT" BOARD OR OTHER MATERIAL FACADE INCLUDING STEP-INS, FACING MAIN STREET, PITCHED ROOF BEHIND
- MUTED GREEN COLOR
- SHELTERING PORCH ROOF WITH WOOD POSTS
- FRONT DOORWAY WITH GLASS PANEL
- ENCOURAGE SEPARATE BASE TREATMENT OR PANELS BELOW WINDOWS WITH OTHER MATERIAL

8- NEW BUILDING STRUCTURES

Description:	Any new structures and developments, including infill structures on urbanized lots. Design standards as proposed herein and codified, can help guide new structures designs & siting.
Cost Estimate Range:	\$ Will vary greatly depending on scope, extent and nature of each project.
Priority:	Ongoing, by private owners and developers, with possibilities for public-private partnering for Certain developments
Potential Funding Sources:	Private owners & developers, URD grants to assist. Public monies when public.

Location(s): Anywhere within the Banks City Limits & Urban Growth Boundary. See project #3 for one development example



9- NEW STREETS, EXTENSIONS & INFRASTRUCTURE FOR NEW DEVELOPMENTS

Description:	Extensions of streets and infrastructure to serve new residential, industrial and other opportunities particularly on the lands newly added within the expanded Urban Growth Boundary.
Cost Estimate Range:	Costs to be determined, will vary widely depending on scope, extent, length and other factors. Possibly \$ 150,000 to \$ 250,000 per block for new street & curb not including sidewalks.
Priority:	1 – 16 years, responding to development opportunities, interests and pressure, but may also be pro-actively undertaken by City as inducement to development, or in public-private partnership.
Potential Funding Sources:	City, including any economic development and other grants available to them. Possibly public-private, or private where street may be private or serve a single development

Location(s): Potentially anywhere within city limits and within Urban Growth Boundary, but particularly in the



Largely undeveloped or under-developed lands within the recent UGB expansions.



10- MULTI-USE TRAIL EXTENSIONS & NEW TRAILS

Description: Significant and varied extensions of trails per the Banks Parks Plan, such as the B/V trail along the RR to continue SE and join with other regional planned trails. Other routes developed as part of new & existing streetscapes.

Cost Estimate Range: \$ 20 to \$ 25 per linear foot, asphalt 8' wide trail surface on granular bed, so a quarter mile of trail = \$ 26,000 to \$ 33,000. Not including amenities (benches, exercise stations, shelters, etc.)

Priority: 1-10 years

Potential Funding Sources: ODOT, Oregon Parks & Recreation, interest groups, possibly Crowdsourced funding as well.

Location(s): Particularly, from Banks Road SE along railroad tracks, joining to Commerce Street, Sunset, Arbor Village and other systems.



11- PARK UPGRADES & IMPROVEMENTS – NEW PARKS

Description: Continuing upgrades, new features, and maintenance and improvements of existing parks. Possible new park additions per Parks Plan and as triggered by growth, new UGB lands, popularity & otherwise.

Cost Estimate Range: \$ will vary greatly depending on nature of improvement or new facility.

Priority: 2-20 years, variable, likely in a number of projects and phases

Potential Funding Sources: Grants, City, Friends organization, possibly crowd-sourced.

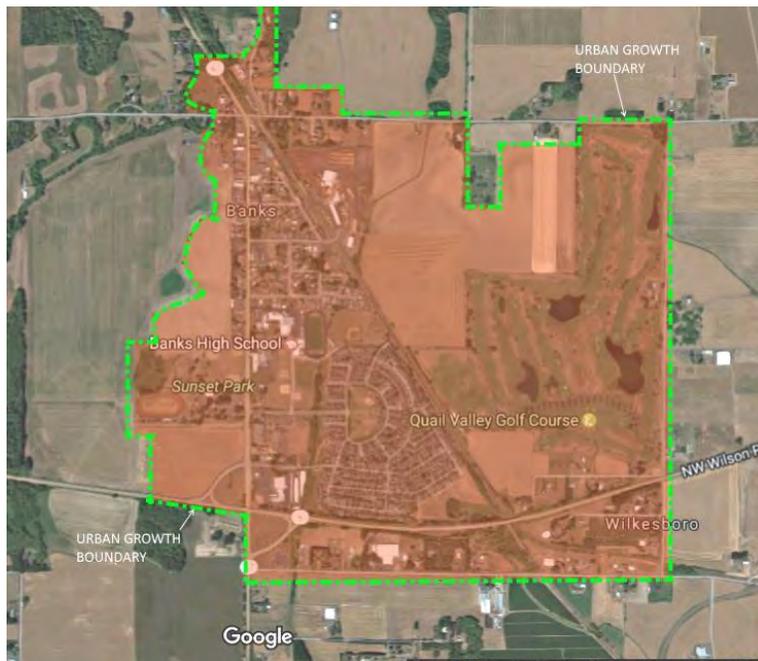
Location(s): Throughout the City and within the expanded UGB. The plaza in #3 may also be owned and managed as a park facility.



12- COMMUNITY ORGANIZATIONS - RELATED

Description:	A broad category including any organization, support, advocacy and/or maintenance group that lends energy, resources, organizational skills and otherwise to realize and maintain projects & events.
Cost Estimate Range:	Costs highly variable, depending on organization, from zero to any other amount for operations, Expenses, services, etc.
Priority:	Current – 20 years, continuous
Potential Funding Sources:	Community events proceeds, donations, sponsorships, grants, crowd-sourced?

Location(s): Banks, anywhere



SUMMARY & CONCLUSION

As a traditional rural community, Banks has a population generally espousing the values associated with small city living. Due to positive perceptions, location, an adjacent burgeoning metropolitan area, close connection to major transportation, and other factors, Banks is also experiencing increasing pressures and opportunities of growth and development. Banks has also been “discovered” in recent years as a trailhead community by a variety of recreationists, particularly bicyclists and hikers.

Banks has thus far not only stayed ahead of these growth pressures, but has made a strong commitment to allowing orderly growth and development. This commitment has been through the variety of recent planning efforts and very significantly, the incorporation of major expansions of the Banks Urban Growth Boundary in three primary directions. This UGB expansion will allow for a variety of developments including housing, industrial, and even downtown mixed use, commercial and higher density living.

This ***Banks Vision 2037 Plan*** consolidates the primary and recurring recommendations of previous and certain ongoing planning efforts, while incorporating community-driven new concepts, opportunities, and challenges. The plan seeks to establish the community preferences indicated during the planning and visioning process; basically keeping Banks...Banks, even as the City grows and develops. Banks is still smaller than the burgeoning nearby Hillsboro, Cornelius, Forest Grove and even, North Plains. Banks can continue to realize its unique character and opportunities, not becoming just another version of some other city.

This Vision Plan suggests a variety of incremental “moves” such as establishing community organizations to assist with guiding and maintaining future growth. It also suggests certain bold moves, such as achieving both new development and the much desired public plaza through a potential public/private partnership.

There are a number of significant “unknowns” that can and will affect the future of Banks. The plans of the new Banks Mill owners, for instance. Just who will develop the new lands within the Urban Growth Boundaries and what their intentions will be is unknown. The availability of funding for projects, tied into governmental policy, the economy and other factors is well beyond local control.

The Vision Plan creates a flexible framework and recommendations that can help guide even the large unknowns over the next twenty years, as well as defining next steps and potential projects to guide further Banks growth and develop.



