



ORDINANCE No. 2015-XX-XX

An Ordinance adopting the City of Banks Bicycle and Pedestrian Plan (BPP), by amending the City of Banks Comprehensive Plan, Transportation Element and the City of Banks Transportation System Plan

The Banks City Council adopts the following findings:

WHEREAS, the City is committed to improving bicycle and pedestrian infrastructure and facilities within the City for residents, students, employees and visitors as described in the Banks Bicycle and Pedestrian Plan; and

WHEREAS, The City pursued and received grant funding for a Bicycle and Pedestrian Plan with the intent on updating the City's Comprehensive Plan as it relates to bicycle and pedestrian facilities in the City; and

WHEREAS, the City with consultants created a Bicycle and Pedestrian Plan that identifies a citywide network of bicycle and pedestrian facilities to improve mobility options for residents and visitors.

WHEREAS, Consistent with the City of Banks Comprehensive Plan and Statewide Planning Goal 1 – Citizen Involvement, the City formed a Steering Committee to assist with community involvement and help create the plan; and

WHEREAS, City staff provided complete public access to all related materials in print and on the website, in addition to open houses and engaging with local community groups to raise awareness during the project; and

WHEREAS, Kittelson and Associates submitted a final draft plan in August 2015 for consideration; and

WHEREAS, City staff provided Notice to DLCD as required; and

WHEREAS, City staff worked with the Planning Commission and the public during the process to bring an amended draft Plan acceptable to the Commission before City Council consideration; and

WHEREAS, The City Council has reviewed all evidence and testimony submitted at the Planning Commission and City Council hearings on the matter;

FINDINGS, The City of Banks finds that the Banks Bicycle and Pedestrian Plan (Exhibit A); and the Staff Report to Council (Exhibit B); and the Staff Report to the Planning Commission (Exhibit C) relate the foundation documents which are the amendments and support in documents to the Comprehensive Plan and Plan Map, to applicable Statute, Rule and Statewide

Planning Goals, prove consistency with the applicable requirements for the proposed amendments found in all exhibits attached hereto and incorporated by this reference.

NOW THEREFORE, based on the foregoing Findings, the Banks City Council Ordains that the City of Banks Comprehensive Plan text and policies is hereby amended to include Banks Bicycle and Pedestrian Plan and its associated Appendices, attached hereto as Exhibit A and incorporated by this reference, which shall be known as the Banks Bicycle and Pedestrian Plan.

READ for the first time on October 13, 2015.

AYES: _____
NAYS: _____
ABSTAIN: _____
ABSENT: _____

READ for the second time and passed on November 10, 2015. This Ordinance shall be effective on the 31st day following second reading.

AYES: _____
NAYS: _____
ABSTAIN: _____
ABSENT: _____

Peter Edison, Mayor

Attest:

Approved as to form:

Angie Lanter, City Recorder

Daniel Kearns, City Attorney



ORDINANCE No. 2015-XX-XX

An Ordinance relating to the City of Banks Bicycle and Pedestrian Plan (BPP), by amending the City of Banks Development Code , Sections 152.052 and 152.062 of the Banks Code of Ordinances

The Banks City Council adopts the following findings:

WHEREAS, the City is committed to improving bicycle and pedestrian infrastructure and facilities within the City for residents, students, employees and visitors as described in the Banks Bicycle and Pedestrian Plan; and

WHEREAS, The City pursued and received grant funding for a Bicycle and Pedestrian Plan with the intent on updating the City's Comprehensive Plan as it relates to bicycle and pedestrian facilities in the City; and

WHEREAS, the City with consultants created a Bicycle and Pedestrian Plan that identifies a citywide network of bicycle and pedestrian facilities to improve mobility options for residents and visitors.

WHEREAS, Consistent with the City of Banks Comprehensive Plan and Statewide Planning Goal 1 – Citizen Involvement, the City formed a Steering Committee to assist with community involvement and help create the plan; and

WHEREAS, City staff provided complete public access to all related materials in print and on the website, in addition to open houses and engaging with local community groups to raise awareness during the project; and

WHEREAS, Kittelson and Associates submitted updated code language in the final draft plan in August 2015 for consideration; and

WHEREAS, City staff provided Notice to DLCD as required; and

WHEREAS, City staff worked with the Planning Commission and the public during the process to bring updated code language acceptable to the Commission before City Council consideration; and

WHEREAS, The City Council has reviewed all evidence and testimony submitted at the Planning Commission and City Council hearings on the matter;

WHEREAS, The City of Banks City Council finds that the code amendments in Banks Bicycle and Pedestrian Plan (Exhibit A); and the Staff Report to Council (Exhibit B); and the Staff Report to the Planning Commission (Exhibit C) and the testimony at the hearing, are in the public interest, the amendments conform with the Banks Comprehensive Plan and Statewide

NOW THEREFORE, based on the foregoing Findings, the Banks City Council Ordains that the City of Banks Development Code Sections 152.052 and 152.062 of the Banks Code of Ordinances are hereby amended as follows:

§ 152.052 STREETS.

(A) *Generally.* All streets shall be dedicated to the public and shall be constructed in accordance with the design standards of this chapter, unless otherwise approved. The location, width, and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. Street layout shall optimize solar access. Where location is not shown in a development plan, the arrangement of streets shall either:

(1) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or

(2) Confirm to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.

(3) Provide adequate pedestrian and bicycle access and circulation for all neighborhood activity centers, including existing and planned schools, parks, shopping areas, transit stops and employment centers.

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

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

(Q) *Off-site road improvements.* Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors and projects identified in the Banks Bicycle and Pedestrian Plan.

§ 152.062 BICYCLE PARKING.

All uses that are subject to site design review shall provide bicycle parking, in conformance with the standards in the table below, and following subsections.

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

Minimum Required Bicycle Parking Spaces

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

Use Categories	Specific Uses	Long-term spaces (Covered or enclosed)	Short-term spaces (near building entry)
Other Categories			
Other Categories	Determined through Land Use Review, Site Design Review, or CU Review, as applicable		

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

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

(D) *Design.* “Inverted U” or “staple” style racks should be considered. Bicycle racks shall provide a secure point of contact so that both the frame and wheel of a bicycle may be locked to the rack using a standard U lock. Bicycle racks are recommended to provide two points of contact between the rack and the bicycle in order to hold the bicycle securely and prevent pivoting or tipping. Individual “inverted U” or “staple” style racks shall be placed to encourage bicycles to be parked parallel to the rack and achieve maximum capacity. Where multiple racks are placed together, racks shall be placed parallel to each other spaced on four foot centers to allow access to both sides of each rack. Racks shall be placed so that a six foot bicycle may be parked without interference from nearby walls or fixed objects.

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

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

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

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

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

READ for the first time on October 13, 2015.

AYES: _____
NAYS: _____
ABSTAIN: _____
ABSENT: _____

READ for the second time and passed on November 10, 2015. This Ordinance shall be effective on the 31st day following second reading.

AYES: _____
NAYS: _____
ABSTAIN: _____
ABSENT: _____

Peter Edison, Mayor

Attest:

Approved as to form:

Angie Lanter, City Recorder

Daniel Kearns, City Attorney



ORDINANCE No. 2015-XX-XX

An Ordinance amending The City of Banks Parks and Recreation Plan, adding Figure 13, a Comprehensive Trail System map, to encourage safe bicycle and pedestrian activity in the City of Banks

The Banks City Council adopts the following findings:

WHEREAS, the City is committed to improving bicycle and pedestrian infrastructure and facilities within the City for residents, students, employees and visitors as described in the Banks Bicycle and Pedestrian Plan; and

WHEREAS, The City pursued and received grant funding for a Bicycle and Pedestrian Plan with the intent on updating the City's Comprehensive Plan as it relates to bicycle and pedestrian facilities in the City; and

WHEREAS, the City with consultants created a Bicycle and Pedestrian Plan that identifies a citywide network of bicycle and pedestrian facilities to improve mobility options for residents and visitors.

WHEREAS, Consistent with the City of Banks Comprehensive Plan and Statewide Planning Goal 1 – Citizen Involvement, the City formed a Steering Committee to assist with community involvement and help create the plan; and

WHEREAS, City staff provided complete public access to all related materials in print and on the website, in addition to open houses and engaging with local community groups to raise awareness during the project; and

WHEREAS, Kittelson and Associates submitted a final draft plan in August 2015 for consideration; and

WHEREAS, City staff provided Notice to DLCD as required; and

WHEREAS, City staff worked with the Planning Commission and the public during the process to bring an amended draft Plan acceptable to the Commission before City Council consideration; and

WHEREAS, The City Council has reviewed all evidence and testimony submitted at the Planning Commission and City Council hearings on the matter;

FINDINGS, The City of Banks finds that the Banks Bicycle and Pedestrian Plan (Exhibit A); and the Staff Report to Council (Exhibit B); and the Staff Report to the Planning Commission (Exhibit C) relate the foundation documents which are the amendments and support in documents to the Comprehensive Plan and Plan Map, to applicable Statute, Rule and Statewide

Planning Goals, prove consistency with the applicable requirements for the proposed amendments found in all exhibits attached hereto and incorporated by this reference.

NOW THEREFORE, based on the foregoing Findings, the Banks City Council Ordains that the City of Banks Parks and Recreation Plan shall be amended to include Figure 13, attached.

READ for the first time on October 13, 2015.

AYES: _____
NAYS: _____
ABSTAIN: _____
ABSENT: _____

READ for the second time and passed on November 10, 2015. This Ordinance shall be effective on the 31st day following second reading.

AYES: _____
NAYS: _____
ABSTAIN: _____
ABSENT: _____

Peter Edison, Mayor

Attest:

Approved as to form:

Angie Lanter, City Recorder

Daniel Kearns, City Attorney

Comprehensive Trail System

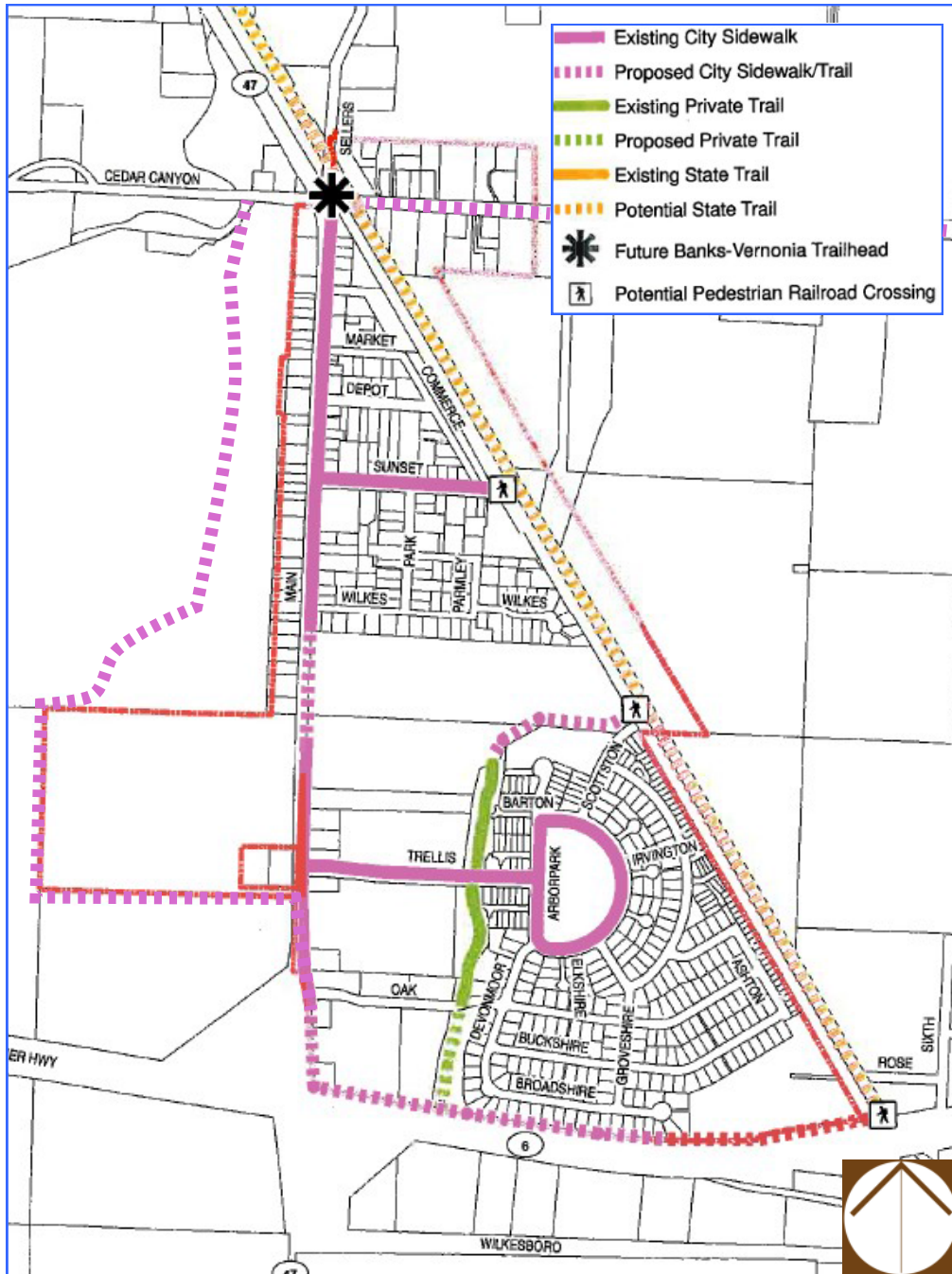


Figure 13: Conceptual Plan
Comprehensive Trail System