

Fowler newest Banks councilor

Banks new councilor, Rob Fowler, was sworn in as the first order of business at the Wednesday, January 13, meeting of the city council. After receiving congratulatory handshakes from the other councilors and applause from the audience, Fowler took his place at council table.

The meeting was well attended, with the audience outnumbering available seats. Most of the audience attended to hear a land use presentation by attorney Phillip Grille, who was representing Jim Crawford, a rural property owner in the Zone 3 study area of the city's proposed Urban Growth Boundry (UGB). [Zone 3 is west of Hwy. 47, starting on the south side of Sunset Park and continuing beyond Hwy. 6.]

Grille focused on the criteria and issues of efficient accommodation of identified needs for all four zones in the study area, including public facilities and services; comparative environmental, energy, economic, and social consequences; and compatibility with agricultural and forest activities outside the UGB. He concluded with his client's position, making it clear that this was a process to begin discussions.

The analysis presented by Grille rated Zone 3 as the "most suitable" future development area with its easy access to Hwy 6, it could serve as a gateway to the City of Banks, and would promote efficient use of vital transportation, directly adjacent to the largest area of exception lands to be designated as employment lands; future traffic would be distributed more evenly throughout the Banks area; access to new employment areas in Zone 4 would be more convenient, and transportation upgrades to the on-off ramp to Hwy. 6 could be funded by available system development charges (SDCs)

The presentation graded Zones 1 and 4 as "mostly suitable" for development, but with significant problems. Zone 1 would negatively affect traffic congestion in old town Banks, and future development would increase the chance of conflicts with Sunset Park and, possibly, the speedway. Zone 1 would also allow safe access to shopping and schools; the land is flat; and has 28 acres of developable lands. Zone 4 negatives include realigning Wilkesboro Road further south to allow for more separation from the exit/entrance ramp on Hwy 6 and lands included for a realignment of Wilkesboro Road contain a small stream and associated wetlands, additionally, future residential lands in the zone, that are north of Hwy 6, would not have convenient access to Main Street without a direct connection across the railroad tracks. The positive aspects of Zone 4 are that an employment area south of Hwy 6 would allow for easy access, and commercial lands in the zone would promote a compact growth pattern.

Zone 2 was graded as 'unsuitable' in all criteria areas for development. This zone would negatively create an overreliance on Main Street; the upgrades or improvements to rural roads serving east Banks may be cost prohibitive as Banks Road is hilly with poor sight distance, the stop sign controlled intersections along NW Banks Road, NW Aerts



Each of the pennants made as part of "The Banks Beautification Pennant Project" was shown on the cake made to celebrate the project's completion.

Leadership group completes project

A group in Banks has celebrated the completion of a project they undertook as part of a leadership training program.

The project was entitled "The Banks Beautification Pennant Project" and the results can be seen in colorful pennants hung along Main Street.

The group celebrated, and made a presentation to the City

of Banks and the Banks Chamber of Commerce, on Saturday, January 16.

The leadership class included JoLynn Becker, Tyler Birman, Katherine Burgess, Dan Dethlefs, Kathy Edison, Sam Edison, Christine Fore, Christy Greagor, Sue Hauser, Tiara Herr, Allan Polendey, Janice Randolph, Bill Schlegel, Kelsey

Taylor, Mark Ward, and Debra Wyckoff. The leadership program was through the Ford Family Institute.

The class came up with the project, raised funds, found sponsors for each of the 24 pennants, solicited help from other community members (and friends), and then completed the beautification project.

Road, Hwy. 47 and Hwy. 6 would need to support a great deal of traffic, the widening of Main Street to alleviate the traffic congestion is not possible, and future residential development. See New flag on page 14

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