

From: [Dan Campbell](#)
To: [WILLIAMS Inga](#)
Subject: Letter and comments regarding St Martins Church for the Reord
Date: Tuesday, August 20, 2024 4:53:15 PM
Attachments: [August 16 Letter to Planning Commission- Dan & Ann.docx](#)

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attached is our letter with comments to Benton County Planning and the Planning Commission in response to the Hearing last week Please submit for the record.

Thanks Inga.
Dan and Ann Campbell

August 16, 2024

Benton County Planning Officials:

We are submitting this letter as additional written documentation with reference to the appeal for the conditional use permit LU-23-51, as requested by the commissioners during the public hearing for the appeal which was held August 13, 2024. There were several comments by the applicant that could easily have been misconstrued or were just not accurate. We hope to clarify some of those issues in these comments.

This application should have been denied after staff reading of the comments from neighbors back in January. One after another, the comments revealed how the application failed to meet Section 53.215 Benton County Development Code *“Criteria. The decision to approve a conditional use permit shall be based on findings that: (1) The proposed use does not seriously interfere with uses on adjacent property, with the character of the area, or with the purpose of the zone;*

The “character of the area” is single family dwellings on a quiet rural setting with one access point (Highland Drive). Even though most parcels are more than an acre the slope of the land and the code does not allow for parcel division for multiple dwellings. It is an area of quiet times, lots of animals, with a narrow gravel road used extensively by pedestrians, bikers, runners, and there is minimal traffic except for property owner’s normal activities. This all changed after St. Martins was built in 2002. The neighbors questioned the initial construction of a “prayer sanctuary” in 1996 but were promised by James Baglien, who donated the property that the facility was for “family use” -- then it became 27 people plus family! In 2012 a Parish Hall on the property was approved after almost every home owner on Wildrose and Camellia Drives asked the County to DENY the additional 2000 sq/ft building being added to the 917 sq/ft church. The repeated theme in the letters (that are part of the record) was that the serene, peaceful, character of the neighborhood was already impacted by the church traffic and activities. The 3000 square feet of church buildings was equal to or bigger than most of the existing dwellings. Now, it appears that the building sizes will grow to 6000 sq/ft and include building a 2700 sq/ft home! ANY MORE GROWTH of buildings continues to negatively impact the character of the area.

A building’s size and use determine how many people may occupy a building at any given time. This is called “maximum occupancy” and “occupant load”. This is not difficult as portrayed at the hearing! The church occupancy “type” is called an “Assembly” (A-3). The occupant load or maximum occupancy is determined by square footage and an “occupant load factor”. The building owner does NOT get to determine this number. The current St Martin church size of 917 sq/ft and using a load factor of 15 sq/ft per person, the MAXIMUM occupant load is 61 people. IF the church is allowed to expand to 2284 sq/ft they will have a MAXIMUM occupant load of 152 people. Similarly, the Parish Hall occupant load will expand from 121 to 181 people! While we know St Martins is not that size, yet their proposal will allow this potential and no one can stop it once approved. Our little gravel road is not fit for the current level of church traffic. Personally, we don’t care if they get big EXCEPT this traffic potential continues to erode the character of the neighborhood and this is not acceptable!

At the summer community meeting held by St Martins Ann and I suggested to Baglien the church look at different option to access the church that would not impact the small loop nor be so intrusive on the character of the neighborhood. Looking at the parcel map the James Baglien owns the property across from the church where he has a home as well as the parcel next to him that has common boundary with Satinwood Drive. If Baglien was to get an approved access driveway from the City of Corvallis, he could create an access thru his undeveloped parcel directly to his church. Church access could use Satinwood

and bypass Camellia and Wildrose altogether. One-way “breakaway” bollards (allowing emergency vehicle access) could be placed on Camellia to prevent the private access from becoming a shortcut between Satinwood and Highland Drive. The “breakaway” bollards have been successfully used on the Oregon State University campus and other places.

Looking back into the records on St Martins reveals interesting and worrisome issues that have come to fruition in findings identified by Benton County in previous applications by the church. One of particular interest was from Benton County Community Development Department dated August 13, 2001 to James Baglien. The “building code requirements” are identified as well as the capacity based on the size. The “road improvements” including the exploring of alternatives were addressed. Off-street parking was also a concern at the time, and it still is a huge issue. If the current application approval is upheld, the lack of roadway parking for overflow is expected to be an issue and will likely continue to get worse. This little road has no capacity for parking along the road. The current “no parking fire department access” is ignored every week with the current capacity. I am interested to see how staff figured parking space requirements and if it would address the parking issues we see every Sunday at the current capacity of people and square footage of buildings.

It was interesting to note in a Public Works Department Memorandum from an Engineering and Survey Technician dated **May 05, 2011** (note the date) that the County employee wrote in his “Facts and Findings” that *“a previous permit required that Camellia Drive be improve to a minimum county secondary road standard of 20 foot (wide) gravel surface along the entire frontage of the property.* He goes on to write, *“it does not appear from a site visit that the full 20 foot wide gravel road was placed along the entire frontage and/or maintained along the entire frontage.”* This kind of thing and others like it send a message that either the church will do what it wants after they get approval or those in charge do not have control over those who attend.

Finally, this has been stressful to the friendly neighborhood. In hindsight the neighborhood people should have pushed for DENIAL in our appeal, as we did in response to the initial application. However, as a neighborhood we thought if the church will address the traffic issues it may prevent hard feelings, so a compromise of fixing the road to standards would be the least the church should do address or correct this negative impact to our quiet area.

I hope to talk face to face with James about seeking access to the church via his other parcel that borders Satinwood. If this was accomplished the remaining issues seem to be pretty small for a church that has money for the proposed type of expansion they desire.

Thank you for reading this and hope you can understand how the proposed application increase in building sizes and associated traffic will have a negative impact on the Camellia and Wildrose community.

Dan and Ann Campbell
930 NW Camellia Drive

From: [Maureen Kinevey](#)
To: [WILLIAMS Inga](#)
Cc: cuhollow@gmail.com
Subject: Appeal for Conditional Use Permit LU-23-51. For St. Martin's Orthodox Church
Date: Friday, August 16, 2024 4:09:12 PM

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Dear Ms. Williams,

My name is Maureen Kinevey and I live at 935 NW Wild Rose Drive, Corvallis, north of the St Martin's Orthodox Church property.

My husband, Jeff, and I are asking the board to consider the important need for an opaque privacy fence around the church property perimeter.

Since the church is requesting a large expansion of the church facilities, which will enable the church to take in more parishioners, it is crucial and only fair that the church include an 8 foot opaque privacy fence around it's property perimeter. This will keep outside noise and visual intrusion to a minimum.

Considering the disturbance the church expansion would bring, the board must specify that a privacy fence be built.

If the church wanted to be a good neighbor an opaque privacy fence should have been part of the original expansion plan!

The addition of a perimeter fence should be a high priority requirement for the Conditional Use Permit LU-23-51.

The church has many outdoor activities. A fence would provide privacy not only to the neighbors who enjoy the serene atmosphere of the neighborhood, it would also afford privacy to the church members giving them the reassurance that no one is watching their activities.

For example the parishioner's children enjoy playing outside after church services. I think that the children would be much safer in an enclosed environment.

As stated in the meeting, many people use the Camelia - Wild Rose loop for walking and travel. We can't be certain that all the walkers and people who have visual access to the children playing outside on the playground equipment and on the grounds have good intentions.

The church must utilize preventive measures to keep their children safe. Please consider this before something tragic happens.

A perimeter fence would provide safety and privacy.

We are urging the Benton County commissioners to require that the church build an 8 foot opaque privacy fence or wall - at the church's expense - on all sides of the property to reduce noise, block church activities that can occur even at nighttime and simply shield a quiet neighborhood from church activities.

Thank you for your time.

Sincerely,
Maureen Kinevey and Jeffrey Gump

From: [Carol McCarthy](#)
To: [WILLIAMS Inga](#)
Subject: Please Add to the Record for LU-23-051: Groundwater is a Limited, Critical Resource
Date: Tuesday, August 20, 2024 3:51:37 PM

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To: Benton County Planning Commission
From: Carol McCarthy
Date: 20-Aug-2024

RE: LU-23-051, Groundwater is a Limited, Critical Resource

I am writing to urge the Planning Commission to reverse the decision allowing the expansion of St. Martin's Orthodox Church. The church was originally granted a conditional use permit as a family chapel that was later expanded to a public church. This new expansion request would add a parsonage, essentially adding a single-family residence to the public church on the property.

Although a single-family residence is a permitted use in UR-5 zones, this proposed dual-use expansion would add an additional demand on the underlying groundwater aquifer that is already being seriously depleted by the existing permitted uses. That is, the projected water use of a church with a parsonage is greater than that of a single-family parsonage alone.

I submitted the following testimony on against the expansion on January 22, 2024 and again at the appeal hearing on August 13, 2024:

*Groundwater wells supply the water in this neighborhood. In recent decades, development has resulted in a substantial increase in the number of houses drawing water from the underlying aquifer. In the time that I have lived here, the number of groundwater wells has increased on the lots around Camellia and Wild Rose Drives from two to at least ten. This includes **three water wells that I am aware of that were drilled when existing wells went dry**, including the new well at the church. In addition, there are three properties with new houses in the preliminary stages of construction and a fourth with construction plans for the near future.*

*I worry that the aquifer cannot meet all of this demand that is already allowed outright by the zoning code and existing permits. The church expansion will likely add to the aquifer drawdown. **Granting the conditional use permit is dependent on adequate water supply that I do not think is available based on the well drilling history of the neighborhood.***

An investigation into the well installation records in this neighborhood would have revealed that groundwater supply is a critical issue in this neighborhood.

As stated in the Benton County Development Code 53.205:

Conditional uses are land uses which may have an adverse effect on surrounding permitted uses in a zone.

The potential adverse effects of the proposed church expansion on the critical groundwater resource should have been investigated thoroughly as part of the permit evaluation. This was not done. Instead, the findings in the staff report state merely that a pump test will be required when the parsonage building permit is submitted showing that the existing church well will be adequate to service the church and parsonage.

The requirements for a conditional use permit are more stringent than that the groundwater well only be adequate to provide for the needs of the church and parsonage. Potential adverse effects to

the permitted neighboring residences should have been considered. Objective criteria, including the aquifer's capacity to meet current residents' long-term needs, should have been evaluated before an additional demand on the aquifer was approved.

In summary, I am respectfully requesting that you reverse the approval of the conditional use permit to expand St. Martin's Orthodox Church.

Thank you,

Carol McCarthy
950 NW Wild Rose Dr.
Corvallis, OR 9733



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From: [Carol McCarthy](#)
To: [WILLIAMS Inga](#)
Subject: Please Add to the Record for LU-23-051: Churches are Conditional Uses in UR-5 Zones
Date: Tuesday, August 20, 2024 3:48:37 PM

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To: Benton County Planning Commission
From: Carol McCarthy
Date: 20-Aug-2024

RE: LU-23-051, Churches are Conditional Uses in UR-5 Zones

I am writing to urge the Planning Commission to maintain the current status of St. Martin's Orthodox Church (the Church) as a conditional use. I object to the staff report recommendation that the Church be designated as a permitted use, rather than a compliant non-conforming use. I found that this significant issue was inadequately addressed in the staff report and that the staff recommendation to no longer require a conditional-use permit for future development was unsupported. The staff report failed to recognize the importance of maintaining the protections that the conditional-use permit process affords the surrounding property owners.

The conditional-use permit process is a semi-judicial process that guarantees the right of adjoining property owners to provide testimony about potential development as part of the permit evaluation process. Removing this right is serious and should not happen without a compelling reason. The staff report does not present a compelling reason for removing the conditional use status of this property.

The staff report did not evaluate the particulars of this case against any objective criteria. Instead, it presents the spurious argument that **if** the original 1997 permit application had been for a public church, then it could have been granted as a permitted use. This describes a condition contrary to fact. Namely, the original permit was in fact for a conditional-use permit for a family chapel.

In addition, the staff report points out churches were deleted from the list of permitted uses in UR-5 zones in 2014. It stands to reason that traffic, noise, and groundwater concerns, such as those that have been raised by my neighbors and me, might have been some of the reasons that churches were excluded from the list of permitted uses. At a minimum, the staff report should have provided the reasons that churches are no longer permitted outright in UR-5 zones and it should have documented the evaluation of those factors in this case.

The Benton County Development Code 53.305 designates a use as a conditional use if it "*may have an adverse effect on surrounding permitted uses in a zone.*" My neighbors and I have provided ample testimony about adverse impacts that any future expansion of the Church will have on the permitted use of our properties. Please do not remove the designation of the Church use as a conditional use.

Thank you,

Carol McCarthy
950 NW Wild Rose Dr.
Corvallis, OR



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From: [Carol McCarthy](#)
To: [WILLIAMS Inga](#)
Subject: Please Add to the Record for LU-23-051: Adverse Effects of Church Expansion
Date: Tuesday, August 20, 2024 4:54:59 PM

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To: Benton County Planning Commission
From: Carol McCarthy
Date: 20-Aug-2024

RE: LU-23-051, Adverse Effects of Church Expansion

I am writing to urge you to reverse the approval of the expansion of St. Martin's Orthodox Church. The Benton County Development Code states that conditional uses are those that may have adverse effects on the surrounding permitted uses. In this case, the permit should not have been approved without considering the adverse effects that the expansion would have on the quiet and serene character of our neighborhood. The proposed expansion's traffic impact is of particular concern.

The Wild Rose/Camellia "loop" epitomizes the character of the neighborhood. It is a single-lane, mostly gravel road that connects us to each other. It is walkable and that means that I often see neighbors using it for exercise and to walk their dogs.

Others from adjoining areas also use the loop for exercise. It is common to see hospital staff chatting as they walk together during their breaks. And it is also used extensively by the abundant wildlife that lives on the loop: especially the deer and rabbits, but probably also by the elk that was recently sighted in a neighbor's yard! This neighborhood is more rural in character than suburban. It is a pearl that should be protected from overdevelopment.

This loop road has been adequate to service the residential needs of this neighborhood since I first moved here in 1957. Widening and paving it will dramatically change the feel of the place. This road should not be widened or paved to accommodate a conditional use.

The benefit from widening and paving the road would be out of proportion to the harm it would cause. The increased traffic and traffic noise will diminish the calm we enjoy. The loop will be a less inviting place for people to talk to each other when they are out for a stroll. These intangibles are important and should be respected for the value they add to the lives of those of us who live on the loop.

In summary, I am respectfully requesting that you reverse the approval of the conditional use permit to expand St. Martin's Orthodox Church.

Thank you,

Carol McCarthy
950 NW Wild Rose Dr.
Corvallis, OR 9733



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From: [Ron & Donna Mullen](#)
To: [WILLIAMS Inga](#)
Subject: Appeal for Conditional Use Permit — LU-23-51
Date: Friday, August 16, 2024 3:38:27 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms Williams,

This letter is written to provide additional written documentation with reference to the appeal for the conditional use permit LU-23-51, as requested by the commissioners during the public hearing for the appeal which was held August 13, 2024.

During the public meeting, the issue of the road condition of Wild Rose Drive and Camellia Drive was discussed in depth. The commissioners questioned the County Development Department staff about the current road condition and how this rural gravel road could sustain the future growth for increased public traffic. Discussion was also held as to how the road could be upgraded to bring it up to Benton County's standards for rural residential gravel roads. The answers given to the commissioners were not complete, were quite vague, and somewhat misleading. The intent of this written submittal is to document the history of the Wild Rose/Camellia loop, clarify what the county has required from homeowners to do regarding road upgrades in the past, and explain what future road upgrades are needed with regard to maintaining the road conditions for public safety.

HISTORY

The Wild Rose/Camellia loop was initially known as the Highland Park Addition when it was developed back in the 1950's. This real estate development was outside the city limits of Corvallis, and the initial property plats for individual homesites were established along Northwest Avenue and Skyline Drive which were later renamed Wild Rose Drive and Camellia Drive respectively. These one-lane residential local roadways were built to provide access for the homes built at that time, and were never intended to be used for public traffic to-and-from public buildings (such as a church facility). In keeping with the rural, country-like, ambiance and setting, these simple gravel roads were constructed using a base layer of ungraded, various-sized, river-run round rock spread on top of the clay soil and overlaid with a thin layer of crushed gravel. Over the years the ubiquitous potholes have been filled and thin layers of gravel of mixed varieties (crushed quarry and river rock) have been spread over the roadbed as needed — resulting in a roadbed which 'is-what-it-is' today. These gravel roads are single lane, narrow (11 feet wide in some places), fragile to heavy traffic, susceptible to degradation (especially during the winter season), and fall far short of the rural residential gravel road county standards!

Both Wild Rose Drive and Camellia Drive are defined as 'privately maintained county roads' meaning that all maintenance and repair costs are the responsibility of the homeowners. The land owners in the neighborhood (including the St Martins Orthodox Church) established a Road Maintenance Agreement which was signed and notarized by all those living on the Wild Rose/Camellia loop in 2004. I, Ron Mullen, was designated to oversee the continuing road maintenance for the neighborhood. That responsibility included: collecting funding, maintaining the road in serviceable condition, employing contractors for road repair, and

making expenditures as needed to maintain the road. This responsibility for oversight, purchasing of materials, and contracting of labor and equipment for maintaining the loop was turned over to St Martins Church in 2019. St Martins also has the stewardship responsibilities for the neighborhood's Road Maintenance Fund. At that time the church volunteered to set up an on-going road maintenance account, and agreed to cover the annual fees for yearly grading maintenance, and to provide any additional cost for gravel needed in the future. In subsequent public meetings, Father James has stated openly that the church has budgeted \$1,000 per year for road maintenance; and since 2019 all the obligations for the entire road maintenance and repair has been the responsibility of St Martins Church.

Unfortunately the promises made by the church to this neighborhood have not been fulfilled. Since the verbal agreements were made by Father James, not once (in the past five years) has the road been graded; minimal effort has been expended by the church to fill potholes completely around the loop; and absolutely no road maintenance or repair work has been done on the lower east end of the Wild Rose/Camellia loop. This leaves the neighborhood to wonder if Father James' assurances that the church will remain at its present congregational size and not grow in future years can be believed! Our neighborhood thinks not!

Neither our neighborhood, nor Benton County, can control the number of Garbage Trucks, Delivery vehicles, Emergency Vehicles, or Mail Delivery Services operating on the existing very narrow, one-way, gravel road. BUT Benton County can require the St Martins Church to improve the road (at the applicant's expense) to meet rural residential gravel road standards for the expected increase in public traffic during ingress and egress from Highland Drive to the church property when approving Conditional Use Permit LU-23-51. From the very standpoint of vehicular road capacity, and the necessity of two way traffic, and public safety issues, this should be a mandated priority requirement before the approval of any public building expansion in our neighborhood.

PAST REQUIREMENTS FOR ROAD UPGRADES

Benton County has set a precedent for all new construction on the Wild Rose/Camellia loop to upgrade road conditions to meet rural residential gravel road standards prior to issuing a building permit. This requirement was imposed when my wife Donna and I built our home in 2000. The entire roadbed along our property frontage plus 25 foot on either end had to be excavated shoulder-to-shoulder to a depth of 24 inches, 4-inch quarry rock was required to establish a 24 foot wide base, which was then overlaid with specified layers of crushed gravel, with every layer compacted and graded to establish the proper crown for the road's drainage profile. Drainage ditches were also graded on both sides of the roadway's shoulders. These road standards had to be met and be inspected by the county before we could obtain a building permit. It is our understanding that Benton County has required Dan and Ann Campbell, our neighbors, who are currently building a home on Camellia Drive, to do the same thing.

The Benton County Community Development Department has a golden opportunity to upgrade the eastern section of the Wild Rose/Camellia loop before building permits are issued for the two building sites which are currently being developed for new home construction. These properties have continuous road frontages which border the worst sections of the one-lane gravel road. This will also give opportunity to address the sediment and storm water runoff which drains down through both properties, and exits through a culvert under the roadway at the lower end. This will greatly improve the serviceable section of those portions of the Wild Rose/Camellia loop — leaving only short sections at the upper end of both Wild Rose Drive and Camellia Drive as narrow one-lane roadways.

FUTURE REQUIREMENTS FOR ROAD UPGRADES

In consideration of future increased public traffic ingress and egress to the St Martins Church (which will eventually grow to the expanded occupancy rating), it only makes common sense to require a road improvement to rural residential gravel road county standards between Highland Drive and the church property. This would allow two-way traffic on the 20 foot road width plus 2 foot shoulders, and would address the vehicular safety issues that are of everyone's concern.

When the St Martins Church submitted the LU-23-51 conditional use permit they fully expected the Benton County Community Development Staff to specify 'conditions' for its approval. As the congregation grows in number, and new uses of the expanded church facilities are initiated in the coming years, the church will utilize its full occupancy rating specified by the Fire Marshal for the 60% increase in building square footage. It is very obvious that there will be a dramatic increase in the volume of traffic — not just on Sunday morning, but for scheduled weekday events as well . The traffic pattern will also be concentrated during those times before services or events begin and after they end. The only reasonable decision the County Development Department staff can make is to impose the following requirement for conditional use permit LU-23-51: **“the road between the church property and Highland Drive must be upgraded to Benton County's rural residential gravel road standards at the applicant's expense”**. Benton County's new Erosion and Sediment Control Permit must also be in place prior to the start of any ground disturbance or excavating activity. If the applicant will not comply with this conditional use, the application must be denied.

Any clarification or questions regarding this submittal of written material may be requested of the undersigned.

Sincerely yours, Ron & Donna Mullen, 917 NW Wild Rose Dr. Corvallis, Or 97330

From: [Theresa Stephens](#)
To: [WILLIAMS Inga](#)
Cc: [THOMPSON Alyssa](#); [Theresa Stephens](#)
Subject: Written comments for Planning Commission
Date: Tuesday, August 20, 2024 4:14:32 PM
Attachments: [St Martin Transportation Evaluation.pdf](#)
[Stephens Written Testimony St. Martin.pdf](#)

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Hello Inga,

I respectfully request an email/notice of receipt of this email by 4:30 pm today so I have time to hand deliver if you do not respond.

Attached are two documents for review by the Planning Commission.

1. My written comments
2. Transportation Evaluation by Clemow Associates, LLC

Please let me know if you have any questions.

Regards,
Theresa Stephens
935 NW Camellia Dr, Corvallis, OR 97330
541 740-0987



August 19, 2024

Theresa Stephens
935 NW Camellia Drive
Corvallis, Oregon 97330

Sent via email to: theresa.m.stephens@gmail.com

Re: St. Martin Orthodox Church Transportation Evaluation – Benton County, Oregon
Transportation Engineering Evaluation

Benton County File Number File No. LU-23-051
C&A Project Number 20240804.00

Dear Ms. Stephens,

This letter provides an evaluation of the St. Martin Orthodox Church Conditional Use Permit application in Benton County, Oregon. The following items are specifically presented in this letter:

1. Property Description and Proposed Development
2. Trip Generation
3. Summary

1. PROPERTY DESCRIPTION AND PROPOSED DEVELOPMENT

The subject property is addressed 925 NW Camellia Drive, Corvallis, Oregon, it is described as tax lot 1400 on Benton County Assessor's Map 11-5-23AB, and it is 1.42 acres. The property is served by NW Camellia Drive, part of a looped roadway system that connects to NW Highland Drive to the west. NW Camellia Drive serves nine developable parcels – six existing single-family residences, one single-family residence under construction, one vacant property, and the church.

The property is within the City of Corvallis' Urban Growth Boundary (UGB) but is outside the City limits and is zoned Benton County Urban Residential – 5 (UR-5). The St. Martin Orthodox Church is an existing non-conforming use. The proposed land use actions increase the development size and also result in the church becoming a conditional, conforming use.

As described by the applicant, the existing church facility includes a 917-square-foot church, a 1,827-square-foot parish hall, and a 200-square-foot bathroom building for a total existing church facility size of 2,944 square feet. The proposed development includes a 1,367-square-foot church expansion, an 896-square-foot parish hall expansion, and a 2,675-square-foot parsonage (pastor's residence). The resulting total proposed church size is 5,207 square feet with a 2,675-square-foot parsonage.

2. TRIP GENERATION

Development Assumptions

The Institute of Transportation Engineers (ITE) *Trip Generation Handbook*, 3rd Edition represents an ITE-recommended practice and provides guidance in the proper techniques for estimating development trip generation and how to best use the data contained in the ITE *Trip Generation Manual*.

Regarding trip generation estimating, the *Trip Generation Handbook* States, “The chosen independent variable should be stable for a particular land use type and not a direct function of actual site tenants. The values and measurements attributable to an independent variable should not change dramatically with changes in building tenants. Physical site characteristics (such as square feet of floor area or number of dwelling units) are preferable to tenant characteristics (such as employees or residents).”

The St. Martin Orthodox Church has a unique design, but the three existing buildings (church, parish hall, and bathroom) all function as a single church entity. It is also reasonable to assume that the proposed expansion will continue to function as a single church entity, noting that the parsonage is considered a separate residence.

The applicant’s narrative states that the proposed church expansion is not anticipated to increase the number of people using facilities; however, it is reasonable to expect that a (future) larger church will have an increased number of people using the facilities – resulting in a similar occupancy-to-size ratio. As such, the most accurate basis to evaluate transportation system impacts is to consider the size (square footage) of the existing and proposed facilities. As previously described, the existing development is a 2,944-square-foot church and the proposed development is a 5,207-square-foot church and a 2,675-square-foot parsonage (residence).

Development Trip Generation

Development trip generation for the existing and proposed developments is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and practices from the ITE *Trip Generation Handbook*, 3rd Edition. Trip generation is as follows:

TABLE 1 – DEVELOPMENT TRIP GENERATION ¹							
Development	ITE Code	Size	Trips per Weekday	Total Weekday Trips (5 Days)	Saturday Trips	Sunday Trips	Total Weekly Trips (7 Days)
Existing Development							
Church	560	2,944 SF	22	110	14	92	216
Proposed Development							
Church	560	5,207 SF	40	200	26	164	390
Parsonage	210	1 DU	9	45	9	8	62
Total Proposed Development			49	245	35	172	452
Change in Trip Generation with Proposed Development			27	135	21	80	236

¹ Trip generation estimated using the *Average Rate* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.

As the table above identifies, the proposed church development generates an additional 236 weekly trips over the existing church development.

Proportional Share Trip Generation

In the existing condition, NW Camellia Drive serves nine developable parcels – six existing single-family residences, one single-family residence under construction, one vacant property, and the church. In the proposed condition the roadway will serve the same properties; however, the church will be expanded and include an additional residence. Based on ITE trip generation rates, the proportional share trip generation for the current properties using NW Camellia Drive is as follows:

TABLE 2 – PROPORTIONAL SHARE TRIP GENERATION ¹								
Development	ITE Code	Size	Trips per Weekday	Total Weekday Trips (5 Days)	Saturday Trips	Sunday Trips	Total Weekly Trips (7 Days)	% Of Total Weekly Trips
Existing Single-Family Residences	210	6 DUs	57	285	57	51	393	47%
Proposed Church Development²	– ²	– ²	49	245	35	172	452	53%
Total Area Trip Generation with Proposed Development			106	530	92	223	845	100%

¹ Trip generation estimated using the *Average Rate* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.
² Refer to Table 1 above for detailed trip generation of the proposed church development.

As the table above identifies, the six existing single-family residential properties generate 47% of the total traffic on NW Camellia Drive and the proposed church development generates 53% of the total traffic. It is recommended that these proportional share impacts be considered when determining any future upgrades to NW Camellia Drive or when the neighbors are structuring maintenance agreements.

3. SUMMARY

The following conclusions are made based on the analysis contained in this letter.

1. The St. Martin Orthodox Church is an existing non-conforming use. The proposed land use actions increase the development size and also result in the church becoming a conditional, conforming use.
2. The property is served by NW Camellia Drive, part of a looped roadway system that connects to NW Highland Drive to the west. NW Camellia Drive serves nine developable properties – eight single-family residences (both developed and undeveloped) and the church.
3. Based on information contained in the ITE *Trip Generation Handbook*, 3rd Edition and the ITE *Trip Generation Manual*, 11th Edition, square feet of floor area is the most appropriate independent variable to use to estimate church trip generation.
4. The existing development is a 2,944-square-foot church and the proposed development is a 5,207-square-foot church and a 2,675-square-foot parsonage (residence).

5. The proposed church development generates an additional 236 weekly trips over the existing church development.
6. The six existing single-family residential properties generate 47% of the total traffic on NW Camellia Drive and the proposed church development generates 53% of the total traffic.
7. It is recommended that these proportional share impacts be considered when determining any future upgrades to Camellia Drive or when the neighbors are structuring maintenance agreements.

Sincerely,



Christopher M. Clemow, PE, PTOE
Transportation Engineer



RENEWS 31 DECEMBER 2025

August 20, 2024

Inga Williams, Associate Planner
c/o Benton County Planning Commission
5400 SW Research Way
Corvallis, OR 97333

RE: Additional Written Testimony for the St. Martin Church (LU-23-051)

Dear Planning Commissioners:

There was considerable discussion about road improvements and road maintenance contributions during the public hearing. This letter is intended to provide some additional clarification on those matters. It is fair to say that all the neighbors on Camellia and all but one on Wildrose fear what having a sizable church in our neighborhood will do the character of use. We have a very narrow road in many locations and while walking just today, a car had to wait for me to get to a driveway so I could duck out of the roadway. There was no room for both me (walking) and the car to pass.

Road Impacts and Proportional Share of Improvements

During the public hearing, it wasn't clear what the impact to Camellia Drive is from the church and the existing residents, as there was no traffic analysis done. After the Commissioners meeting, we neighbors discussed this and all felt the road situation needed a professional opinion. It was decided to retained the services of a licensed transportation engineer to conduct this analysis. You'll see in his attached evaluation letter that with the proposed church expansion, the weekly vehicle trips from the church will be higher than the weekly trips by the residents along Camellia Drive.

From the Transportation Evaluation Report:

There is roughly 1,380 lineal feet of paved gravel roadway along Camellia Drive. Camellia Drive serves a total of 9 lots, while Wild Rose Drive serves another 9 lots. Of the 9 lots along Camellia Drive, 6 contain existing single-family homes, 1 has a single-family home under construction, 1 contains a church and 1 is vacant. Currently only one 185-foot segment of Camellia Drive meets the current County residential local road standard which consists of two 10-foot gravel travel lanes and 2-foot gravel shoulders on either side. This was done as a frontage requirement for the new home currently under construction at 930 Camellia Drive. There is also a vacant parcel (TL 2500) at the end of the road that will be required to provide approximately 255-lineal feet of frontage improvements when that property is developed. These two properties will ultimately upgrade 440-lineal feet of frontage along Camellia Drive to residential local road standards. This leaves 940 lineal

feet of Camellia Drive as sub-standard with no additional development opportunities to widen the road.

The Transportation Evaluation found that between the 6 existing residences and the St. Martin church, that 47% of the weekly vehicle trips are done by existing residents and 53% of the weekly vehicle trips will be done by the church and its parsonage. The County's "proportional share" of road improvements resulting from the St. Martin's Conditional Use Permit can be found in the condition of approval on the following page.

- 4) The applicant shall work with Public Works to identify road improvements to Camellia Drive on a portion of the road between the existing approach and Highland Drive. The road improvements will amount to widening of Camellia Drive to the Residential Local Road standards identified in the Transportation System Plan for a length not to exceed 300 lineal feet.

The 300-feet of road improvements identified in the condition above would represent upgrades to only 32% of the remaining 940 lineal feet of sub-standard road, and not the churches 53% portion of vehicle trips along Camellia Drive. To ensure the expansion of the St. Martin church is providing their proportional share of road improvements (940 LF x .53% = 498), I request the Planning Commission consider modifying the condition of approval as follows:

- 4) The applicant shall work with Public Works to identify road improvements to Camellia Drive on a portion of the road between the existing approach ~~Highland Drive~~ and the western end of Camellia Drive. The road improvements will amount to widening of Camellia Drive to the Residential Local Road standards identified in the Transportation System Plan for a length ~~not to exceed 300 lineal feet~~ of 498-feet.

Roadway Maintenance

During the public hearing, it wasn't clear how much the neighbors and the church contributed toward roadway maintenance. I recognize this is outside the purview of the Planning Commission, but felt it was important to accurately describe everyone's recent financial contributions toward maintenance of Camellia Drive and Wild Rose Drive.

Landowners along Camellia Drive and Wild Rose Drive established a road maintenance agreement in 2004 that was signed by all residents at the time. Ron Mullen was designated to manage this effort.

In 2014 the 13 property owners (including the church) contributed \$20 per year to the road fund, so neighborhood volunteers could purchase and haul gravel, grade the road where needed, fill potholes, trim brush and cut grass.

In 2019, the property owners (including the church) contributed \$500 each to Benton County for brush cutting, additional gravel, and grading.

In 2019, St. Martin Church offered to cover the annual fees for road grading and maintenance. At the time, Ron Mullens let them take over management of the road maintenance fund. He passed on the remaining funds collected from the neighbors. Ron has always sent an update as to how much was in the fund, and what had been done and purchased. The road maintenance was very transparent. Then the church volunteered to set up an ongoing road maintenance account and agreed to cover the annual fees for yearly grading maintenance. Father James has stated that the church has budgeted up to \$1,000 annually for road maintenance. We have not seen that money spent on the road maintenance nor have we ever had an update from the church as to what gravel was purchased or what maintenance was performed.

Since the church took over road maintenance fund and responsibilities 5 years ago, the neighbors have seen very little road maintenance. There have been a few potholes that were filled (during the winter season) and one dump truck load of gravel spread on Camellia about a year ago.

Conclusion: We, the neighbors, feel that to obtain the approval and permit for the expansion, St. Martins should be required to:

- 1.) improve Camellia Dr. to support all the additional traffic all the way to where it meets Wild Rose Dr. even though the road report only requests 498' of improvements.
- 2.) put in an access driveway from Satinwood that is strictly for church access. Bagliens own the property across the road that, according to the maps, touches Satinwood Dr. If they were allowed to put in a lot line adjustment, put in the short gravel driveway from Satinwood to the church parking lot, it would keep their traffic off our narrow unimproved road.

The church is there, and we have all come to accept it as part of the neighborhood. The expansion pushes the limits of the road usage, water usage/water table and noise from the coming and going of the congregation.

Please note: We, the neighbors, ultimately hope that the permit will be denied based on the inability to force the church to improve the road and the road is incapable of handling this increased traffic, among other things. When we wrote the appeal, we thought that it, in itself, was a request to deny the permit.

Thank you for your time and consideration.

Sincerely,

Theresa Stephens

Theresa Stephens
935 NW Camellia Drive
Corvallis, OR 97330

From: [Theresa Stephens](#)
To: [WILLIAMS Inga](#)
Cc: [THOMPSON Alyssa](#)
Subject: Re: Written comments for Planning Commission
Date: Tuesday, August 20, 2024 4:50:47 PM
Attachments: [image001.png](#)
[image002.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you, Inga. What is the next step? Will we hear something from you or the commissioners? When?

Theresa

On Tue, Aug 20, 2024 at 4:43 PM WILLIAMS Inga <Inga.Williams@bentoncountyor.gov> wrote:

Theresa,

Your comments have been received.

Inga



Inga Williams *she/her*
Community Development Dept.
Associate Planner

Phone: 541-766-6819
Email: Inga.Williams@BentonCountyOR.gov
Homepage: www.bentoncountyor.gov



We're located at [4500 SW Research Way, 2nd Floor](#).

From: Theresa Stephens <theresa.m.stephens@gmail.com>
Sent: Tuesday, August 20, 2024 4:14 PM
To: WILLIAMS Inga <Inga.Williams@bentoncountyor.gov>
Cc: THOMPSON Alyssa <alyssa.thompson@bentoncountyor.gov>; Theresa Stephens <theresa.m.stephens@gmail.com>
Subject: Written comments for Planning Commission

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Inga,

I respectfully request an email/notice of receipt of this email by 4:30 pm today so I have time to hand deliver if you do not respond.

Attached are two documents for review by the Planning Commission.

1. My written comments
2. Transportation Evaluation by Clemow Associates, LLC

Please let me know if you have any questions.

Regards,

Theresa Stephens

935 NW Camellia Dr, Corvallis, OR 97330

541 740-0987

From: [Vincent Gimino](#)
To: [THOMPSON Alyssa](#)
Subject: RE: St. Martins Church expansion
Date: Tuesday, August 20, 2024 2:17:47 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Greetings;

Thank you for reviewing this complex proposal. I would like to state/restate my family's serious concerns regarding this project. I refer you back to my prior email sent 8/13/24 at 11:03 AM for details, as this is edited:

- 1-It is without doubt, despite assertions otherwise, that the expansion will cause undue burden to the small road and neighborhood, with respect to traffic density, noise, road damage, and public safety.
- 2-It is without doubt, despite assertions otherwise, that the expansion *will result in a significant change to the character of the neighborhood*
- 3-the general argument proposed for expansion is circular and does not support itself:

-The main claim is that the expansion will not impact the neighborhood, an assertion that is central to the Church argument; however at the same time there are mandated road improvements to facilitate this expansion. If there truly is no impact to the neighborhood with the project, then why is the road being expanded for the same amount of traffic? Which is it -- impact or no impact?

4-Related to this is that these arguments are contradictory to the rationale proposed in section 53 -- it seems that the determinations can only be one of the following (and not both):

a. it is determined there is truly no impact to the neighborhood (no increase in volume of parishioners, no increase in events, no increase in traffic), then there should be no need for the road improvements (those improvements are not needed at this time with current residents and usage, *and the document indicates in more than one location that this usage will not change*).

OR

b. The project **is** changing something in the neighborhood (namely, usage by all of those metrics stated above are indeed expected to increase, etc), necessitating the associated requirement to improve the road. Therefore with the need for such significant road improvements, by definition the project would be expected to result in a significant impact on the neighborhood, and therefore meets the conditional criteria in section 53, and therefore the project should not be approved.

5-Another factor to consider with respect to meeting the terms of section 53: The project creates undue financial burden on the non-Church residents of the neighborhood *essentially to support the expansion and the long term operations of the Church:*

-Although there would be a mandate to the Church to expand the road, that is followed by the *lifelong unfunded mandate* to every other homeowner to maintain said road, that will be most heavily used and impacted by the greater Church traffic.

-Therefore, this financial encumbrance *in itself results in a materially a significant impact to the character of the neighborhood* as it negatively changes the inherent values of the properties & increases the responsibilities of the homeowners given this *infinite, undescribed, unbudgeted, financial burden.*

6-Lastly, there is the matter of water. In addition to the County, of course, there are others in my neighborhood that have more expertise in this area, but this project has the potential to significantly impact the water table, well functionality, and water supply.

-Several years ago (maybe as far back as ~2018), there was a neighborhood meeting called by Fr. James regarding the regional water supply. There was significant worry by the Church as their well had gone dry. This was not long after a new residential well was installed on an adjacent property. This concern raised by the Church was even accompanied by emails from the Fr. James asking everyone to conserve water, turn off sprinklers, don't water your lawns, etc. because of their faltering water table. The Church had to redrill a new well, going much deeper than the existing well (I would imagine that information is on record with the County). In addition, there was another email from Fr. James in 2019 (see screenshot) how he describes the effects of drought on their property with the seasonal creek drying up, and trees dying. It would seem the water situation is already touch-and-go in that area of the neighborhood.

-Therefore, our concern is that if a single residential well forced the Church to dig a new, much deeper well, just to sustain their current needs, what happens to the regional water table when an operation serving 10s-100s of people need even more water? And they dig another deeper well?

Thank you again for your consideration in this important matter.

Vincent Gimino



James Baglien

From: jbaglien@gmail.com

To: Maureen Kinevey Gump, Susanna Priest

Cc: Byer Family, Carol McCarthy, Dan & Ann Campbell, Dan Campbell, Jerry & Pat Allison and 6 more...

Wed, Aug 21, 2019 at 2:55 PM 

Hi everyone,

As most are aware, the multi-year drought is taking its toll on the Douglas Firs in the valley.

Our property has been particularly hard-hit, due to our southern exposure, the loss of our Port Orford cedars (themselves weakened by the drought) to a virus, and the proximity of many of our trees to the seasonal creek below our property -- where their shallower root systems betrayed them, as the creek ran dry for longer and longer periods each year.

We have engaged an arborist to remove the dead trees from our property. The crew is scheduled to be on site September 17-19. Our current plan is to have the downed trees removed completely from our property (sound ones for lumber, unsound ones to be ground into chips and hauled away).

If any of you have dead or dying trees you'd like removed, this might be a good opportunity to do so, while the crew is at our site. The arborist is Josh Cantrell -- you can contact him directly at mwoodsman@gmail.com. Josh is a personable young man, who comes highly recommended from a friend of ours on Lewisburg road, where he did a project for them.

kind regards,

Jim Baglien